

AGENDA

Meeting: Calne Area Board
Place: Online
Date: Tuesday 7 December 2021
Time: 6.30 pm

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

The Area Board welcomes and invites contributions from members of the public for this meeting.

Public Networking session – starting at 6.15pm

This is an opportunity for local residents to meet with their local Wiltshire Councillor to discuss local issues and an opportunity for representatives of Area Board Partners (Police/Fire/Health Services etc) to engage with local residents too.

[To join the meeting and be able to enter in the discussion please use this link](#)

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 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
Cllr Ian Thorn, Calne Central

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Items to be considered		Time
1	Chairman's Welcome and Introductions	6.30 pm
2	Apologies for Absence	
3	Minutes (<i>Pages 1 - 10</i>) To approve and sign as a correct record the minutes of the meeting held on 7 September 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 - 20</i>) The Chairman will provide information about: <ul style="list-style-type: none"> a. Changes to Wiltshire's Taxi Tariffs b. Update on Leisure Centres Transferring to Wiltshire Council c. Youth Council Updates – Video d. Community Governance Review 	6.40 pm
6	Partner Updates (<i>Pages 21 - 42</i>) To receive an update from the partners listed below: <ul style="list-style-type: none"> a. Wiltshire Police b. Dorset and Wiltshire Fire and Rescue Service c. Clinical Commissioning Group d. Healthwatch e. Town and Parish Councils f. Patford House Partnership – Update on the Care Quality Commission report and actions 	6.50pm
7	Introduction to the New Prevention and Wellbeing team To receive an update from Katie Brown.	7:05pm
8	Our Community Matters	7.15pm
8a	Area Board Action Plan Update (<i>Pages 43 - 60</i>) To receive an update on the Area Board Action Plan and priorities from the Community Engagement Manager.	
8b	Calne Area Parish Forum Update (<i>Pages 61 - 70</i>) To receive an update from Cllr Ashley O'Neill.	

8c **Air Quality Update** (Pages 71 - 90)

To receive an update from Cllr Ian Thorn.

8d **ECO Fest Community Discussions - Feedback** (Pages 91 - 104)

1. To receive an update from Sue Deedigan on Green and Blue; and
2. To receive an update from Celia Stevens on Getting Around.

8e **Older People's Voices Update**

To receive an update from Diane Gooch.

8f **Health & Wellbeing Group Update**

To receive an update from Alison Ingham.

8g **Rise Youth Update**

To receive an update from Danielle Blake.

8h **Calne Community Safety Forum Update**

To receive an update from Glenis Ansell.

9 **Community Area Grants** (Pages 105 - 108)

8.00pm

To determine six applications for Community Area Grants:

Application number	Applicant	Project	Total project cost	Contribution requested	Links to the Area Board Action Plan
ABG97	Calne Heritage Centre Trust	Digitisation of the Harris Collection	£5253.47	£2,626.73 (capital)	
ABG278	Avon Needs Trees	Hazeland Treguard Trial	£14100.00	£5,000.00 (capital)	Environment
AB298	Calne Town Council	Electric Vehicle Charging Points	£7186.71	£3,593.35 (capital match funding)	Environment (Air Quality priority)
ABG263	Calne Town Council	Youth Outreach and Safe Space	£6,000.00	£3,000.00 (youth match funding)	Young People

ABG29 2	Calne Town Council	Community Safeguarding training programme	£2,400.00	£1,200.00 (H&W match funding)	Older & Vulnerable People and Young People.
ABG30 1	Parkrun	Calne Recreation Ground junior parkrun	£4,000.00	£2,000.00 (youth funding)	Young People

To note the arrangement of one area board initiative agreed under delegated decision: - **Calne Eco Fest 2021 - £500.**

ABG238	Area Board initiative	Calne Eco Fest	£1,000	£500.00 (match funded by Calne TC).	Envir onme nt.
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10 **Community Area Transport Group (CATG) - Update** (*Pages 109 - 166*)

To consider recommendations arising from the CATG meeting held on 18 November 2021:

- To note the discussions and updates outlined in this report
- To close the following Issues: **3-20-7 and 3-21-7**
- To allocate an additional £700 of CATG funding in relation to **issue 6465**
- To add the following Issues to the Priority List (with CATG funding): **3-21-11**

11 **Urgent items**

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

12 **Future Meeting Dates and Close**

The next meeting of the Cane Area Board is scheduled for 8 March 2022 starting at 6.15pm with a 15 minute public network session.

MINUTES

Meeting: Calne Area Board
Place: Online
Date: 7 September 2021
Start Time: 6.30 pm
Finish Time: 8.45 pm

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

Wiltshire Council Officers

Jane Vaughan – Community Engagement Manager
Dom Argar – Technical Support Officer
Diane Ware – Highways Principal Technical Officer
Stuart Figini -Senior Democratic Services Officer

Town and Parish Councillors

Calne Town Council - Alan Hill and Robert MacNaughton
Bremhill Parish Council – Isabel McCord
Calne Without Parish Council – Ioan Rees

Others

Rise Trust Youth Project - Danielle Blake
Calne Town Council – Mark Edwards
Wiltshire Music Centre - Cassie Tait
Older Peoples Champion – Diane Gooch
Avon Needs Trees – Alistair Wynn and Dave Wood
Sue Deedigan

Total in attendance: 23

<u>Minute No.</u>	<u>Summary of Issues Discussed and Decision</u>
17	<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>
18	<p><u>Apologies for Absence</u></p> <p>Apologies were received from Insp James Brain – Wiltshire Police and Tim Elliott - Station Manager for North West Wiltshire – Dorset and Wiltshire Fire and Rescue Service.</p>
19	<p><u>Minutes</u></p> <p><u>Decision</u></p> <p>The minutes of the meeting held on 6 July 2021 were agreed as a correct record and would be signed by the Chairman at a future meeting.</p>
20	<p><u>Declarations of Interest</u></p> <p>The following declarations of interest were made by members in relation to Community Area Grant Applications:</p> <ul style="list-style-type: none"> • Cllr Ian Thorn – (i) Application by the Friends of Marden Valley –as he is the Chairman of the group applying for the grant; (ii) Application by Wiltshire Music Centre – as a Trustee of the Music Centre • Cllr Ashley O’ Neill - Application by the Friends of Marden Valley –as he is a member of the group applying for the grant • Cllr Sam Pearce-Kearney - Application by the Friends of Marden Valley – as he is a member of the group applying for the grant <p>The above members did not speak or vote on the applications.</p>
21	<p><u>Chairman's Announcements</u></p> <p>The Chairman drew attention to the following written announcements included on the agenda:</p> <ul style="list-style-type: none"> • Ash Dieback – The Community Engagement Manager, Jane Vaughan introduced the announcement along with a video about Ash Dieback, its impact on trees in Wiltshire and proposed action to be taken as a consequence of the disease.
22	<p><u>Partner Updates</u></p>

To receive an update from the partners listed below:

a) Wiltshire Police

The Area Board noted the written report attached to the agenda pack.

b) Wiltshire and Dorset Fire and Rescue Service

There was no report from the Fire and Rescue Service.

c) Healthwatch

The Area Board noted the written report attached to the agenda pack.

d) Older People's Voices

Diane Gooch presented the Older People's Voices report and informed the Area Board of the following:

- A large number of people attended the Reconnecting Group earlier in the day and there is now a waiting list due, in part, to other Groups closing.
- Celebrating Age were holding indoor and outdoor concerts from September 2021.
- A recent meeting of the Voices and Dementia Steering Group agreed that the two Groups should be amalgamated into one Group. It was noted that a new Chair was needed for the new Group, possibly one of the Area Board Members. Further consideration would be given to this after the Area Board meeting.

e) Calne Health and Social Care Forum (Health & Wellbeing group) – Alison Ingham

f) Rise Youth

Danielle Blake, Youth Co-Ordinator from the Rise Trust provided an update on the work undertaken in the Calne area. The following points were made:

- Continuing the detached youth outreach work and engaging with young people, common themes over the last few months included being safe out and about.
- Undertaking work looking at substance misuse
- The Youth Club has reopened with up to 20 young people attending. It was noted that it was a younger cohort attending the Club, therefore the opening times had been moved earlier in the evening, allowing the outreach workers to provide an hour working in the community.
- Working closely with the Town Council about the delivery of services going forward

g) Calne Community Safety Forum

There was no report from the Forum.

h) Town and Parish Councils

Calne Without

Ioan Rees provided an update for Calne Without and reported that the Parish Council still had two Councillor vacancies available, and a new Parish Clerk had been appointed.

Issues recently considered by the Parish Council include a planning application for a solar farm, a consultant to undertake a Road Safety Feasibility Plan for the Parish as part of the Neighbourhood Plan and the Parish declaring a climate emergency.

Bremhill

Isabel McCord provided an update for Bremhill and reported that the Parish now have Gigaclear fibre broadband, Bremzero, a local group set up in response to the climate emergency, were looking at community and local level solutions, with support offered from the Parish Council, Avon Needs Trees had recently purchased a field on Stanley Lane and the Parish Council supports their tree planting scheme, and Isabel commented on the impact of Covid on village activities – the produce show was cancelled along with the Parish Council face to face annual meeting.

Calne Town Council

Alan Hill provided an update for the Town Council and report on the following issues:

- Beat the Street runs from 15 September until 13 October 2021 - Funded by Calne Town Council and Calne Area Board.
- #CalneSummer - a number of free activities took place over the summer holidays although some had to be cancelled due to inclement weather. They were funded by the Town Council, were well attended and received positive feedback. There were also additional youth engagement sessions with The Rise Trust Youth workers, supported with free ice lollies from Tesco.
- Calne Music and Arts Festival from 1 – 10 October
- Defibs – 5 new community accessible defibs have been installed with support from the Area Board. A community training session took place on 4 August at the Town Hall.
- Planning Applications were received for the former Co-operative store in Mill Street and will be considered at the Town Planning, Licensing & Highways Consultative Committee.
- Community Speedwatch – volunteers are needed for the scheme on Sandpit Road.
- North End Play Area - as a result of previous damage to the play equipment the Town Council have installed a second CCTV camera to monitor activity.

	<ul style="list-style-type: none"> • Full Town Council meeting being held on Monday 27th September at 7pm. • Police Station – Silver Street – It was noted that the facility was being used again, although it was understood that the building had been on the market for sale. Alan asked for the new Police and Crime Commissioner to become involved and supply the Area Board with an update. <p>Decision – To invite the Police and Crime Commissioner to attend the next Area Board meeting to provide an update on the Police Station in Silver Street.</p> <ul style="list-style-type: none"> • Delays being experienced in relation to Service Devolution, formerly Asset transfer, to Calne Town Council from Wiltshire Council. The Town Council were keen to recommence discussions at the earliest opportunity. • New Medical Facility – concern at the standard of service provided by the partnership between Patford House and the Beversbrook surgeries, along with the construction timescales for the new facility adjacent to the Fynamore roundabout. It was suggested that the Area Board express its concerns to Patford House partnership about the status of the surgery especially with CQC interventions taking place. <p>Decision – To ask Cllr Tom Rounds, Chairman of the Area Board to write to the Patford House partnership to express the concerns of the Area Board in relation to the standard of service provided, highlighted by residents, and progress on the construction of the new medical facility adjacent to the Fynamore roundabout.</p>
23	<p><u>Community Engagement Report</u></p> <p>The Area Board received a report and presentation from the Community Engagement Manager (CEM), Jane Vaughan who provided an update on the priorities agreed by the Area Board at its last meeting.</p> <p>The CEM reminded the Area Board that their agreed priorities were themed into the following streams - Young People, Older and Vulnerable People and Families, The Environment, The Economy and Community Resilience. It was noted that the draft rolling work plan would record the actions being proposed, their status and other information. This would be reported to the Area Board on a regular basis. Each stream was championed by one of the Area Board Council members and they provided updates on their specific areas, details of which were contained in the report.</p> <p>Resolved:</p> <ol style="list-style-type: none"> 1. To agree an area board action plan and confirm that priorities will

	<p>form the focus of resources for the Calne Area Board during 2021/22 (appendix 1).</p> <p>2. To agree initial priority actions:</p> <ol style="list-style-type: none"> a. <u>Young people</u> - Reconvene the Community Area Youth Forum b. <u>Young people</u> – Develop local youth provision, street based and café style in the town and assess provision in the villages. c. <u>Older & Vulnerable People</u> - Audit activities/clubs to establish provision. d. <u>Environment</u> - Hold a Calne ECO-Fair in October to promote and celebrate ideas about living sustainably. e. <u>Economy</u> - Establish current issues affecting local business and promote regeneration of the high street. f. <u>Community Resilience</u> - Develop safeguarding training sessions for local groups and organisations to promote an understanding about contextual safeguarding of young people and vulnerable adults.
24	<p><u>Highways - 5 Year Major Maintenance Plan</u></p> <p>The Area Board received a report and presentation from the Highways Principal Technical Officer, Diane Ware, about the draft Highways 5-year maintenance programme.</p> <p>The presentation covered the following issues:</p> <ul style="list-style-type: none"> • The current condition of roads requiring maintenance and the amount spent in each Area Board area. • The spend profile for Calne area. • The schemes being considered in the forthcoming 5-year plan for the Calne area. <p>The following points were raised following the presentation:</p> <ul style="list-style-type: none"> • The 5-year programme of works is ambitious and welcomed. • Thanks to the Highways officer for the support provided during the maintenance works in Curzon Street. • Concern at condition of the road surface on Sandpit Road due to lorry movements in and out of the recycling centre. <p>The Area Board were asked to provide any comments on the draft proposals to the Highways Principal Technical Officer who confirmed that these would be taken into account alongside the current proposals.</p>
25	<p><u>Community Area Grants</u></p>

	<p>The Area Board considered a number of applications for Community Area Grant and Health and Wellbeing funding. The Chairman invited a representative of the applicant to give a brief overview of their project to the Area Board.</p> <p>Resolved:</p> <p>To award the following grants:</p> <ol style="list-style-type: none"> 1. Friends of the Marden Valley - £1,000 towards a biodiversity project – Community Area Grant 2. Avon Needs Trees - £5,000 towards the creation of a new forest – Community Area Grant 3. Wiltshire Music Centre - £1,500 towards phase 3 of the Celebrating Age Project in the Calne Community Area – Health & Wellbeing grant. <p>(Note –</p> <ol style="list-style-type: none"> i) Cllr Thorn declared an interest in the grant at 1 above and did not speak or vote on the grant application. ii) Cllr Thorn, Cllr O’Neill and Cllr Pearce-Kearney declared interests in the grant at 3 above. They did not speak or vote on the grant application)
26	<p><u>Community Area Transport Group (CATG) - Update</u></p> <p>The Area Board received the minutes of the Community Area Transport Group meeting held on 19 August 2021 and considered a number of recommendations arising from the meeting.</p> <p>Resolved:</p> <ol style="list-style-type: none"> 1. To note the discussions and updates outlined in the report 2. To close the following Issues: 6890, 3-19-6, 3-20-6, 3-19-7, 3-20-3, 3-20-4, 3-20-7, 3-20-13, 3-21-2 3. To add the following Issues to the Priority List (with CATG funding): 3-20-9, 3-21-8 4. To progress with Section 106 funding: Covid Response Issue Calne Silver Street/Spring Lane pedestrian route 5. To allocate funding to the following Issues on the Priority List: 6465

27	<u>Urgent items</u> There were no urgent items.
28	<u>Future Meeting Dates and Close</u> The next meeting of the Cane Area Board is scheduled for 7 December 2021 starting at 6.15pm

Taxi Tariff Changes Briefing Note

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

Proposed Changes - Taxi Tariff Schedule for Hackney Carriages

1.0 Purpose

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

2.0 Background

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

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

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

- 2.3 For vehicles up to four seats:

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

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

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

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

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

3.0 Conclusion

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

Briefing note produced by Tom Ince (Principal Compliance Officer)

Email: tom.ince@wiltshire.gov.uk

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

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

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

Hackney Carriages are regulated by Wiltshire Council.

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

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

e-mail : fleet.licensing@wiltshire.gov.uk. Telephone No 01225 770271

8 May 2015

04 January 2022

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

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

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

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

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

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



Chairman's Announcements

Subject:	Update on leisure centres transferring to Wiltshire Council
Web/ Email contact:	Email queries: louise.cary@wiltshire.gov.uk

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

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

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

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

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

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

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

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

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

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

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

Briefing Note – Wiltshire Youth Council



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

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

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

Wiltshire Youth Councillors will have the power to:

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

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

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

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

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

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

Community Governance Review

Briefing Note No. 21-25

Service: Democratic Services
Further Enquiries to: Lisa Alexander
Date Prepared: 12 November 2021
Contact: CGR@wiltshire.gov.uk

This note sets out details of a public survey being undertaken as part of the Community Governance Review as set out in Briefing Note 21-18

Further details can be found on the following [webpage](#)

What are Community Governance Reviews?

1. A Community Governance Review (CGR) is a process which provides the opportunity to review and make changes to town and parish council governance arrangements. This ensures that they continue to be reflective of the identity and interest of local communities, and are as efficient and effective in their governance as possible.

What can a Community Governance Review change?

2. A Community Governance Review can make a number of changes to parish areas and parish electoral arrangements including:
 - the alteration to, merger or grouping of, creation or abolition of parishes;
 - the naming of parishes and adoption of alternative styles for new parishes (the naming process can also be undertaken under S75 of the LGA 1972);
 - parish council size. e.g. number of councillors to be elected, and warding arrangements;
 - any other electoral arrangements.
3. A Community Governance Review is not responsible for the number of boundaries of Unitary Divisions in the Wiltshire Council area. That is a process known as an Electoral Review and is conducted by the Local Government Boundary Commission for England (LGBCE). In certain circumstances a Community Governance Review may request minor alterations to a Unitary Division as a consequence of other changes, but this must be agreed by the LGBCE.

Areas included in the review

4. At its [meeting](#) on 21 September 2021, the Electoral Review Committee approved the terms of reference for a Community Governance Review to be commenced on 22 September 2021, to include the following areas:
 - Beechingstoke, Marden, Patney, Woodborough, Stanton St Bernard, North Newton, Wilsford;
 - Calne Without, Calne, Heddington, Cherhill, Compton Bassett, Hilmarton and Bremhill;
 - Malmesbury and St Paul Malmesbury Without.

Public Surveys

5. As part of its information gathering process, the Electoral Review Committee is conducting an online survey on the proposals that have been received.
6. The surveys for each area can be accessed from the main webpage and the following links:
 - [Beechingstoke and surrounding parishes:](#)
 - [Malmesbury and St Paul Malmesbury Without:](#)
 - [Calne Without new parish proposal and surrounding parishes \(including Calne Town\);](#)
 - [Charlton and Wilsford.](#)
7. Due to the ongoing pandemic and local public health guidance, a number of online sessions will be held to present information on currently received proposals and to receive public feedback.
 - Beechingstoke online meeting – 23 November 2021 – 1800 – [Access link](#)
 - Calne Without online meeting – 2 December 2021 – 1800 – [Access link](#)
 - Malmesbury online meeting – 14 December 2021 – 1800 – [Access link](#)
8. Any residents or interested parties are encouraged to attend the online sessions and respond to the surveys.
9. Following consideration of any comments, and other information gathering, the Electoral Review Committee will prepare draft recommendations for each area. It will then undertake a formal consultation on those recommendations in 2022.

Parish Name Change

10. There is also an ongoing survey on a proposal to change the name of Biddestone Parish Council:
 - [Biddestone survey](#)

Chippenham CPT Area Board Update



October 2021

WILTSHIRE POLICE

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Agenda Item 6

Your CPT - Chippenham

Inspector: James Brain

Neighbourhood Sergeants: Richard Marshall / Gavin Brewster

Neighbourhood Officers:

PC Evie Templar (Chippenham)

PC Nick Kelly (Calne)

DC Kev Golledge (Corsham)

PCSOs:

Mark Cook / Nicole Sheppard (Calne)

Luke Rogers / Barbara Young / Julie Chard / Sian Angell / Chris Archer / Linda

Staples / Lewis Hawkins (Chippenham)

Shaun Redmond / Toni Brown (Corsham)

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Performance – 12 months to September 2021

Force

- Wiltshire Police has had a decrease in the volume of recorded crime by 6.0% in the 12 months to September 2021 and continues to have one of the lowest crime rates in the country.
- Wiltshire Police has seen a 17% reduction in vehicle crime and a reduction of 25% in residential burglaries in the 12 months to September 2021.
- Our service delivery remains consistently good.
- In September 2021, we received:
 - 9,895 '999' calls, (answered within 12 seconds on average);
 - 11,341 '101' calls, (answered within 15 seconds on average);
 - 12,307 'CRIB' calls, (answered within 3 minute 10 seconds on average).
- In September 2021, we also attended 1,717 emergency incidents within 10 minutes and 21 seconds on average.

Crime Type	Crime Volume	% of Crime
Totals	38,224	100.0
Violence without injury	6,650	17.4
Violence with injury	5,508	14.4
Criminal damage	4,889	12.8
Stalking and harassment	3,926	10.2
Public order offences	3,547	9.3
Other crime type	13,704	35.8

Chippenham CPT

Crime Type	Crime Volume	% of Crime
Totals	3753	100.0
Violence without injury	664	17.7
Violence with injury	625	16.7
Criminal damage	489	13.0
Stalking and harassment	431	11.5
Public order offences	350	9.3
Other crime type	1194	31.8

Stop and Search information for Chippenham CPT

During the 12 months leading to August 2021, 110 stop and searches were conducted in the Chippenham area of which 77.3% related to a search for controlled drugs.

During 72.7% of these searches, no object was found. In 23.6% of cases, an object was found. Of these cases 74.5% resulted in a no further action disposal; 24.5% resulted in police action being taken; 8.2% resulted in an arrest.

Of the stop and search subjects who defined their ethnicity:

- White – 89 stop and searches.
- Mixed Ethnicity – 3 stop and searches
- Black or Black British – 8 stop and searches

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Local Priorities & Updates

Priority	Update
Anti-Social Behaviour The Pippin, Calne	<p>Calne Neighbourhood continues to see ASB in the area of The Pippin and Sainsburys. In relation to this a number of young people have been identified who in the main are under 16 years old. Their parents have been spoken to by Police and letters delivered highlighting concerns around their behaviour. Kingsbury Green Academy have also been consulted.</p> <p>The number of reported incidents for the first two weeks had dropped significantly however on 17/11/21 two incidents were reported of eggs being thrown in The Pippin area and also some damage caused to vehicles in Abberd Way. A suspect has been identified for Abberd Way and is currently under investigation. Enhanced patrols by Calne NHT continue in these areas highlighted and for 2 involved in the ASB who are over 16, CPW's are to be issued.</p>
Chaveywell Court – Wayne Vincent.	<p>Wayne Vincent is a local resident in Chaveywell Court, Calne who has caused a number of anti-social incidents and disturbances both in and around his residence and Town Council offices. Police are investigating offences and have also worked with Housing to address this. An Emergency Housing Injunction has been authorised by the council and is awaiting service on the individual. Over the past few weeks incidents have dropped off for this individual.</p>
Excess Speed	<p>Excess speed on the Calne area remains a priority which attracts much interest from local residents. Reports are sporadic but Calne Neighbourhood is focusing on the A4 Quemerford and A3102 Oxford Road.</p>
Hare Coarsing, Yatesbury	<p>Hare Coarsing has been reported more frequently with the time of year and longer hours of darkness. Increased patrols taking place and Rural Crime Team are aware.</p>

Local Priorities & Updates Continued

Priority	Update



Useful links

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

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

Get Involved

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



Follow your CPT on social media

- [Calne Police Facebook](#)
- [Calne Police Twitter](#)
- [Chippenham Police Facebook](#)
- [Chippenham Police Twitter](#)
- [Corsham Police Facebook](#)
- [Corsham Police Twitter](#)



CPT Chippenham covers the areas of Chippenham, Calne and Corsham

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

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

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

Find out more information on your CPT area at: www.wiltshire.police.uk and here www.wiltshire-pcc.gov.uk

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DORSET & WILTSHIRE FIRE & RESCUE SERVICE

WILTSHIRE AREA BOARD REPORT

Community Safety Plan

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

Prevention

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

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

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

Are you or anyone you know:-

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

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



Protection

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

General Enquiries

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

Fire Safety Complaint

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

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

On Call Recruitment

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

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

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

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

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



Recent News & Events

Pumpkins, Bonfires and Fireworks



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

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

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

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

Road Safety Roadshow Live again with Arval UK's support

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

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

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

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



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

Firefighters save house in Melksham amid plea for new recruits

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

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

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



First SPECTRA course held

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

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

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





Demand

Total Fire Calls for ...Calne..... Fire Station for period ...1st October – 22nd November:-

Category	Total Incidents
No. of False Alarms	7
No. of Fires	7
No. of Road Traffic Collisions and other Emergencies	0
Total	14

Local Incidents of Note: No incidents of note recorded

.....
Station Manager

Email:.....dwfire.org.uk

Tel:

Mobile:

Update for Wiltshire Area Boards

October 2021

Devizes Health Centre build reaches highest point

Local healthcare leaders and construction officials attended a topping out ceremony on the Devizes Health Centre site on Marshall Road on Monday 11 October 2021 marking the building reaching its highest point.

The new Devizes Health Centre will be one of the region's first integrated care centres and with services being delivered on the site by the Devizes Primary Care Network made up of the four local GP practices, the Royal United Hospitals Bath, Wiltshire Health and Care and the Avon and Wiltshire Mental Health Partnership.

The project remains on track with the building scheduled to open next summer.

You can find out more about the Devizes Health Centre and watch a time lapse stream of the building work on the [CCG website](#).

GPs address current pressure in open letter to patients

On Friday 8 October, leading GPs from across our region, including Dr Edd Rendell, Locality Clinical Lead for Wiltshire, issued an open letter to local people explaining the pressures currently affecting primary care services and saying what people can do to help.

Available to read in full on [the CCG website](#), the open letter explained how staff absences, rising coronavirus cases and an increase in demand for urgent and emergency care had generated pressure not usually seen outside of winter.

The letter was also accompanied by a [factsheet that explained how GP practices are working differently](#).

Covid-19 vaccinations

Covid-19 vaccinations for children aged between 12 and 15-years-old

Since the end of September, coronavirus vaccinations for children aged between 12 and 15-years-old have been taking place in schools across Wiltshire, as well as in other areas of Bath and North East Somerset and Swindon.

More than 45,000 local children are eligible for the Covid-19 vaccine, which is being delivered in school-based clinics by Virgin Care's immunisation service team.

Home-schooled children, as well as those in private education, are also included in the vaccine rollout.

Due to the complex logistics associated with a vaccination programme of this size, there may be times when planned clinics have to be rearranged due to factors outside any organisation's control, such as staff sickness and classroom isolations following a positive covid test result. In these cases, sessions will be rearranged as quickly as possible.

In October, and ahead of the half-term break, parents are now able to also use the online national booking system to arrange their child's vaccination appointment at a local vaccination centre, such as Salisbury City Hall.

This supplementary offer will be available alongside the school-based programme, and parents now have the option to book their child's appointment using the online system or wait for their child's school to be visited by Virgin Care.

The vaccination programme for 12 to 15-year-olds is expected to be completed by the end of November 2021.

Covid-19 booster vaccinations

GP practices started inviting people for their third, top-up dose of the Covid-19 vaccine at the end of September.

Those eligible for the booster vaccine, which can only be given six months after a person's previous dose, include all those aged over 50, health and social care workers and people with weakened immune systems.

All people eligible for a booster vaccine should receive their third dose before the end of December, and those who have yet to be invited to book their appointment are encouraged to wait to be contacted.

A dedicated vaccination programme for people who cannot travel to a vaccination clinic, such as care home residents, homeless people, travellers and those who belong to a boating community, is also currently underway.

Information about the vaccination programme, including frequently asked questions, can be found by visiting the [CCG's website](#).

Integrated Care System

Recruitment process for BSW Integrated Care Board chief executive role

The Health and Care Bill currently going through Parliament sets out plans to put Integrated Care Systems on a statutory footing, empowering them to better join up health and care, improve population health and reduce health inequalities.

The current proposals mean that each ICS would be led by an NHS Integrated Care Board (ICB), an organisation with responsibility NHS functions and budgets, and an Integrated Care Partnership (ICP), a statutory committee bringing together all system partners to produce a health and care strategy.

As the current Integrated Care System executive lead roles are different to the future ICB CEO roles, all 42 systems across England have had to carry out a recruitment process for the position of ICB CEO.

In BSW, shortlisted candidates took part in a rigorous interview process for the role in mid-October. The successful applicant is expected to be announced in November.

The recruitment of a designate CEO follows the appointment of Stephanie Elsy as Chair-designate in July 2021.

Shaping a Healthier Future

From November onwards, the CCG will be asking local people for their feedback on its new health and care model.

Originally published just before the start of the pandemic, the CCG is now revisiting these plans 18 months on and asking whether the original design of the health and care model is still appropriate in a post Covid-19 environment.

By engaging with local people, and listening to their thoughts, feelings and opinions, the CCG intends to review and refresh the guiding principles for the health and care model to ensure it meets the current and future needs of the population, while also supporting health and care organisations to recover from the pandemic.

The health and care model itself, which is available to view on [the BSW Partnership website](#), will set out what health and care within BSW will look like for people over the next ten years, as well as provide a framework for organisations to use when designing and planning new and existing services.

Share your views of Equipment Service



Healthwatch Wiltshire is looking for people to share their experiences of the county's Community Equipment Service.

We're working with Medequip, which provides equipment such as walking frames, wheelchairs and hoists, to find out what people think of the service, what they like about it and what they think could be improved.

Stacey Sims, Healthwatch Wiltshire Manager, said: "Our survey looks at all aspects of the Community Equipment Service, from the information you're given about your equipment to how it's delivered and installed in your home, serviced and collected."

"Everything we hear will be shared with Medequip and anyone who gives their feedback is welcome to join an online forum which will help shape the way the equipment service is developed in the future."

Michaela Harris, Medequip's General Manager for the South West and Suffolk, said: "We're delighted to be working with Healthwatch Wiltshire on this project and I would urge

anyone who has used our service to give their feedback so we can understand what's working well and where we need to make improvements."

Jessica Mitchell, Senior Commissioner for Adult Services at Wiltshire Council and **Hannah Massey**, Commissioning Manager for Bath and North East Somerset, Swindon and Wiltshire Clinical Commissioning Group, said: "The survey will play an important part in making sure that the community voice is central to the continued development of the service."

"This is a great opportunity for people to have their say and help ensure that the people of Wiltshire have continued support from a quality service. We would therefore like to take the opportunity to thank people in advance of completing the survey and thank Medequip and Healthwatch Wiltshire for all their support."

[Share your experience online](#) or call us on 01225 434218 to complete the survey over the phone or to ask for a paper copy to be sent to you. All feedback is anonymous.

Partner Update

Update from	Calne Town Council
Date of Area Board Meeting	7 December 2021

Headlines/Key Issues

- The Town Council will have met on 29th November and considered to set its precept (update to be provided at meeting)

- Town Hall tower works continue and the replacement boiler has been fitted at the Town Hall.

- We continue to work with The Rise Trust Youth team and will with support from the Area Board be offering two safe space drop in sessions, youth outreach and a year 7,8 & 9 youth club.

- A call for local artists to put forward a brief for a Covid Art Memorial was launched on 18 November. For any further information and to request a copy of the brief please contact Natalie Waters, Democratic Services Officer via email: nwaters@calne.gov.uk

Mark Edwards
Head of Business
Calne Town Council



Community Engagement Report – Calne Community Area

Calne Area Board

7th December 2021

Action Plan for the Calne Community Area Board

1. Purpose of the Report

- To receive feedback and note progress on priority actions identified in the area board action plan (Sept 2021).
- To confirm the removal of completed priority actions identified in the action plan:
 - Environment - Hold a Calne ECO Fair to promote and celebrate ideas about living sustainably and encourage community conversations – complete 06/11/21
 - Environment - Reconvene Air Quality Management Group and progress action plan. Complete 01/11/21 (group will now update Area Board directly).
 - Community Resilience - re-establish and develop the Calne Area Parish Forum Complete 20/10/2121 (group will now update Area Board directly).
 - Community Resilience - promote and develop the North Wiltshire Rivers Route - Sustrans National Cycle Route 4, Chippenham to Calne and Calne to Avebury. In progress (Area Board will receive updates through the CATG report).
- To request the Community Engagement Manager works with local groups and organisations and the relevant Area Board Champions to consider new actions for inclusion in the Action Plan priority list (appendix 1)
- To confirm that, where appropriate, the Calne Area Board will focus its time and resources upon existing and new priority actions during 2021/22.

Report author: Jane.Vaughan@wiltshire.gov.uk 07th Dec 2021

Page 1 of 8



Community Engagement Report – Calne Community Area

2. Update on the Calne action plan:

Since the last meeting, in September, Board Members and the Community Engagement Manager have been actively working with the community to move forward actions. Some are now complete, while others are still at a stage of development.

To date priority actions, listed below and displayed in **appendix 1**, have been identified and these can be categorised as short (a), mid (b) and longer term (c+) in their urgency/anticipated achievement:

Young people

- a) Reconvene the Community Area Youth Forum to confirm priority issues outlined in the Status Report and identify priority actions/activities that can be undertaken with and without the Area Board.

In progress – it is hoped the Forum will meet again in Jan/Feb 2022.

- (a) Develop Local Youth provision, street based and café style in the town and assess provision in the villages.

Complete and ongoing – working in partnership with Calne Town Council and The Rise (Youth) Trust.

- (b) Work with the Town Council to develop opportunities for local groups and organisations to understand their role in observing contextual safeguarding of young people in non-familial situations and also to have robust safeguarding policies and procedures communicated to all staff/volunteers.

In progress – working with Calne Town Council to provide professionally facilitated safeguarding awareness training sessions and support for local volunteers and community groups (request for funding to be considered by the Area Board 07/12/2021).

(Area Board Members and Town Councillors will be encouraged to take part in this scheme).

- (c) Develop appropriate ways to engage and consult with local young people

In progress/ongoing –

- Wiltshire Council Youth Survey has been completed with a response from about 200 Calne Young People. (currently awaiting analysis of the detail behind those responses).



Community Engagement Report – Calne Community Area

- Wiltshire Young People’s Council has launched with positive engagement from Kingsbury Green Academy, the Youth Voice Team is also in contact with St Mary’s and Springfield Academy.
- Further work needs to be developed in collaboration with the Youth Forum especially linked to engaging with young people who are not in employment education or training, young people who are being home schooled and young people living with special educational needs and disabilities..

Older and Vulnerable People

(a) Audit of the activity clubs to establish which are planning to reopen.

In progress – the Community Engagement Manager has begun to collate information made available about activities and clubs providing opportunities for older and vulnerable people.

(b) Work with the Health and Social Care Forum to develop and promote activities to address the impacts of COVID-19 on physical activity, deconditioning and falls in older adults.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1010501/HEMT_Wider_Impacts_Falls.pdf

No action – There have not yet been any actions take or any reported to the Community Engagement Manager.

(c) Support the development of Calne Men’s Shed to secure a venue and sustainability.

In progress – the Community Engagement Manager has met with members of the Men’s Shed to help develop plans for the future.

(d) Support the ongoing development of the Celebrating Age project in the Area.

Complete and ongoing – The area board supported the development of this project in the Calne Community Area through Health and Wellbeing funding on 7th September 2021.

The Environment

A small steering group including the CEM, Cllr Thorn, Robert MacNaughton (Calne Town Council and the Friends of Marden Valley), Sue Deedigan (Calne W/O Parish Council) and Celia Stevens (Sustainable Calne) has been established to help drive this issue forwards.



Community Engagement Report – Calne Community Area

(a) Hold a Calne ECO Fair in October to promote and celebrate ideas about living sustainably and to encourage conversations about issues raised by the community groups.

Complete – A successful Calne EcoFest 2021 took place on 6th November 2021 – linking in with the COP26 summit, which took place in Glasgow at that time. It was estimated that around 500 local people attended the event over the course of a day, it received very positive local feedback and an update will be made to the area board on 7th December 2021.

(b) Air Quality Management Group – Progress action plan.

Complete and ongoing – The Air Quality Management reconvened on 1st November 2021 and Members will be asked to consider a revised community air quality action plan at the Area Board on 7th December 2021.

(c) Explore ways to promote and develop the Marden Valley sustainably, offering healthy, active opportunities for the community to engage in an exploration of the biodiversity of this locally important natural habitat.

Ongoing – The area board supported funding applications that will support the development of this action, from Friends of Marden Valley and Avon Needs Trees, on September 7th 2021 and will consider a further application at its meeting on 7th December 2021.

Economy

(a) Work with Wiltshire Council Regeneration officers, Calne Town Council and Calne Springs to establish actions

Ongoing – Discussions have taken place between representatives of the Area Board, Town Council and Local Business leaders to gain a feel for the current experiences of local business.

A new initiative designed to support ‘High Street’ traders is due to be launched imminently and it is hoped that Members, partners and community groups will help to promote and support the submission of applications for funding the development of high street businesses.

(b) Work with the Town Council and Citizens Advice/DWP to try and establish the domestic economic issues affecting local families.

No action – There have not yet been any specific actions identified or taken nor any reported to the Community Engagement Manager.



Community Engagement Report – Calne Community Area

(c) Identify and promote local initiatives to address Food Poverty, Fuel Poverty and IT Poverty.

No action – There have not yet been any specific actions identified or taken nor any reported, however, there is a cross over with work currently taking place or planned in other priority areas (Environment, Young People, Older People etc).

(d) Identify and narrow skills gaps between local business requirements and the local population experience.

No action – There have not yet been any specific actions identified or taken nor any reported

Community Resilience

(a) Work with Town and Parish Councils to re-establish and develop the Calne Area Parish Forum.

Complete and ongoing – The Calne Area Parish Forum reconvened on 20 October 2021 and Members will be invited to consider the notes and revised terms of reference at the Area Board on 7th December 2021. This Forum will now feedback directly to the Area Board.

(b) Work with Calne Town Council, the Local Youth Forum and the Health and Social Care Forum to run Safeguarding training sessions for local groups and organisations to promote an understanding of issues about contextual safeguarding of young people and vulnerable adults and also to support the development of safeguarding policies.

In progress – working with Calne Town Council to provide professionally facilitated safeguarding awareness training sessions and support for local volunteers and community groups (request for funding to be considered by the Area Board 07/12/2021).

(c) Through the Section 106 working group, develop a network of safer routes for local people to move around the community area and beyond by foot, cycle and mobility transportation.

No action – There is currently no update from the S106 group, however, there is a cross over with work currently taking place or planned in other priority areas (Environment, Young People, Older People etc) and it is important that these are linked.

(d) Through CATG, work with Bremhill, Calne W/O, Calne and Cherhill Parish councils and Sustainable Calne to promote and develop the North Wiltshire



Community Engagement Report – Calne Community Area

Rivers Route - Sustrans National Cycle Route 4, Chippenham to Calne and Calne to Avebury.

In progress – this will now form an item on the CATG (Community Area Transport Group) agenda and feedback will be via that group.

3. Conclusion

The first 12 weeks of the adopted Calne Action Plan has seen a great deal of activity and some progress. Unsurprisingly some workstreams have moved forward faster and further than others.

The Action Plan has been designed to help keep track of activities and projects taking place and it is likely that some actions and projects have yet to be picked up.

Partners, community groups and individual volunteers are encouraged to let the area board know if they are starting a project which is addressing one of the priority issues and to remember that the Area Board is keen to focus its grants budgets upon projects which can demonstrate links to the Plan.

The Action Plan should not be a static document, but a dynamic framework, to be revised, adapted and updated as matters change, needs arise, and projects are completed.

As actions are completed and/or issues are resolved, they will be removed from the Action Plan and other issues raised in the Status report may move onto the plan.

Equally all other issues and actions may be progressed outside of the action plan as and when possible.

Other issues awaiting prioritisation in the Status report can be viewed at **appendix 2**.

4. Recommendations

- To receive feedback and note progress on priority actions identified in the area board action plan (Sept 2021 – Dec 2021).
- To confirm the removal of completed priority actions identified in the action plan:



Community Engagement Report – Calne Community Area

- Environment - Hold a Calne ECO Fair to promote and celebrate ideas about living sustainably and encourage community conversations – complete 06/11/21
- Environment - Reconvene Air Quality Management Group and progress action plan. Complete 01/11/21 (group will now update Area Board directly).
- Community Resilience - re-establish and develop the Calne Area Parish Forum Complete 20/10/2121 (group will now update Area Board directly).
- Community Resilience - promote and develop the North Wiltshire Rivers Route - Sustrans National Cycle Route 4, Chippenham to Calne and Calne to Avebury. In progress (Area Board will receive updates through the CATG report).
- To request the Community Engagement Manager works with local groups and organisations and the relevant Area Board Champions to consider new actions (appendix 2) for inclusion in the Action Plan priority list (appendix 1)
- To confirm that, where appropriate, the Calne Area Board will focus its time and resources upon existing and new priority actions during 2021/22.

2. Background

Every 3 to 4 years, Wiltshire Council's public health department working with key partners and organisations, undertakes a thorough analysis of 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 Needs Assessment" (JSNA) is broken down to and presented around Wiltshire's 20 community areas to help local communities in their prioritisation and decision making.

As a result of the Covid-19 pandemic and associated lockdown measures, it was agreed that each community area board would lead on the creation of a short "Community Area Status report" to capture and reflect the main messages from local data and community discussions. The intention was to also reflect some of the impact of the pandemic upon our community.



Community Engagement Report – Calne Community Area

This was brought to the Area Board in July 2021 and adopted. The next step was to use this information to help inform and select priorities that the Area Board would focus its resources upon.

All local organisations, groups, clubs and individuals have a desire and a joint responsibility to address local issues. The area board wanted to identify how it can best use what time, influence and resources it has in order to help make a difference. Area Boards in Wiltshire were asked to initially agree between 3 and 5 priorities to focus upon and then take some actions that will help address them. These priorities can be changed at any time if required. The criteria used to select them included:

- Is there evidence to suggest that this is a local issue that needs to be addressed?
- Is the Area Board best placed to take one or more actions that will help?
- Is there support for this from the wider community?
- Are there associated actions which can deliver desired outcomes within the next 18 months?

A rolling work plan is being maintained to record what actions have been proposed, their status and other information.

The Community Engagement Manager has been asked to provide an overview of progress which the Area Board has been involved in/or is aware of.

The action plan can be changed as and when the board thinks it appropriate, when actions have been completed and as new issues arise.

Each Area Board councillor has also been asked to champion one or more of the area board's chosen priorities.

Young People including young people living with SEND, (Health, wellbeing and positive activities) – Cllr Sam Pearce-Kearney

Older and Vulnerable People and families, (Health, wellbeing, isolation and access to services) – Cllr Tom Rounds

The Environment (addressing climate change targets) – Cllr Ian Thorn

The Economy (promotion of sustainable business and support for the economically vulnerable) – Cllr Tony Trotman

Community Resilience (cross community area communication and co-operation) – Cllr Ashley O'Neill.

Report author: Jane.Vaughan@wiltshire.gov.uk 07th Dec 2021



Community Engagement Report – Calne Community Area

Appendix 1. Proposed Action Plan to be considered by Calne Area Board

Priority	Action	Leads	Partners Engaged	Funding Required	Comments	Status
Young People including those living with SEND, (Health, wellbeing & positive activities)	Reconvene the Community Area Youth Forum to confirm priority issues outlined in the Status Report and identify priority actions/activities that can be undertaken with and without the Area Board.	Cllr Sam Pearce-Kearney	Calne Town Council, Kingsbury Green Academy, Rise Youth, Calne Wordfest,		Top priority	
	Develop Local Youth provision, street based and café style in the town and assess provision in the villages.		Parish Forum, Rise Youth, Kingsbury Green Academy	Yes. Funding application to Area Board 7/12/2021	Top priority	
	Develop opportunities for local groups and organisations to understand their role in observing contextual safeguarding of young people in non-familial situations and having robust safeguarding policies and procedures communicated to all staff/volunteers.		Calne Town Council	Yes, under investigation Funding application to Area Board 7/12/2021		
	Develop appropriate ways to engage and consult with local young people.		Calne Town Council, Kingsbury Green Academy, Home School Network, A Place for Us.			

Older and Vulnerable People & families, (Health, wellbeing, isolation and access to services)	Audit of the activity clubs to establish which are planning to reopen.	Cllr Tom Rounds	Calne Health and Social Care Forum, Calne Older People/Carers Voices.		Top Priority	
	Develop and promote activities to address the impacts of COVID-19 on physical activity, deconditioning and falls in older adults.		Calne Health and Social Care Forum, Calne Older People/Carers Voices.	Yes, under investigation		
	Support the development of Calne Men's Shed to secure a venue and sustainability.		Calne Men's Shed, Calne Older People/Carers Voices	Yes, under investigation		
	Support the ongoing development of the Celebrating Age project in the area.		Calne Older People/Carers Voices, Wiltshire Music Centre, Celebrating Age Wiltshire	Yes, funding request submitted to the Board)	Links directly to action identified in Status Report: Encourage, support and promote positive/accessible activities.	
The Environment addressing climate change targets	Hold a Calne ECO Fair in November to link with COP26 and promote and celebrate ideas about living sustainably and to encourage conversations about issues raised by the community groups. COMPLETE 06/11/21	Cllr Ian Thorn	Cllr Robert MacNaughton (Calne Town Council)/F-o-Marden Valley), Sue Deedigan (Calne W/O PC and Wiltshire Climate Alliance), Sustainable Calne.	Yes,	Top Priority	
	Progress actions from the Air Quality Management Group Action Plan. COMPLETE 01/11/21		Air Quality Management Group, Calne Town Council, Wiltshire Public Protection officers.			
	Explore ways to promote and develop the Marden Valley sustainably, offering healthy, active opportunities for the community to engage in an exploration of the biodiversity of this locally important natural habitat.		Friends of the Marden Valley, Calne Town Council, Calne W/O Parish Council, Bremhill Parish Council, Avon Needs Trees.	Yes - Funding application to Area Board 7/12/2021	2 funding applications 7/9/21	

The Economy (promotion of sustainable business and support for the economically vulnerable)	Establish current issues affecting local business and promote regeneration of the high street.	Cllr Tony Trotman	Calne Springs, Calne Town Council, Local Business For a, Vibrant Wiltshire Initiative.		Top priority	
	Identify main concerns for local families struggling as a result of economic vulnerability.		Wiltshire Citizens Advice Bureau, Calne Town Council, Calne Foodbank.			
	Identify and promote local initiatives to address Food Poverty, Fuel Poverty, and IT Poverty.		Calne Parish Forum, Calne Town Council, Calne Health and Social Care Forum.	Yes, under investigation.		
	Identify and narrow skills gaps between local business requirements and the local population experience		Calne Springs, Calne Town Council, Local Business Fora.			
Community Resilience (cross community area communication and co-operation)	Work with Town and Parish Councils to re-establish and develop the Calne Area Parish Forum. Complete 20/10/21	Cllr Ashley O'Neill	Town and Parish Councils, Local Policing Team.			
	Develop safeguarding training sessions for local groups and organisations to promote an understanding about contextual safeguarding of young people and vulnerable adults and also supporting the development of safeguarding policies.		Calne Town Council	Yes, Funding application to Area Board 7/12/2021	Top priority	
	Develop a network of safer routes for local people to move around the community area and beyond by foot, cycle and mobility transportation.		Section 106 working group, Wiltshire Council Highways dept, Calne Town Council.			
	Promote and develop the North Wiltshire Rivers Route - Sustrans National Cycle Route 4, Chippenham to Calne and Calne to Avebury. Will feedback via CATG in future (close)		CATG, Bremhill, Calne W/O, Cherhill & Calne Town/Parish councils, Calne Town Council and Sustainable Calne	Yes, under investigation		

Appendix 2: Issues identified in the status report for further consideration (those already escalated to the action plan are marked accordingly)

Issue	Possible actions (where identified)	Key supporting evidence source	Area Board priority streams – where relevant		Escalation to priority stream or other organisation leading
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.	Young people	Economy	Economy

<p>Provision of joined up, relevant youth support, guidance and activities.</p>	<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>	<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>Young people</p>	<p>Young people</p>
<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>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>Young people</p>	<p>Young people</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>				
Social Isolation and access to activities for Older and Vulnerable people	Encourage, support and promote positive/accessible activities.	JSNA data/Calne Health and Social Care Forum/Calne Covid-19 volunteer support groups, Older People/Carer Champion.	Older and Vulnerable People		Older and Vulnerable People
IT poverty - Access to and support with IT for older/younger people, vulnerable adults (including economically vulnerable).		Older People Carer Voices group, Health and Wellbeing group, Older Peoples survey and discussions at Area Board/links to volunteers groups	Older and Vulnerable People	Economy	Economy
Access to transport for Older/Younger people and vulnerable adults(including economically vulnerable).		Older People Carer Voices group, Area Youth Forum, Older Peoples survey.	Older and Vulnerable People	Younger People	
Access to Medical services	Partnership working and communication with local surgeries	Discussions with partners, Calne Health and Social Care Forum/Calne Covid-19 volunteer support groups,			

		Older People/Carer Champion.		
Above Wiltshire average of people over 65 admitted to hospital as a result of falls.		JSNA data	Older and Vulnerable People	Older and Vulnerable People
Support and development of the Men's Shed is needed.		Health and Social Care Forum, Older People's Voices group.	Older and Vulnerable People	Older and Vulnerable People
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	Young People	Economy
45% of Energy Performance Certificates issued to homes in the area have a low efficiency rate of D-G.		JSNA data	Environment	
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	Environment		Environment	
Community Venues and Open Spaces		Community Survey Results 2019				
Personal debt and financial challenges are increasing rapidly		Office of National Statistics, JSNA data	Economy		Economy	
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	Environment	Community Resilience	Community Resilience	
Encouraging/enabling walking in the Calne community area		Calne Air Quality management Group.	Environment	Community Resilience	Environment	Community Resilience
Need for more environmental housing with reduced carbon levels.		JSNA data and environmental groups	Environment		Environment	
Challenge to achieve energy performance targets and climate change targets in an affordable way		JSNA data and environmental groups	Environment		Environment	

Support and promotion of businesses affected by COVID-19.		Local Businesses and community discussions	Economy	Economy
Promotion of High Streets and Local Businesses		Local Businesses and community discussions	Economy	Economy
Seek to reduce the number of motor vehicles that pass through the Calne AQMA.		Calne Air Quality Action Plan, Calne Area Transport.	Environment	
Promote Clean Vehicle Use in the Community Area	Promote Clean Vehicle Use in the Community Area	Promote Clean Vehicle Use in the Community Area	Environment	
Promote walking for local journeys to School/work		Calne Air Quality Action Plan	Environment	Environment
Tree Planting Schemes in the Calne Air Quality Management Area		Calne Air Quality Action Plan	Environment	Environment
Food Poverty		Covid 19 Volunteer groups, Area Board discussions	Economy	Economy
Fuel Poverty		Covid 19 Volunteer groups, Area Board discussions	Economy	Economy



Community Engagement Report – Calne Community Area

Calne Area Parish Forum

Update report - 7th December 2021



1. Purpose of the Report

- a) To note the Calne Area Parish Forum has re-convened
- b) To note its discussions laid out in the meeting notes recorded below.
- c) To support the delivery of future actions, in line with the Area Board Status Report/Action Plan.

2. Background

After a period of inertia, mainly due to the Covid-19 crisis, the Calne Area Parish Forum has re-emerged as a local priority within the Calne Area Board Status report (2021), which was developed to reflect some of the impact of the pandemic upon our community, to confirm local priorities for the Calne Area Board to focus its time and resources upon during 2021/22 and to support and encourage collaborative working between local groups and organisations.

The Community Engagement Manager was asked to work with officers from the Town Council to support the Parish Forum to re-engage with Wiltshire Council and to explore opportunities to develop collaborative approaches, addressing shared issues and sharing good practices.



Community Engagement Report – Calne Community Area

Meeting Notes

Wednesday 20th October 2021 via Zoom at 12.15pm

Attendees: Ioan Rees (Calne Without), Isabel McCord (Bremhill), Mel Wilkins (Hilmarton), Rich Jones (Calne), Pete Szczesiak (Compton Bassett), Sue Deedigan (Calne Without), Ashley O'Neill (Calne Area Board), Mark Edwards (Calne Town Council), Jane Vaughan (Wiltshire Council)

Apologies: Dave Grafton (Cherhill), Nancy Bryant (Heddington)

Notes taken by Jane Vaughan

1. Election of Chair:

Pete Szczesiak, was elected unanimously.

It was decided that, in future, minutes of meetings would be reported to Area Board meetings and there was no need for the Chair to attend routinely.

Mel Wilkins from Hilmarton Parish Council proposed a grateful vote of thanks to Ed Jones. Ed was at the first meeting when the group was setup as 'Focus on Five' and continued as chair when the Calne Area Parish Forum was developed. He consistently chaired informative, informal and sometimes humorous meetings and we send him our best wishes for the future.

2. Welcome

The Chair invited everyone to introduce themselves and welcomed them to the meeting.

3. Review of the Terms of Reference

There was a discussion about the existing T-o-R, which had not been reviewed since 2018.

Ashley O'Neill proposed, Ioan Rees seconded, and it was unanimously agreed to amend the T-o-R (appendix1).

4. Calne Area Board Action Plan

Jane Vaughan presented an Action Plan that the Area Board has developed in collaboration with local organisations, groups, and individuals to address priorities that have emerged from the Calne Area Status report, developed during the Covid crisis.



Community Engagement Report – Calne Community Area

It was explained that this was not intended to be a static document, but one which the whole community was encouraged to interact with and use as a framework for individual and collaborative action.

Top Priorities for action currently being championed by Area Board Members were:

- Reconvene the Community Area Youth Forum.
- Develop local youth provision, street based and café style in the town and assess provision in the villages.
- Audit activities/clubs for Older people to establish provision and gaps.
- Hold a Calne ECO-Fair in November 2021 celebrating ideas about living sustainably.
- Establish current issues affecting local business and promote regeneration of the high street.
- ✓ **Re-establish the Calne Area Parish Forum.**
- Develop safeguarding training sessions for local groups and organisations to promote an understanding about contextual safeguarding of young people and vulnerable adults.

There followed a discussion, which included questions about the apparent lack of road safety issues in the top priorities. It was felt that the CATG process had been developed specifically to enable local communities to engage with Wiltshire Council Highways dept about such issues and this had helped area boards to develop this action plan, which provided a move towards identifying, understanding and addressing other issues affecting the most vulnerable in the community such as fuel, IT and food poverty, literacy and social isolation.

The group noted that, in starting to meet again they had achieved one of the top priorities for the Area Board!

5. Neighbourhood Plan – parish status and discussion

Pete Szczesiak advised other parishes that Compton Bassett was in the process of reviewing their Neighbourhood Plan and urged others to do the same as it was understood that, in order to be considered valid under planning policies, they need to be reviewed every 2 years.

Ashley O'Neill advised everyone to engage with planning officers in conversations about keeping plans up to date.



Community Engagement Report – Calne Community Area

Isabel McCord reported that Bremhill is in the process of reviewing their plan.

Mark Edwards reported that Calne Town Council/Calne Without Parish Council's Calne Community Neighbourhood Plan was made in 2018 covering both areas. Both have now approved funding for a review which is underway.

Mel Wilkins reported that, although they produced a Village Plan many years ago, they have not yet completed a Neighbourhood Plan. The Parish had started work prior to the pandemic and was planning to restart this project soon.

Sue Deedigan suggested that the 'Green Blue Infrastructure Strategy' should sit alongside the Neighbourhood Plans and that the Community Environment Tool Kit was potentially a useful aid, for instance in undertaking an asset check. Sue said that she was developing this work in Calne without and, as the environment doesn't recognise our boundaries, was happy to try and support other parishes to involve their communities in this area of work.

It was suggested that the Wiltshire Council Spatial Planning Teams, was able to provide advice and support in starting and developing neighbourhood plans.

6. Calne Community Area Eco-Fest

Sue Deedigan provided details of an event that was due to take place on 6th November from 10:30 am at Calne Town Hall. This was being arranged by Sustainable Calne, Calne Area Board, Calne Without Parish Council, and Calne Town Council and designed to be a positive and vibrant day, providing opportunities for local people of all ages to explore and consider ways to live more sustainably.

There would also be 2 'Community Discussion' sessions at which Local groups and organisations were encouraged to send reps and local people were invited to attend to talk about and identify actions that the Councils, organisations, groups and individual people from the community can join together to develop and achieve locally.

- **'Blue and Green'** talking about our green spaces and water ways to see how we can use them better and keep them safe.
- **'Getting around'** talking about travelling to and around our town and villages and out into the countryside using healthy, active types of transport.



Community Engagement Report – Calne Community Area

7. AOB and items to share

- Information would be circulated relating to submitting news items on the Calne Our Community Matters site.
- Ioan Rees explained that transport consultants had been appointed in Derry Hill and Studley and were focussing on changing the way a street/road was perceived by the people using it and how changing the perception might help to address road safety issues. Ioan would share the report with other parishes.
- Ioan Rees also raised the idea of sharing resources to create a community area wide scheme to buy and move Speed Indicator Devices and/or Vehicle Activated Speed signs.
- Jane Vaughan asked people to provide information about activities taking place in the parishes for Older People, Vulnerable Adults and Young People:
 - What activities took place before Covid Pandemic, but have now ceased.
 - What activities took place before and need some support to re-start.
 - What activities have emerged during Covid and need support/advice to develop.
 - What activities have been identified as a need but are not being provided.
- There was a brief discussion about the Local Governance Review looking at amending parish boundaries and it was decided **this should be an agenda item at the next forum.**

8. Date of next meeting

The next meeting would take place on Wednesday 1st December at 12:30.

Jane Vaughan, Community Engagement Manager jane.vaughan@wiltshire.gov.uk

TERMS OF REFERENCE

CALNE AREA PARISH FORUM

1. NAME

The name of the group will be **CALNE AREA PARISH FORUM**

2. PURPOSE

The forum will facilitate constructive discussion on matters relevant to the Calne Community Area and will provide a platform to raise specific concerns or issues.

The forum will enable peer support amongst parishes to build resilience and knowledge.

The forum will exist to co-ordinate issues of local and/or national concern and present these issues to the relevant authority, organisation and/or to central government.

3. MEMBERSHIP

One representative from the Parishes of Bremhill, Calne, Calne Without, Cherhill, Compton Bassett, Heddington and Hilmarton. Parishes are encouraged to send a nominated substitute if the usual representative is unavailable.

The representative should be an elected member or alternatively the clerk, if the parish so decides.

If an issue arises that requires a vote, one member from each parish council will be permitted to vote.

The forum may agree to co-opt additional representatives to act in an advisory capacity on a time limited basis. These representatives could include

Community Representatives
Peer Representatives

Additional membership (non-voting)

Wiltshire Council - Community Engagement Manager (Calne)
An employee of Calne Town Council.
Any Wiltshire Councillor representing 50% or more of the 7 Parishes.

4. TERM OF OFFICE

Each representative shall be appointed for the duration of their term of office.

If a representative ceases to be a member of their council, they will cease to be member of the forum.

5. MEETINGS & VENUE

The forum will meet at a frequency to be agreed by the forum, meetings will usually start at 12:30pm.

The venue for the meetings will usually be the Town Hall, Calne.

6. CHAIRMAN

The Chairman of the forum will be elected at the first meeting of each municipal year (May to April).

It is expected that the Chairmanship be rotated around the parishes to ensure fair and equal representation.

In the absence of the Chairman, members present will choose one member to preside over the meeting.

7. QUORUM

At least three voting members of the forum are required to form a quorum.

8. CODE OF CONDUCT

If any member of the forum has a personal and/or prejudicial interest, in any matter before the forum, that member shall declare an interest and withdraw from the forum whilst such matter is being considered. Interest will be noted in the Minutes.

9. ACCESS

Meetings of the forum may be open to members of the public and press at the discretion of the forum.

10. ADMINISTRATION

The Secretary to the forum will be either the Wiltshire Council Community Engagement Manager for Calne, a Calne Town Council employee, or a clerk from one of the 7 Parishes.

The Secretary shall:

Issue notices of meeting of the forum to the members at least three days before the date of the meeting and prepare an agenda in consultation with the chairman.

Prepare the minutes of meetings of the forum and distribute them to all members of the forum, within 10 days of the meeting and prior to the meeting which they are submitted for approval.

11. REVIEW & AMENDMENTS TO THE TERMS OF REFERENCE

A review will take place annually and any changes approved by a majority vote at the first meeting in each municipal year.



Community Engagement Report – Calne Community Area

Calne Community Air Quality Group

Update report - 7th December 2021



1. Purpose of the Report
 - a) To note the Calne Air Quality group had re-convened
 - b) To note its discussions laid out in appendix 1.
 - c) To support the delivery of future actions, in line with the Area Board Status Report/Action Plan.
 - d) To consider the proposed amendments and adopting the priority actions referred to in the revised Calne Air Quality Community Action Plan - appendix 2.

2. Background

The Calne Air Quality working group developed its first local Action Plan in 2017, it recognised that polluting gas Nitrogen Dioxide (NO₂) is emitted by engines burning fossil fuels.

At that time, the top priority for the group was to reduce the number of motor vehicles, especially HGVs, which pass through the Calne Air Quality Management Area wherever possible. It was hoped this would also have the effect of reducing pollution caused by microscopic particles, which are also emitted by vehicles.

The action plan also aimed to focus attention on actions that will improve the flow of traffic through the Air Quality Management Area, encourage local people to reduce the use of private cars and to reduce the current impact of pollution.

Following a period of relative inertia, mainly due to the Covid 19 crisis, Air Quality re-emerged as a local priority within the Calne Area Board Status report (2021), which was developed to reflect some of the impact of the pandemic upon our community, to confirm local priorities for the Calne Area Board to focus its time and resources upon during 2021/22 and to support and encourage collaborative working between local groups and organisations.

The Community Engagement Manager was asked to support the group to re-engage with Wiltshire Council officers and to support the review of a Community Air Quality Action Plan.

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Appendix 1:

Calne Community Area Air Quality Management Group

Meeting Notes – 1st November 2021 (online meeting via Teams).



Attendees: Glenis Ansell – Calne Town Council, John Boaler – Sustainable Calne, Mark Edwards - Calne Town Council, Stan Woods – Sustainable Calne, Alan Hill – Calne Town Council; Brett Warren (Environmental Health and Protection Team); Sophie Beglinger (Environmental Health and Protection Team); Jane Vaughan – Wiltshire Council (Community Engagement Manager).

Apologies: Ian Thorn, Sue Wallace (Calne Environment Network), Gary Tomsett - Wiltshire Council (Environmental Health & Protection team),

1. Review of the group:

- a) Cllr Ian Thorn was elected to the Chair.
- b) Identification of and invitation to new members:
Alan Hill stated that he was attending this meeting to assist in continuity, however he did not intend to routinely attend in future.
John Boaler proposed, and it was agreed that Denis Griffin – Sustainable Calne should be invited to join the group.

2. Update on the current state of air quality

Brett Warren and Sophia Beglinger updated on the current state of air quality in the Calne Community Area. (Slides attached as appendix 3). It was noted that:

- a) New Road was a persistent problem area, exceeding national nitrogen dioxide levels.
- b) Traffic volumes had continued to grow up to Covid – Dept of Transport statistics suggested traffic on the A3102 was up 29% and up 2% on the A4 – this was predominantly the most polluting Euro 4 diesel engine vehicles.
- c) Post Covid statistics showed a reduction in car and motorcycle use but a marked increase in light goods vehicles, which was likely linked to the change in behaviours as people switched to home delivery arrangements.
- d) Dept of Transport estimates that 60% of vehicle on New Road are diesel cars.
- e) Wiltshire Council Air Quality Plan would be out for consultation in the near future – probably before the Spring.

3. Review of the most recent action plan:

There was a discussion about the most recent community action plan that had been adopted by the area board, which was quite out of date. It was decided that the CEM would draft an updated version in consultation with John Boaler and Stan Woods, which would be circulated to other members for comment before being referred to the Area Board and Sustainable Calne for approval, support and action.

Following the meeting officers provided an update on the status of monitors, as follows:

- *We are in contact with Ricardo about the accuracy of the Campbell Associates mini sample units prior to purchase and will update on progress. If we are satisfied then we can install this close to the new road passive sampler as previously advised*
- *We have limited number of analysers which have to be shared around the county. There was an Osiris PM monitor for a time in Calne. We found no exceedances of fine particulate objectives and it was moved to Westbury as there was need for background data prior to one of the applications for an incinerator. We will be moving the units around periodically to gain a picture of PM2.5 levels across the county. Location of the unit can be found on our AQ website - <https://www.wiltshireairquality.org.uk/>*
- *The NO2 monitor is being sorted out at the moment and we hope to have this ready to install soon. We are in the process of procuring a new maintenance contract for the calibration/ servicing of our AQ monitoring units. We will know more once that procurement process is finished.*

4. Discussion on the way forward

It was felt the group had significance as a link between the issue of Air Quality in Calne, Wiltshire Councils AQP and the local community. It was recognised that the group had previously become dominated by subjects of Hills waste vehicles and monitoring arrangements, but it was felt well placed to instigate ideas for action and inspiration in the community especially around subjects such as active travel, tree planting and promotion of good air quality. However, it was not felt well placed to deliver actions and therefore should maintain close links with the Area Board, Town and Parish Councils and Sustainable Calne and should maintain its own action plan to monitor progress.

5. Items for recommendation to the Area Board/Town/Parish Council/Sustainable Calne:

- e) To note the discussions laid out in these notes.
- f) To support the delivery of future actions, where appropriate.
- g) To consider the proposed amendments and adopting the priority actions referred to in the revised Calne Air Quality Community Action Plan (below)

6. Date of the next meeting: 10th January 1:30pm (venue to be confirmed)

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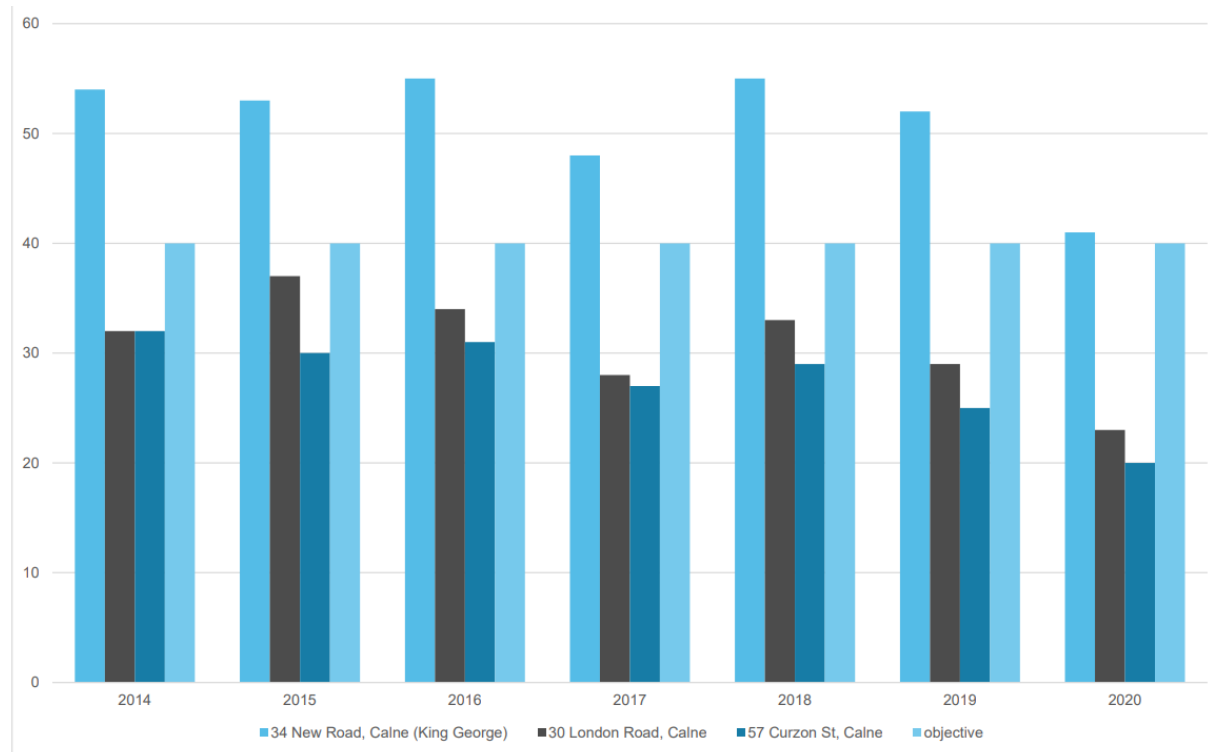
Appendix 2.

Calne Community Air Quality Action Plan

Proposed revision – November 2021:



Calne annual mean nitrogen dioxide monitoring results: 2015 - 2020



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The following table shows the priority actions identified by the working group (in green boxes) and those action points currently identified and/or acted upon – it currently contains areas for further discussion by the group.

The action plan will be updated at each group meeting and will be reported to each area board along with any recommendations for local decision making.

The Area Board will be asked to review and report progress made with implementing their action plan on an annual basis to help inform the Wiltshire wide plan.

1. To consider traffic flow regarding road safety and air pollution through the Calne Air Quality Management Area		
Projects	Progress, Comments, Recommendations	Action Lead
<ul style="list-style-type: none">Appoint traffic survey to assess impact of Hills cross site link road. <p>Item identified for re-assessment in January 2022</p>	<p>The link road within the Hills site appears to be taking significant numbers of lorries away from the AQMA; however, reliable data is not available to confirm this assessment or to determine the effect upon air quality around the town. Raw data suggests that current levels at the New Road sample point could be just below the Government guidelines and other points are well below. Baseline data (NO₂ pollution levels and traffic volume) are available from before the link road was created for comparison.</p>	
<ul style="list-style-type: none">Obtain better equipment to get more accurate data in the marginal area at New Road	<ul style="list-style-type: none">Ricardo has been contacted about the accuracy of Campbell Associates mini sample units prior to purchase and will update on progress. If we are satisfied then we can install this close to the new road passive sampler as previously advisedA limited number of analysers are shared around the county. There was an Osiris PM monitor for a time in Calne. This found no exceedances of fine particulate objectives and it was moved to Westbury as there was need for background data prior to one of the applications for an incinerator. Units will be moved around periodically to gain a picture of PM2.5 levels across the county. Location of the	Officers

[Type here]

		<p>unit can be found on the Wiltshire AQ website - https://www.wiltshireairquality.org.uk/</p> <ul style="list-style-type: none"> It is hoped the NO2 monitor will be ready to install soon. It is currently subject to a process of procuring a new maintenance contract for the calibration/ servicing of AQ monitoring units. 	
2. Promote awareness of the issue in Calne community area.			
Projects		Progress, Comments, Recommendations	Action Lead
'Love Calne, love clean air'	Work with Calne Our Place to discuss future action.	<p>Invite representatives of Calne Our Place to attend a future meeting.</p> <p>Action identified for re-assessment in January 2022</p>	Anne Henshaw
	Calne Town Council	<p>Repeat publicity relating to reporting of potential Hills associated lorries in breach of the Traffic Management Plan</p> <p>Action identified for re-assessment in January 2022</p>	Mark Edwards/Rob Mercer
	Promote tree planting schemes with branded boards.	Action outstanding from last Plan approved by the Area Board – Action for reassessment in January 2022	
	Use brand identity in future campaigns.	<p>Acquire branded banners for use during community engagement activities.</p> <p>Action outstanding from last Plan approved by the Area Board – Action for reassessment in January 2022</p>	
3. Promote Clean Vehicle Use in the Community Area			
Projects		Progress, Comments, Recommendations	Action Lead
Provision of Electric Vehicle Recharging Points in the Town.		<p>Proposal to provide EV recharging points in the Heritage Car Park.</p> <p>Work is currently being undertaken to joint fund the implementation of EV points between Calne Town Council and Calne Area Board.</p>	Calne Town Council /Calne Area Board

[Type here]

Encourage sustainable transport from all new estates.	Extensions to bus routes linked to the Tesco’s development have been introduced. Hopes to work with Calne Community Transport to run an additional project alongside the Tesco’s bus to cover the Abberd Way Area and the Curzon Park Area. (Ongoing) The new health facility to be built near the White Horse Way roundabout will need a bus service, or arrangements for a ‘call-a-ride’ service. Action identified for re-assessment in January 2022	
4. Promote walking for local journeys to School/work/recreation throughout the Calne community area		
Projects	Progress, Comments, Recommendations	Action Lead
Encourage School Transport Plans	Investigate, which schools need to update their plans – it was understood this would include Kingsbury Green Academy. Action identified for re-assessment in January 2022	Anne Henshaw
	Members believe that Holy Trinity Academy is the only school in Calne that does not have a Transport Plan; however, it is understood that they are considering implementing one. Action identified for re-assessment in January 2022	
Make walking more attractive		
Wordfest Calne Code Trail project and CTC Beat the Street project.	Beat the Street project has been re-run – request feedback assessment and legacy works. Seek update from Calne Wordfest about their project. Action identified for re-assessment in January 2022	
5. Tree Planting Schemes in the Calne Air Quality Management Area		
Projects	Progress, Comments, Recommendations	Action Lead
2 nd scheme for the High Street – ‘Town Trees’	Explore ideas to implement tree planting in the pedestrianised High Street area of Calne. Action outstanding from last Plan approved by the Area Board – Action for reassessment in January 2022	

[Type here]

The following priorities have been superseded; following consideration by the Area Board all of these will be removed from the Plan (see notes added in red):

Assess/Review classification of the A4 through Calne.	Calne Area Transport working with Wiltshire Highways dept. and Atkins to develop a Community Transport Strategy for Calne, this is being discussed as part of that work. Superseded by the Calne Community Transport Strategy	John Boaler & Anne Henshaw
Clarify the criteria required for the A4 as an alternative route to the M4.	Superseded by the Calne Community Transport Strategy.	John Boaler & Anne Henshaw
Appoint traffic survey to assess future impact of Hills cross site link road.	Proposed link road within the Hills site may take significant numbers of lorries away from the AQMA Application due to be heard at planning committee on 25 th April 2018. Baseline data required to measure the future impact of this work. (pollution levels and traffic volume). Section 106 money is available to address Air Quality (£10k 'for the provision of air quality management in Calne' linked to development at Marden Farm – N/12/04038). 3 rd October 2018 - It was confirmed this would be used for air quality and not other pollution. can be accessed to appoint a traffic survey in the New Road area adjacent to the A4 and the A3102. Covered in Priority 1 above.	
2.		
	other relevant Area Board working groups consider traffic flow when conducting Feasibility studies.	
3. 'Love Calne, love clean air'		
Promote tree planting schemes with branded boards.	Added to priority list above	AQWG Chair /IT/JB/JV
Hold an Air Quality Themed Area Board meeting in 2018/19.	No longer relevant	AH/IT/JV

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<p>Use brand identity in future campaigns.</p>	<p>Acquire branded banners for use during community engagement activities. Added to priority list above</p>	
<p>4.</p>		
<p>Provision of Electric Vehicle Recharging Points in the Town.</p>	<p>Proposal to provide an initial EV point in the Heritage Car Park.</p> <p>Wiltshire Council had put a hold on future implementation, but if an organisation wants to implement projects locally, Wiltshire Council may support in principal, on condition management /maintenance arrangements were in place.</p> <p>3rd October 2018: Area Board had provided support towards the implementation of units and Town Council is in discussions about funding connection of the units. Included in priority list above</p>	<p>JB/ME/Calne Town Council.</p>
<p>Encourage sustainable transport from all new estates.</p>	<p>Extensions to bus routes linked to the Tesco's development have been introduced. 3/10/18 – concerns expressed about links to the Marden Farm Development. Included in priority list above</p>	
<p>Encourage low emission public transport.</p>	<p>15/01/2019 – proposed removal of action from the plan</p>	
<p>5. Promote walking for local journeys to School/work</p>		
<p>Encourage School Transport Plans Included in priority list above</p>	<p>Explore a roll out in Calne of the 'Home Run' app, which has been piloted in some Air Quality Management Areas in the County. This app encourages schools to develop transport plans and parents to consider alternatives to school journeys by car. No longer relevant</p> <p>3/10/18 Changes had been made to the Home Run app system. The group wanted to arrange an update from Ruth Durrant, an update from Cllr Trotman relating to the s106 working group and a discussion with John Bentley School to try and encourage attempts to increase walking to school.</p>	

[Type here]

6. Encouraging/enabling cycling in the Calne community area.		
Bike and Hike Family and young people cycle events.	Calne Area Transport suggests this action is deferred until 2019, awaiting development of the Area Board Section 106 group work on safer cycling/walking networks. Potential to launch the rec cycle path in the near future.	Calne Area Transport
7. Encouraging/enabling walking in the Calne community area		
Encourage local guided walks for leisure.	Calne Environmental Network guided walks during the Summer Festival. Potential to identify further dates for new walks linked to other events.	Calne Environmental Network (Peter Knight/Sue Wallace)
	Get Wiltshire Walking group ongoing popular weekly activity.	Led by volunteer and Wilts Council
Enhance the local area to make walking more attractive	Support the 'Calne Clean-up Crew' to map the local area for 'grot spots' – This group is currently actively engaging community volunteers in litter picks around the Town. Included in priority list above	Group/JV
Wordfest Trail	Support and input into a new walking/literacy project planned along similar lines to the former, successful 'Beat the Street' project. Included in priority list above	AQWG Chair/JV
Our Walks app	Support new project seeing CEMs, working with Wiltshire History Centre, Public Health, Wiltshire Ramblers and the OU to develop a mobile phone app, which will be available to download on smartphones and will list local walks and walking groups in the area. Users will be able to map and create their own walks, add content such as history, car parks, shops, pubs and promote these walks via social media. No longer relevant – project superseded by commercial projects	AQWG Chair/JV
8. Tree Planting Schemes in the Calne Air Quality Management Area		
Plant Silver Birch trees in the AQMA	1st Phase completed April 2016 – Calne Town Gardens – reported in Gazette and Herald, Twitter, Facebook and OCM. Funded by Area Board Feb 2015 Project complete	

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	2 nd phase of planting had been completed in vicinity of New Road/Silver Street. Project complete	
2 nd scheme for the High Street – ‘Town Trees’ Included in priority list above	Explore a new high-profile initiative, ‘City Tree’ (One City Tree is equivalent to 275 normal trees. The City Tree also includes sensors for NOx Co2 PM2.5 and PM10 as well as many others so you can measure and report on the effectiveness). (further details in appendix 1. City Trees). 15/01/2019 – proposed removal of action from the plan	AQWG Chair /JB/ME/JV

Prepared by Jane Vaughan, Community Engagement Manager – Nov 2021 - Jane.vaughan@wiltshire.gov.uk



Appendix 3 - Calne Air Quality Action Group

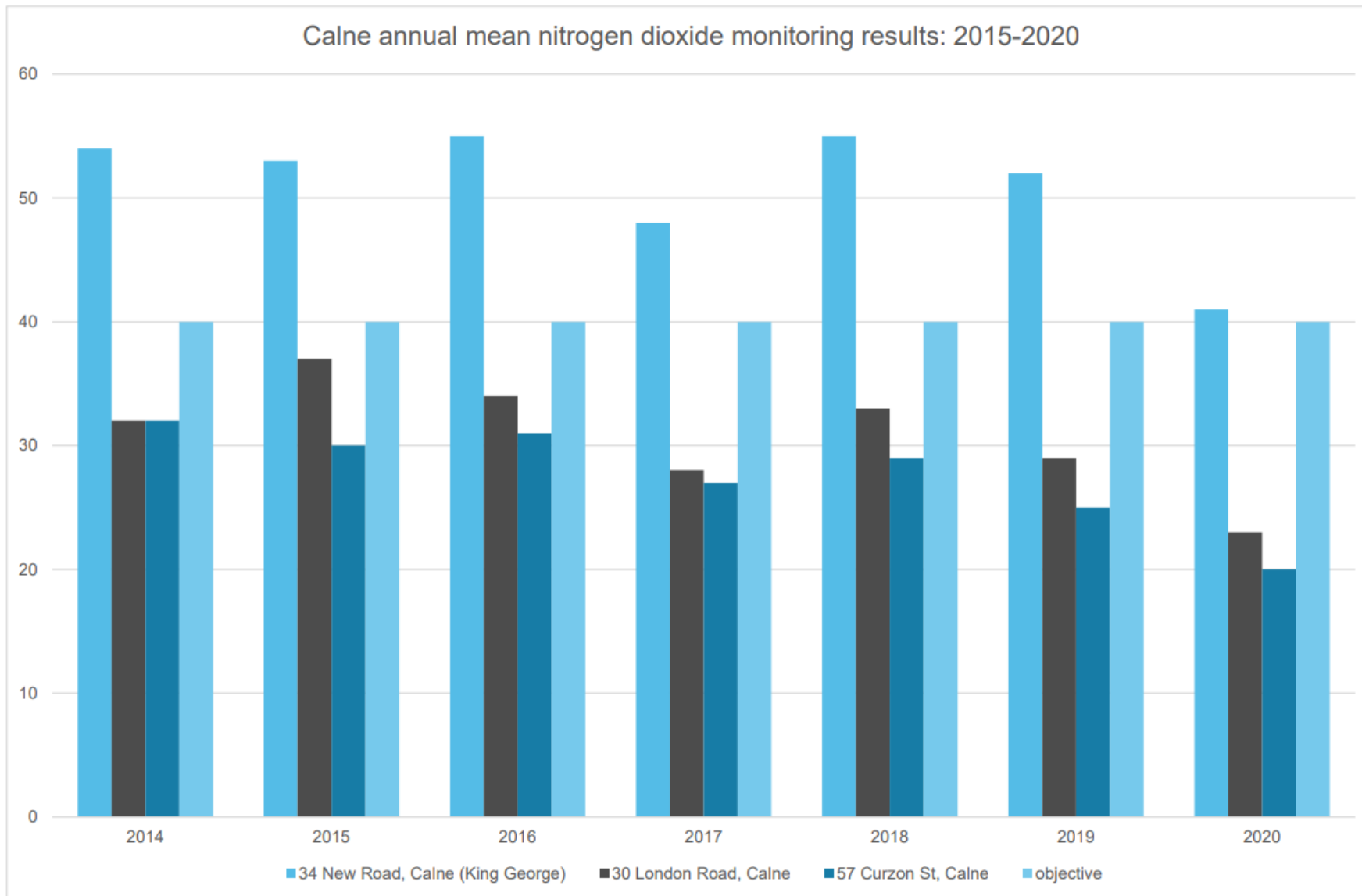
Air Quality Update by Wiltshire Council Officers

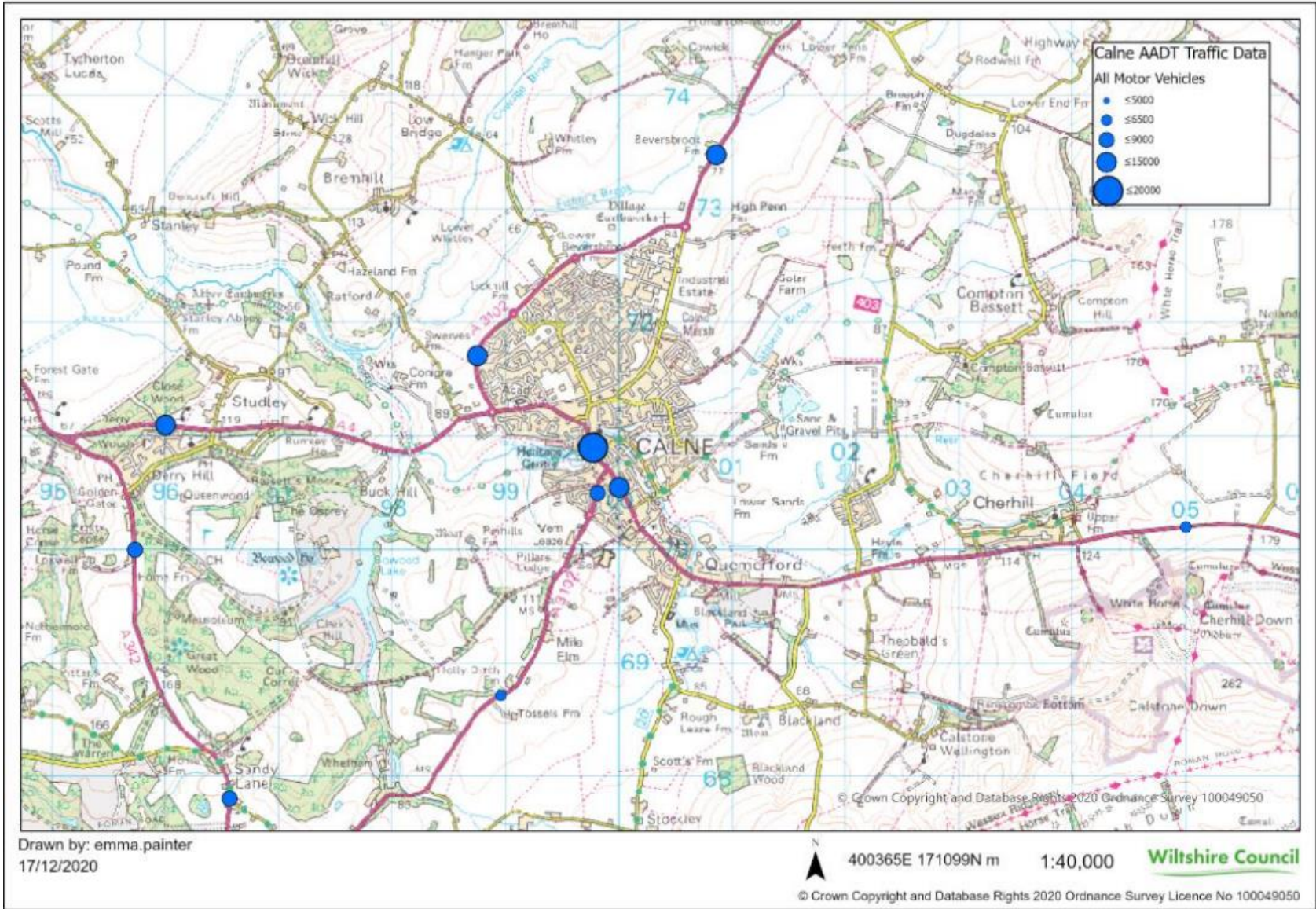
1st November 2021

Brett Warren (Senior EHO) + Sophia Beglinger (EHO)



love Calne love clean air





Traffic growth in Calne

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>

However.....

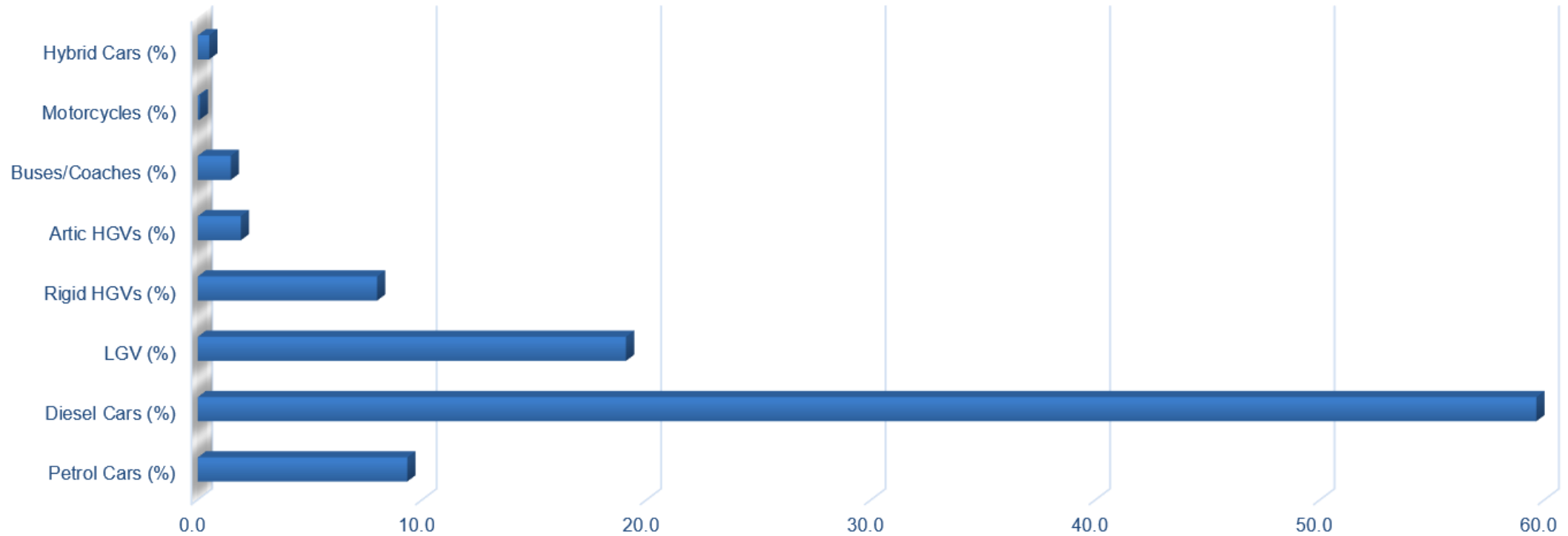
Traffic point – New Road (opposite Calne Heritage Centre)

Annual Average daily flow

Year	Count method	Pedal cycles	Two wheeled motor vehicles	Cars and taxis	Buses and coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles
2020	Manual count	77	95	12469	142	4685	569	17960
2019	Estimated using previous year's AADF on this link	121	130	14884	190	2395	573	18172
2018	Estimated using previous year's AADF on this link	110	139	14699	188	2416	572	18014

Source apportionment of traffic on New Road (% contributions towards NO2 levels in Calne AQMA)

Calne New Road



	Petrol Cars (%)	Diesel Cars (%)	LGV (%)	Rigid HGVs (%)	Artic HGVs (%)	Buses/Coaches (%)	Motorcycles (%)	Hybrid Cars (%)
■ S Calne New Road	9.3	59.6	19.1	8.0	1.9	1.5	0.1	0.5

Future projections of AQ in Calne

Calne												
Modelled		Estimated										
2019	2026	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
53.15	32.45	49.5	46.2	43.0	40.1	37.4	34.8	32.4	30.2	28.2	26.3	

Factors behind this?

1. Gradual reductions in polluting Euro 4 engines and increases in lower emission Euro 6 engines
2. Growth in electric vehicles

Current AQ projects

- Revised SPD
- AQAP

Environment Bill

- Amendments being considered in final stage of UK Parliament
- New legally binding targets on PM2.5

Calne Eco Fest took place on 6th November 2021.

Here are some of the things the Community told us ...

Children, young people and their families were asked to make an Eco-Pledge to the environment on our Calne 'Communitree' ...

To help stop climate change and to make the environment better I will try to:



- *Walk to school every day of the week, to turn off lights when they aren't needed, to walk or cycle to places when possible.*
- *I will turn off the tap*
- *I will save water*
- *Eat more vegetables. Recycling plastic. Reuse stuff like water bottles.*
- *Turn off lights when you leave the room, buy metal reusable bottles to save the plastic waste. Put left over food in the compost or if you don't have a compost bin, bury the food 25cm down in the ground to give the bugs a feast!*
- *I am going to ride my scooter more. I am not going to litter.*
- *Turn light off when I don't need them. Grow more veg. have shorter showers. Learn more about what we can do to help! ECO!*
- *I'm going to plant more trees.*
- *Cycle to school*
- *Make posters to stop people littering*
- *Recycle more*
- *I will try to not turn things on.*
- *Start a litter club and pick up litter everywhere.*
- *Grow my own vegetables*
- *Recycle and reuse stuff.*
- *Recycle cardboard and leftover plastic, litter picking, get reusable bags from shop. If seen any plastic in public put in the bin then sanitise.*
- *Start going to River Warriors.*
- *I am going to put the litter in the bin by my house.*
- *Stop littering and pick up some rubbish*

- By picking up litter and rubbish Not use too much electricity and recycle more I will help by not littering and put rubbish in the bin.
- Start litter picking as a family.
- Eat less beef and meat.
- Plant a new tree every year and recycle as much as I can like this paper.
- Walk to school, shop at charity shops, buy second hand Not use too much paper.
- I will turn off my heating so the planet wont get hot. I will mack fings out of the fings that cant be resikald.
- Eat less meat
- Plan our meals so we have less food waste.
- Help keep the world clean
- Pick up litter
- Turn all of the lights off at school and recycle at home and school. Use a reusable lunch box and bottle.
- Recycle more and use less plastic
- Use less power, turn off lights, recycling
- Stop wasting food and plant wildflowers
- Stop people dropping litter
- I promise to never litter, walk more. When I see litter I will put gloves on and pick it up and start growing my own vegetables next year.
- Recycle plastics and use less plastics
- Use less plastic, look for secondhand toys, less plastic bottles
- Use eco cleaning products and make garden more environmentally friendly to encourage wildlife.
- Don't buy too many plastic bottles.
- Waste less food. Grow more. Recycle more.
- Turn off the lights
- Make less focol fule and more sun and wind power.
- Cut down on purchases of products in single use plastic – e.g. fruit
- Try to give positive environmental messages to my friends and people at school – e.g., reduce plastic bottles.
- Recicl my plastic and glas botils. Only have free range eggs. Walk to places I can and add jernees together to make them shorter Use conckers and plant them to create more trees. Help animals by putting out seed for birds and building houses an putting them n treed aswell as planting flowers.

Eco Fest – Green leaves feedback:

We also asked visitors to leave feedback on the event – this is what they said:

- Fantastic event. Lots of information and great products to buy!
- Had a great time learning new things. Loved the wooden carvers – Thanks
- Fantastic event – lots of informative stall holders. An opportunity to network – Well done!
- Excellent event! Good selection of stands. People are passionate and positive! Good to meet local Councillors.
- Have the meetings/discussions away from the stalls very noisy and difficult to hear.
- Great community spirit. Lots of interesting information and friendly faces.
- Better to have held the discussions in the Mayors Parlour.
- Great for showcasing local groups. A bit noisy for talks. Great event!
- Unable to hear, need microphones or a separate room where people are not passing through having coffee and snacks.
- Domestic PV and heat pump awareness session please.
- All very good displays.
- Amazing event! So informative and lots of opportunities to discover sustainable ways. Please make it a yearly event!!
- Fantastic event learnt some new ideas and as a family it's been a great event. Thank you!
- Great variety of stalls more space upstairs!
- So many community led groups making change for our planet. Good to see all of them coming together.
- Lovely event, loads of interest, enjoyed it.
- Excellent first event. Do do again
- Kids really enjoyed the activitiesGreat event. Great activities from Marden Vale – Busy too 😊
- Good idea for the event.
- Lovely day, very informative. I'm leaving loaded with leaflets, jams, honeys and apples!
- Please keep background noise down, I lost a lot of what was said.
- It was lovely to see so many people here, and lots of local groups represented. It looks as though all my weekends will be very busy from now on! Also we've joined the Wiltshire Wildlife Trust!
- Working with the community to make it an eco-friendly environment!
- Excellent displays and contributions. Friendly informative volunteers and representatives. Lovely apple cake!

- I have been an avid recycler since coming to Calne. I have had a very informative morning and I think this should be repeated if possible, more hands on things for adults.
- A very interesting event lots of useful information. Nice to see it well participated.
- I'm going to get myself a good compost bin and be more aware of food waste.
- Good event, but found it a little difficult to find the things I am more interested in, would like to see more of this type of event.
- Great to get all the local groups together.
- Recycling in schools and taught how to recycle properly! Making children and teens more aware of the climate crisis and the affect of our actions towards the planet. This shouldn't be a onetime thing either there should be regular (monthly/weekly) lessons on what we can do at home and at school.
- Interesting and informative. Good idea.
- What an amazing event! Great to raise issues within and around Calne and think about impact on wider world. 😊
- A great event – informative and lots of ideas for the future – Well done!
- Use a Mike or use a room where we can hear each other.
- Very helpful and informative 😊
- Please help creation sustain itself.
- Very well-presented event – good variety of stalls, both for information and an opportunity to purchase eco-friendly goods.
- Difficult to hear – too much noise intro by (?) too long and rambling – would prefer to hear more from the Councillors actually organising the event. But thanks for having a go – need more of these!
- Good feel to the event, really nice to see lots of information on the local wildlife, lots to keep the children entertained. ALSO really nice event, look forward to next years. Event that attracts a wider audience needed – not the already aware.
- Excellent stalls. I like the hedgehog and the caterpillar competition.
- Very interesting. Lots to think about. Hopefully there will be an eco event every year.
- Look to protect existing trees with a TPO directory.

We also held some 'Community Conversations'

Everyone was welcome to come and join in 2 discussions

The first conversation was called

'Green and Blue'



This focussed on actions we all need to take to help protect our environment here is what people said:

What actions should we prioritise in the Calne Area to tackle climate change and improve air quality?

- More frequent bus services and more active travel; EV charging points.

What individual behaviour changes should we prioritise that would have a big impact on carbon reduction? And what do we need to do to enable people to make those changes?

- Discourage car use for short journey, encourage cycling and walking.
- Shop local, Bike lanes, Reinststate overgrown footpaths on A4 eg Cherhill to Beckhampton, NB. Inc. role of electric bikes.
- Improve surface of the cycle path (Calne to Chippenham) Upgrade to a commuter route.

How do we get the message out to a wider audience in Calne community area?

- Roadside messages/advertising
- An app/use available media

What can Town and Parish Councils do to support us in looking after the environment in Calne?

- Enabling and supporting local groups and encouraging collaboration
- Offer public liability insurance, training e.g. GDPR/safeguarding /Health and safety

What green spaces are there near you that could be enhanced for nature? Could you set up a community group to enhance that area? What support would you need to do that?

- Marden Trust at Quemerford (No public access) needs to be converted to a (NA?)

People also wanted to talk more about these things:

More certainty for farmers re future subsidies.

Linking up local volunteers to support farmers in maintaining Green/Blue infrastructure.

Simpler and clearer recycling information on packaging

Recycling at schools – children being taught how to recycle properly at school and home. (primary and secondary).

Car sharing

Invest in Bus Services – Better bus connections, from all Calne villages to Chippenham and Calne

Bottle return schemes/deposit schemes

Community Orchards and similar on green spaces

Support local milk deliveries in glass bottles

Joined up safer cycle routes – from all areas of town to town centre

Calne to Chippenham Cycle Route needs to be lit, maintained/an all weather surface/cycle storage/security areas in town.

All new houses to have solar panels

Stop emissions from queueing traffic – look at how traffic can flow more freely.

Tree planting on the green/'Humps' at Derry Hill inc. children planting for the future! via Woodland Trust? Community orchards, maintenance of local footpaths for walking/cycling.

Our second Community Conversation was about **'Getting Around'** this conversation was facilitated by Sustainable Calne and the group has provided its own update which will follow.



**Report from Sustainable Calne Walking and Cycling Group
to Calne Area Board for Advice and Consideration.
November 2021**

Introduction

Calne Walking and Cycling Group is part of Sustainable Calne and is trying to improve the cycling and walking infrastructure in Calne to encourage more sustainable transport options for the public. At the recent Eco Fest we accumulated a list of the issues attendees felt are priorities to deliver this agenda. It is interesting to note that in the feedback from over 600 participants of Beat the Street to the question “What would help you to walk and cycle more in Calne?” many responses included similar points.

This paper details that list, those items we are already working on (and the blocks we have encountered), and those items for which we need your help and support if they are to be delivered.

This is a rare opportunity to sample the aspirations and wishes of the people of Calne and how they want to shape their local environment.

We would like to work with members to make these aspirations a reality where possible.

Priorities Identified at ECO Fest

The following list was generated by the citizens of Calne at a public meeting (see appendix 1)

Items already identified by Walking and Cycling Group

(All reports mentioned below are available if required).

1. ***Being able to travel actively from Calne to Chippenham*** (commuting, train connections etc.). Ideally an all-weather surface to facilitate this (currently the route is muddy and almost impassable in winter).
 - What We Have Done
 - Survey of users undertaken in July 2021 and report written for Wiltshire Council
 - Support from Zero Chippenham.
 - Identified that there could be an opportunity to improve the route as part of the solar park development along the trail.
 - Gained agreement from WC for some of the smaller improvements requested by the public in the survey to be installed.
 - **Where We Need More Help**
 - **Increased length of lease on cycle path land – this is the key issue for the track and the log jam that is holding the project up and we don't know where to go with this next.**
 - **Push for community benefit money from solar farm project to be used to improve cycle route.**
2. Increase in Available Cycle Lanes and Safe Town Routes
 - What We Have Done
 - Report written on current facilities submitted to CTC and S106 group in January 2021. (see appendix 2).
 - Raised questions with S106 group and Wiltshire officers on why work on CALW24 was not being progressed when estate built several years ago.
 - Established that just building a footpath on route of CALW24 would be a lost opportunity and have made constructive proposals for saving money.

- Brought together Calne Without Parish councillors, S106 group member and Wiltshire Councillor to address this issue. Some progress has been made in gaining a positive response from Bowood estate who are one of the land owners. Indications have been given from Calne Without parish council that they be willing to help with funding because of the benefits it would bring.
 - Awaiting CTC Cycling Strategy to inform local action.
 - We are developing a plan for promoting the awareness and suitability of e bikes.
 - **Where We Need More Help**
 - **All future housing developments to include improvement to cycling infrastructure.**
 - **An action plan to be developed to address the issues raised in the report.**
 - **Help to move forward with CALW24 upgrade.**
 - **Better cycle parking at town centre (town hall or library) and local shops. Ideally covered racks with CCTV provision.**
3. Improve Paths and Walking Infrastructure in Calne
- What We Have Done
 - Collated results from three footpath surveys which have previously been undertaken.
 - Worked with others to ensure any work we do is in line with Wiltshire requirements and an agreed reporting template developed.
 - Further footpath Survey Being Planned including a wider geography (Bowood and Lacock).
 - With Calne Without Parish Council (where most paths walked by Calne residents are), we are looking to organise repair parties for benches etc. on footpaths.
 - Support local walking groups by providing leaders.
 - **Where We Need More Help**
 - **An action plan to be developed to address the issues raised by footpath audits within the town. Responsibility for Calne Parish footpath condition to be held by an official body – likely to be CTC. (Although one councillor does currently hold this)**
 - **Help with improved infrastructure for those with mobility issues – this applies to pavements around the town and for enabling access to local countryside too (improved cycle tracks would offer this opportunity).**
4. Improve Calne to Avebury Cycle Route [NCR 403] (which is also muddy and almost impassable in winter). In addition routes out of the town along the A4 need to be improved.
- What we have done
 - Trying to establish with Calne Town Council and Wiltshire council who is responsible for maintenance – especially the sections which are not rights of way.
 - Visual assessment of complete route (report available)
 - Talked to Sustrans and Wiltshire Council officers in order to try and raise this route higher up the agenda for surveys and work to be done. (Currently Sustrans are contracted to do work on Salisbury cycle tracks).
 - Engaged with Wiltshire Council to work collectively with SUSTRANS to upgrade route from Low Lane to Lower Compton. SUSTRANS to undertake feasibility study once Wiltshire Council release the funding.
 - Surveyed and commented on improvements by a rerouting of part of the route.
 -

- **Where We Need More Help**
 - **Support for SUSTANS initiative.**
 - **Restoration of Calne to Beckhampton roadside pavement to make safer for pedestrians and allow for cycle use.**
5. Traffic emissions awareness.
- What We have Done
 - Reviewed past evidence from several air quality surveys in and around Calne.
 - Contacted Wiltshire councillors to raise the issue and push for the “turn off engine” signs on A4 around recent renovation work / traffic works.
 - Proposed a wider use of this type of signage across Wiltshire – cost implications have been given as a reason for this not being possible.
 - **Where We Need More Help (taking into account concerns expressed by Wiltshire council)**
 - **Push for any NEW signs to incorporate this message across Wiltshire**
 - **WC to use latest research on the best wording to achieve compliance.**
 - **A media campaign to raise Air quality issues – particularly in relation to idling engines.**
 - **Contractors be required to include this as part of their contract**
 - **Request that areas with Air Quality issues – such as Calne- be prioritised for some permanent signage.**
6. More education to encourage social change and habits, particularly for 17-year-olds.
- What We Have Done
 - Eco Fest asked children and young people to complete acorn green pledges to demonstrate what they individually or as part of a family could do to support the environment and the climate emergency.
 - **Where We Need More Help**
 - **A separate event is needed for young people to engage more strongly with this age group and the next meeting of the Calne Area Board Environment WG is to look at this area. We would like everyone to support this initiative and support us as it develops.**

Items Identified where we have not acted as yet

NB we recognise some of these items are difficult to deliver but democracy is democracy and these were raised by the townsfolk.

- a) Good bus services.
- b) Dedicated bus lanes.
- c) More school buses.
- d) Adaption of buses to carry bikes.
- e) Pedestrianised town and village centres.
- f) More signage and active travel information on roads.
- g) Improved road surfaces.
- h) Clarification of the law and use of E-Scooters.
- i) Increase number of pedestrian crossings, especially along the A4.

Going forward the Sustainable Calne Walking and Cycling Group would welcome a named contact to improve on going communication with the Area Board.

Sustainable Calne 25.11.21.

Appendix 1

ECOFest – Getting around group forum 6/10/21

Wishlist from public attendees and summary of answers to questions:

1. Being able to actively travel from Calne to Chippenham Safely. [Item 1 above](#)
2. Dedicated cycle lanes and enforcement to ensure traffic does not enter these. [Item 2 above](#)
3. Traffic emissions awareness. [Item 5 above](#)
4. Cycle lanes included in new developments planning. [Item 2 above](#)
5. Good bus services.
6. Dedicated bus lanes.
7. Pedestrianised town and village centres.
8. Calne to Chippenham Cyclepath (NCR403) improved surface allowing all weather use. [Item 1 above](#)
9. More signage and active travel information on roads.
10. Improved road surfaces.
11. Improved infrastructure for less able bodied. [Item 2 above](#)
12. More education to encourage social change and habits, particularly for 17 year olds. [Item 6 above](#)
13. More school buses.
14. Restoration of Calne to Beckhampton pavement (along A4) and westwards from Calne towards Pewsham. [Item 3 and 4 above](#)
15. Suitable cycle parking, i.e. safe, secure and with CCTV. [Item 2 above](#)
16. Improvements to Calne to Avebury Cycle Route (NCR403). [Item 4 above](#)
17. Promotion and awareness of the advantages of E-Bikes. [Item 2 above](#)
18. Extend networks of cycle routes. [Item 2 above](#)
19. Adaption of buses to carry bikes. [Item 2 above](#)
20. Clarification of the law and use of E-Scooters.

Appendix 2.

Comments on Cycle Route in Calne (Read in conjunction with map in separate document).

Introduction

This report has been collated by Bob Greenwood and Kevan Wind on behalf of the Cycling and Walking Group which is part of the Sustainable Calne Initiative. The comments are a collection from local cyclists living and working in Calne. The source material is the "Calne Town Cycle Network" map prepared in 2013 and Calne S106 working groups project map.

General Comments

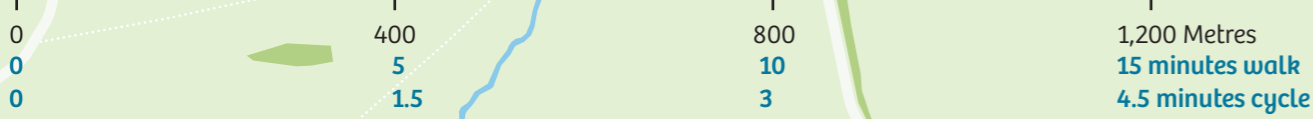
- The Calne Town Cycle Network as described in the 2013 map is complex and intricate. The routes are not structured and don't follow a strategic plan. It is difficult to follow the map on the ground.
- On the road there is little to differentiate the cycle route from a "normal" road.
- Some of the cycle routes are on busy roads with lots of traffic including in some cases heavy lorries. This is intimidating for inexperienced cyclists and dangerous for children.
- It would perhaps be preferable to simplify the cycling options producing a planned network connecting outskirts with the town centre and the rural routes out into country. These could be clearly marked (ideally on the road surface), choose quieter roads increasing the security for riders that they are safe.
- Cycle lanes on busy roads (such as the A3102 in both directions out of Calne and the A4 to Cherhill) would need to be planned and constructed well if they are to be safe. A white line on the road would not in our view be sufficient or effective.

Specific Comments (see attached map for numbering system).

1. The A3102 "bypass" shared walking and cycle track is well used by families runners and dog walkers. However the route ceases just before it joins to the A4 at Curzon Street. It is possible to cut through to the pavement (not marked on the map see comment 2) but it would be preferable to extend the walkway beside the A3102.
2. There are two cut throughs allowing access to the path on Curzon Street here.
3. There is a cut through here allowing access from Lickhill Road to the bypass and then on to Fishers Brook. This is one of the best access routes to country roads from Calne avoiding busy roads although accessing them means crossing the bypass itself.
4. The cut away to Woodhill Rise exists but is rough and potholed and muddy.
5. The Stickleback Road cycleway exists and is in good condition.
6. The Stokes cross cut through exists but is narrow.
7. I could not find footpaths CLAN58 and CLAN 62
8. Pen Hill Road could be used as a cycleway but is no different to the many roads around it.
9. Abberd Way , Abberd Brook etc all these paths exist and though narrow can be cycled. They are traffic free.
10. Anchor Road does contain a shared path but it is narrow.
11. The rural route NCN 402 from Low Lane out to Avebury and Lower Compton is very muddy and potholed and only rideable on a mountain bike. It is not practicable to stay clean whilst riding and requires a hard surface of some kind (similar to the section around the tip).
12. The Westerham Walk and Portland Way path is narrow and impractical.
13. The Brewers Lane to Wessington Park path is very muddy and probably impassable to most bikes.
14. The Wessington Park cut through exists but is narrow, twisting and has plenty of barriers blocking cyclists easy access.

15. If the proposed diversion to footpath CALW24 is converted into a shared bike / walk way it would be very beneficial allowing access to country lanes without having to use the busy A4 and linking Bowood routes to Calne. It would need a hard surface.
16. It would be great if footpath access to Bowood Estate (which already exists) along paved roads could be opened up for cyclists. [There are signs preventing cycling on the footpaths].
17. There is no cycle lane on the A3102 heading towards Bowood on what can be a busy road.
18. Wenhill Lane is muddy and rutted and doesn't really lead anywhere unless it was joined up to Bowood (see 16).
19. Station Road to Ivy Walk is passable by bike but largely irrelevant as there are better ways to access cycle track 402.
20. This route is steep and rough and can be bypassed.
21. NCN 402 cycle route to Chippenham is VERY well used in the summer but in wet weather becomes almost impassable other than on a mountain bike and it is impossible to stay clean. An all weather route here would allow cycle access to Chippenham rail station by bike and access to country lanes without having to climb steep hills. This is probably the number one priority in terms of impact on cycling activity.
22. Church St to The Pippin is rideable but there are barriers and a narrow bridge.
23. I don't think cyclists should be allowed in Phelps Parade.
24. Heading out of Calne on A3102 it is possible to access the cycle track to Bushton and Wotton Bassett etc. But only after riding for 1.5 miles on the busy A3102. European style cycle lanes here would allow safer access and reduce delays for vehicles.
25. Similarly there is no cycle way on A4 heading out of Calne towards Cherhill. A European style cycle lane would bring similar benefits.
26. A pedestrian crossing may be required here.

Kevan Wind Bob Greenwood and others Dec 21st 2020.



Oxford Road - footway

Section of missing footway to be created from Tesco development, south along Oxford Road to the existing footway.
 To be delivered by Tesco as part of development

Stanier Road - cycle improvements

Investigate making route safer for cyclists so it can be included in the town cycle network. Will improve cycle access to Beversbrook Sports Facility.
 Funding source to be determined

Oxford Road - cycle and pedestrian improvements

Help facilitate cycle and pedestrian movements along and across Oxford Road to access other services.
 Paid for from Sites C, E & G

A3102 - shared use path

Existing footway converted to a shared use path.
 Signed in 2014.
 Paid for from Site C - Sandpit Road

Lickhill Road - traffic management

Lickhill Road / North Street undergoing traffic management.
 Paid for by CATG and Site B - 10 Lickhill Rd

Abberd Way - safe crossing point

Build outs and safe crossing point created on Abberd Way.
 Completed in 2016.
 Paid for from Site C - Sandpit Road

Footpath diversion

Footpath CALW24 diverted around edge of field with an improved surface. Provides a pedestrian link from Marden Farm development to The John Bentley School.
 Paid for from Site D - Land at Marden Farm

Key

- Cycle way/path (surfaced)
 - Cycle way/path (unsurfaced)
 - - - Recommended cycle route (on road)
 - - - Pedestrian link (cyclist dismount)
 - 403 National Cycle Network
 - P Cycle Parking
 - Footpaths
 - i Information Centre
 - + Leisure Centre
 - P Police Station
 - B Library
 - T Toilets
 - S School
 - ★ Point of Interest
- Projects**
- Completed
 - In Progress
 - Future Project

Sandpit Road

Cycle improvements linking Oxford Road and Abberd Lane
 Paid for from Site E & I

Oxford Road - footpath (CLAN61)

Looking to restrict vehicular movements on the footpath to make it safe for pedestrians. Currently have temporary bollards in place with a view to making them permanent.
 Paid for from Site C - Sandpit Road

Penn Hill Road - cycle improvements

Looking at a shared use path or on road improvements.
 Paid for from Site C - Sandpit Road

Abberd Lane - bridleway improvements

Bridleway to be re-surfaced.
 Paid for from Site E - Land off Abberd Lane

Abberd Brook - cycle improvements

Improve route for cycle access towards town centre. Legal order required to allow cyclists to use.
 Paid for from Sites E & I. Possible contribution from future development.

Prince Charles Drive - cycle improvements

Investigate making the area more suitable for cyclists. Link to Priestly School and beyond towards the town centre.
 Paid for from Site I

Abberd Brook to Anchor Rd - cycle improvements

Work with GreenSquare Group and Calne Town Council to gain safe cycle access between Abberd Brook and Anchor Road. Possible link to Priestly School.
 Paid for from Site C

Brewers Lane - traffic management

CATG looking at road safety improvements; to include provision for pedestrians and cyclists.
 Possible contribution to scheme from Site C

Report To	Calne Area Board
Date of Meeting	Tuesday, 07 December 2021
Title of Report	Calne Area Grant Report

Purpose of the Report

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

Area Board Current Financial Position

	Community Area Grants	Young People	Health and Wellbeing
Opening Balance For <u>2021/22</u>	£ 41,741.00	£ 17,843.00	£ 7,700.00
Awarded To Date	£ 12,743.00	£ 9,925.00	£ 2,298.64
Current Balance	£ 28,998.00	£ 7,918.00	£ 5,401.36
Balance if all grants are agreed based on recommendations	£ 17,777.92	£ 2,418.00	£ 4,201.36

Grant Funding Application Summary

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
ABG238	Area Board Initiative	Calne Area Board	Calne Eco Fest 2021	£1000.00	£500.00
<p>Project Summary: Calne Area Board is working with Sustainable Calne, Friends of the Marden Valley, Calne Without Parish Council and Calne Town Council to plan an exciting Eco Fest event promoting and celebrating our local environment, wildlife and biodiversity. It has been timed to tie in with the upcoming COP26 event in Glasgow. This application relates to the provision of activities that will engage young people in the event by means of a commissioned workshop from Wiltshire Wildlife Trust, activities, refreshments and competitions.</p>					
ABG97	Community Area Grant	Calne Heritage Centre Trust	Digitisation of the Harris Magazine Collection	£5253.47	£2626.73

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
<p>Project Summary: We would like to digitise the thirteen volumes of the C&T Harris Magazine that was published monthly between January 1927 and June 1940. This would make over 3800 pages of local history content accessible in a searchable format for members of the public. If funding is successful, then the project would ideally output PDF format documents with text recognition applied. We would make these available via our website for members of the public to download. We could also use the material for sharing seasonal and timely content to our social media accounts, further increasing the awareness of the company that, at one time, employed thousands of people in Calne. Each magazine is a treasure trove of information with entries over thirteen years from various places in England including Dunmow, Highbridge, Chippenham (Wiltshire), Eastleigh, Leeds, Redruth, Totnes, and many others – making it not just a local resource for Calne, but a national and unique resource. Importantly, each magazine includes an entry by Sir John Bodinnar (1895-1958), who came to Calne to work for C. & T. Harris and in 1917 became the managing director. Not only did he vastly expand the company, but during the Second World War, he was Commercial Secretary and Head of Supply Department, Ministry of Food, 1941-45. He was Commercial Adviser to the Ministry of Food in 1946, and President of the Food Manufacturers Federations between 1947-49. Entries discuss the C&T Harris business, including supplies, distribution, and customers. He talks about the problems of the industry, along with potential solutions. Taking this over the thirteen years the magazine was published, this provides a unique insight into the thoughts and business acumen of an individual that held very high positions in Government, while still being the Managing Director of C&T Harris during the era that it grew vastly in size. This is the only such collection of the Harris Magazine that we know to exist.</p>					
ABG278	Community Area Grant	Avon Needs Trees	Plasticfree Hazeland Treguard Trial	£14100.00	£5000.00
<p>Project Summary: In January ANT plans to plant 3000 trees at Hazeland. This exciting new programme within the wider Hazeland project will engage volunteers from the catchment area of Calne Area Board and equip them with the skills to plant trees. We will engage the volunteers in longer-term after care for the trees and the land and start to build a Friends of Hazeland volunteer group to help take care of the land in the long term. We will be trialing a new form of plastic-free, biodegradable tree guard in this new programme. We would like support from Calne Area Board to conduct this trial, which we hope can form the basis for future plastic-free tree planting.</p>					
ABG298	Community Area Grant	Calne Town Council	Community Electric Vehicle Charging Points in Church Street car park	£7186.71	£3593.35
<p>Project Summary: Church Street car park is the main visitor car park for Calne town shops, heritage centre and church, and permit residential parking for surrounding homes with no off-street parking. Church Street car park operates a 2 hour free parking scheme in conjunction with Wiltshire Council funded by the Town Council. There are 77 parking bays including 2 blue badge permit holder spaces. Funding partner Mer UK Charging Ltd (Mer) are offering to fully fund the installation, operation and maintenance of the rapid charger and fast charge point units at the Church Street car park on the condition that funding is fund for the DNO connection at Church Street.</p>					
ABG292	Health and Wellbeing Grant	Calne Town Council	Community Safeguarding Training Programme	£2400.00	£1200.00
<p>Project Summary: Keeping people safe is important. All organisations need to do safeguarding well. Everyone needs to be involved. Safeguarding support for voluntary groups. All organisations have a duty of care and a legal responsibility for safeguarding their employees, volunteers, clients and visitors. Whilst many organisations already have training and policies in place a need for additional awareness training has been identified through discussion with the Calne Area Community Engagement Manager, Older Peoples Champion and the Head of Business from the Town Council. Safeguarding – this is the term used to describe the policies and procedures which protect individuals from abuse, harm and neglect – it is a priority for all charities and voluntary groups, not just those working with groups traditionally considered at risk. The training programme will be open to local community groups and voluntary organisations with any additional spaces being offered to Town Councillors. A legacy PowerPoint presentation will be issued for future use by groups when they take on new volunteers.</p>					
ABG263	Youth Grant	Calne Town Council	Calne Youth Outreach and Safe Meeting Place	£6000.00	£3000.00

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
<p>Project Summary: To provide an additional two evenings per week safe youth space until 31st March 2022. Detached youth engagement has been active throughout the past eighteen months and The Rise Trust are keen to establish a safe youth space in the town. This funding will allow two evenings to be based from the Colemans Farm Community Centre and a third evening which has funding agreed for the Town Hall.</p>					
ABG301	Youth Grant	Calne Recreation Ground junior parkrun	Calne Recreation Ground junior parkrun	£4000.00	£2000.00
<p>Project Summary: junior parkrun is a weekly 2km timed run - every Sunday at 9am. The event is free for all participants. It is for 4 - 14 year olds. The event is managed and run by a team of volunteers - and I have been in touch with Kingsbury Green and they will have volunteers from their Duke of Edinburgh Award Programme who will form part of the team. While focusing on the lower end of the youth grant funding it provides a crucial bridge into health and fitness activities for the older age group. We know that this younger teenage group is when many young people drop out of sport - especially girls - and this provides an opportunity for anyone to participate - without the level of commitment or ability that most sports demand. parkrun is a national (and international) organisation.</p>					

1. Background

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

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

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

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

2. Main Considerations

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

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

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

3. Environmental & Community Implications

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

4. Financial Implications

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

5. Legal Implications

There are no specific legal implications related to this report.

6. Human Resources Implications

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

7. Equality and Inclusion Implications

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

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

8. Safeguarding Implications

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

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

Report Author

Jane Vaughan, Community Engagement Manager, Jane.Vaughan@wiltshire.gov.uk

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Iss	Item	Update	Actions and recommendations	Who
Calne CATG: Notes from the meeting held on Thursday 18 November 2021 at 10:00 hrs				
1.	Attendees and apologies			
		Attendees: Ashley O'Neill (Wiltshire Council) – Chair, Dave Denny (Heddington Parish Council), John Henly (Hilmarton Parish Council), Alan Hill (Calne Town Council), Anne Henshaw (Calne Area Transport), Sam Pearce-Kearney (Calne Area Board), Colin Pearson (Bremhill Parish Council), Council), Mark Edwards (Calne Town Council), Martin Purslow (Cherhill Parish Council), Ioan Rees (Calne Without Parish Mark Stansby (Wiltshire Council Highways Officer), Pete Szczesiak (Compton Bassett Parish Council), Ian Thorn (Calne Area Board), Tony Trotman (Calne Area Board), Jane Vaughan (Wiltshire Council – Community Engagement Manager), Nick White (Cherhill Parish Council).	Area Board to note.	Chair
	Apologies: Rob Robinson (Heddington Parish Council) and Matt Perrott (Wiltshire Council – Local Highways Engineer)			

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2.	Notes of last meeting			
		The notes of the meeting held on 19 th August 2021 were considered by the Area Board on 7 th September 2021, passing all recommendations.	CATG to note.	Chair
3.	Financial Position			
		The closing balance for 2020/21 is confirmed as £43,188.44 (see Appendix 1). The current balance for 2021/22, less previous commitments, stands at £32,725.39 (see Appendix 2).	Area Board to note.	Chair
4.	Top 5 Priority Schemes			
a)	5751 – C15 at Lower Compton Speed Limit and Parking Restriction TROs.	Work on the ground has now been completed. Costs of the road markings has been absorbed by the Highways Maintenance Budget, following completion of the surface dressing works. The final cost to the CATG now amounts to £3,985.05, inclusive of legal fees. The original ball park estimate was quoted at £6,200, an underspend of £2,214.95. CATG final contribution from the Parish Council from Parish Council was previously confirmed at £2,000 The group felt, that in accordance with the future expectation of the CATG, this should be settled at 30% of the final figure (£1,195.515)	Area Board to note	Chair

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b)	<p>6465 – Road Safety/Vehicles mounting footpath at Curzon Street (narrow stretch).</p>	<p>As reported at the last meeting, the scheme was completed with a small overspend of £73.55 against an estimate of £3,800. Highways contributed £2,000 to resurface the footway and the Town Council had agreed to their 30% contribution.</p> <p>The Town Council were to consider an offer to install bollards at the opposite end of the narrow section, estimated at no more than £1,000, to deter vehicles from mounting the footway.</p> <p>Town Council rep: reported that the Town Council were happy to accept the additional offer. There was a brief conversation about the location of bollards and reassurance that siting would be sympathetic towards pedestrians, buggies, wheelchair users etc.</p>	<p>Recommendation to Area Board: allocate £700 with TC funding £300 (30%)</p>	<p>Chair</p>
c)	<p>Issue 3-19-10 A4 Curzon Street (nr Savernake Drive) – Request to improve Pedestrian Crossing measures.</p>	<p>All work, including electricals, have now been completed.</p> <p>A Stage 3 (as built) Safety Audit has been completed with no issues identified.</p> <p>The project has been delivered with an underspend of £3,705.71. CATG confirmed Town Council contribution set at 30%.</p>	<p>Area Board to note</p>	<p>Chair</p>
d)	<p>Issue 3-20-1 Compton Bassett Church Corner – request to upgrade traffic signing</p>	<p>As previously reported the signs have been installed and the road markings are due to be painted imminently. Compton Bassett rep reported that this had not been completed and would make contact with Highways Officers if this has not been completed in the next 2 weeks.</p>	<p>Area Board to note</p>	<p>Chair</p>

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e)	Covid Response Issue A3102 Calne Silver Street – alternative pedestrian / cycle route to and from town via Station Road	Scheme to be progressed via Fynamore Gardens and Wenhill Heights using Section 106 funds. Detail design work underway and it was noted that his work would be implemented within the current financial year.	Area Board to note	Chair
5.	Other Priority schemes			
a)	Issue 3-20-11 Calne Anchor Road area – request for a 20 mph assessment.	Issue submitted by Cllr Thorn & Calne Town Council The Town Council submitted the names of the streets to be assessed as: Mill Street (by proclamation steps), The Glebe, Vicarage Close, Anchor Road, Hillcroft, Bentley Grove, Low Lane, Priestley Grove, Sandy Ridge/Saddleback Close (if adopted) and Brewers Lane (to junction with Churchill Close). Data collection now underway.	Area Board to note	Chair
b)	Issue 3-20-9 A4 Calne / Quemerford – Request for crossing point to enable access to Quemerford Post Office from Stockley Lane	Issue submitted by Calne Town Council Improvements to the footway on the southside of the A4, by the river bridge and at the entrance to the Old Mill are to be progressed. Awaiting staff resources, it was also suggested that the issue title may be misleading as it suggests the improvements may involve a new crossing ... this was not the case.	Area Board to note	Chair

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c)	<p>Issue 3-21-8 C15 Compton Bassett – request for speed limit review</p>	<p>Issue submitted by Compton Bassett Parish Council</p> <p>Parish believe the 30 and 40 mph speed limit terminal points are incorrectly located at the northern end of the village. It was agreed that Highways undertake a speed limit review at a cost of £2,500.</p> <p>Parish Council requested the CATG accept their contribution of 20%. set at 30%. There was a discussion about the decision to request a minimum 30% contribution from parishes in future. However, the majority view was that, this should not be enforced until the next financial year and that a 20% contribution would be acceptable.</p> <p>The assessment will be undertaken by independent consultants on behalf of Highways.</p>	<p>Instruct independent consultants to act.</p> <p>Area Board to note</p>	<p>Highways</p> <p>Chair</p>
6.	<p>Requests / Issues</p>			
a)	<p>Issue 3-20-7 Studley, Studley Lane – request to deter parking at junction of Studley Gardens</p>	<p>Issue submitted by Calne Without Parish Council.</p> <p>The Parish had asked for more time to consider the suggestion of double yellow lines on both sides of the road from the junction of the A4 to the Sawmill car park.</p> <p>The Parish rep confirmed that they no longer wish to pursue this matter.</p>	<p>Recommendation to Area Board: Issue to be closed.</p>	<p>Chair</p>

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b)	Issue 3-20-12 Calne Lickhill Road / North Street – request to impose a one way system between North Way and Bryans Close Road or Bryans Close Road to Dixon Way.	Issue submitted by Calne Town Council This issue was again deferred pending a discussion between Calne Town Council and the Transport Strategy Steering Group regarding the final draft of the Strategy.	Area Board to note	Chair
c)	Issue 5-21-5 Heddington Roundway Close – request for pair of drop kerbs	Issue submitted by Heddington Parish Council Highways gave a ball park estimate of between £1,500 and £2,000. Parish to consider making a 30% contribution and report back at the next meeting. There was a brief discussion and Highways Officers confirmed drainage considerations are generally taken into account at design stage.	Parish confirm contribution Area Board to note	Heddington rep. Chair
d)	Issue 5-21-6 Heddington Church Road – request for access protection markings	Issue submitted by Heddington parish Council Access roads being blocked at school journey times. Road markings are to be painted imminently.	Area Board to note	Chair
e)	Issue 3-21-7 Calne RoW link between A4 London Road and Holly Close – request for surfacing improvements	Issue submitted by Calne Town Council Part of the footpath from Holly Close is paved, but the rest of the path is a rough, natural surface that is unusable by anybody in a wheelchair or mobility scooter, or pushing a child in a buggy. The path is also part of a popular route from the A4 to KGA and is used by several hundred young people each school day.	Recommendation to Area Board: Issue to be closed.	Chair

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		<p>Highways confirmed that this is a Right of Way but is not a Byway, and therefore is not public Highway. The Right of Way crosses land which is privately owned, possibly by multiple property owners? Unfortunately CATG funds cannot be used to improve access routes which are not public highway.</p> <p>The Town Council may wish to research ownership and approach the land owners on this matter?</p> <p>After discussion it was decided this issue should be closed. The Town Council rep was not in agreement and would hold further discussions with the Local Wiltshire Councillor outside of the CATG.</p>		
f)	<p>Issue 3-21-9 Quemerford, Quemerford Lane – request to improve conspicuity of the junction</p>	<p>New Issue submitted by Calne Town Council</p> <p>Quemerford Lane (also known as Fiddlers Lane) provides access to 16 dwellings and a further 8 dwellings which front on to the A4. The lane is not adopted.</p> <p>There are difficulties of access and egress due to vehicles not observing the speed limit and or parking on the double yellow lines.</p> <p>There was general agreement that there was a problem for people using this junction, and that it results from the fact that it originated at a time when current road usage was unimaginable. A discussion revolved around 2 views about whether there was any possible action that would improve the situation.</p>	<p>Investigate road marking scheme</p> <p>Area Board to note</p>	<p>Highways</p> <p>Chair</p>

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		The group agreed, by majority, that officers should be asked to investigate whether any road markings might provide a visual prompt to alert motorists of the junction.		
g)	Issue 3-21-10 Yatesbury, The Avenue – request for traffic management measures to control speeds.	<p>New Issue submitted by Cherhill and Yatesbury Parish Council</p> <p>The Avenue is part of Sustrans Route 403 and is also used by walkers and horse riders.</p> <p>A discussion took place which included suggestions that were considered to be ‘non-starters’ and culminated in officers being asked to have a detailed look at the issue to provide appropriate ideas.</p>	<p>Investigate appropriate schemes.</p> <p>Area Board to note</p>	<p>Highways</p> <p>Chair</p>
h)	Issue 3-21-11 Goatacre A3102 – request for speed limit review	<p>New Issue submitted by Hilmarton Parish Council</p> <p>Speed Limits are assessed over a route or between nodal points of a route and are charged at £2,500.</p> <p>A review would need to commence at the 30 mph terminal point at Lyneham to the Roundabout at the north end of Calne relief road.</p> <p>There was consensus that a review be undertaken. The Hilmarton rep confirmed that a 20% contribution had been agreed by the Parish Council. There was a discussion about the requirement for a minimum 30% contribution in future. However, as with issue 3-21-8 (above) it was agreed that a 20% contribution would be acceptable on this occasion.</p>	<p>Recommendation: Issue be moved to the Priority List for assessment and to allocate £2,000.</p>	<p>Chair</p>

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i)	Issue 3-21-12 Cherhill – School related traffic at pick up and drop off times	<p>New Issue submitted by Cherhill and Yatesbury Parish Council</p> <p>Parish has suggested alternative parking, drop-off and pick-up provision (a barriered lay-by) alongside the A4 to remove the large volume of traffic from Cherhill’s roads, combined with a reduced speed limit and a new pedestrian access to the school.</p> <p>A discussion took place in which the Parish suggestion was considered to be very ambitious. Several concerns were raised about additional safety concerns linked to school drop-off provision alongside the A4.</p> <p>It was suggested that this item needed more time for consideration and it was deferred to be discussed at the start of the agenda for the next CATG meeting.</p>	Area Board to note	Chair
7. Other items				
a)	Calne Community Transport Strategy.	Anne Henshaw reported that the Strategy has been adopted, the group is due have its first meeting for some considerable time in the next week where next steps will be discussed. There would be a full update on that at the next meeting.	Area Board to note	Chair
b)	Sustrans Route 403 - Calne to Avebury	<p>Improvements previously suggested are:</p> <ul style="list-style-type: none"> • Safety measures near to the Hills site • Resurfacing / extra planings on Jugglers Lane • Vegetation clearance from Yatesbury to Avebury, especially by the shooting club • Directional signing improvements 	Area Board to note	Chair

[Type here]

		<p>It had previously been agreed that the 3 parish councils along the route (not including Calne Town) would work together to establish what might be required. Ioan Rees had offered to find a volunteer from Calne Without Parish, Martin Purslow had offered to represent Cherhill Parish and Isabel McCord Bremhill.</p> <p>This item was deferred to the next meeting.</p>		
c)	<p>Road Safety Feasibility Report commissioned by Calne Without Parish Council</p>	<p>Calne Without Parish Council have commissioned Entrans, a transport consultant to advise and prepare a road safety feasibility report on 16 sites of concern within the parish. The report is included as Appendix 3 for information.</p> <p>Ioan Rees reported that the Parish had identified 11 sites which they were keen to progress and were prepared to contribute up to 100% of the costs involved. They would like to have further discussions to investigate how this kind of approach could progress with Wiltshire Council.</p> <p>It was suggested that this would be further discussed at the next meeting.</p>	<p>Area Board to note</p>	<p>Chair</p>
d)	<p>Deadline for submitting CATG Requests.</p>	<p>All requests are to be submitted two weeks prior to a meeting taking place. Requests received after the deadline will be held until the following meeting.</p> <p>The deadline for our next meeting is 3rd February 2022.</p>	<p>Area Board to note</p>	<p>Chair</p>

[Type here]

8.	Date of next meeting: 17 th February 2022, commencing at 10:00 hrs
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Calne Community Area Transport Group

Highways Officer – Mark Stansby

Community Engagement Manager – Jane Vaughan

1. Environmental & Community Implications

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

2. Financial Implications

- 2.1. All decisions must fall within the Highways funding allocated to Calne Area Board.
- 2.2. If funding is allocated in line with CATG recommendations outlined in this report, and all relevant 3rd party contributions are confirmed, Calne Area Board will have a remaining Highways funding balance of **£27,859.20**

3. Legal Implications

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

4. HR Implications

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

5. Equality and Inclusion Implications

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

[Type here]

6. Safeguarding implications

6.1. There are no specific Safeguarding implications related to this report.

7. Recommendations to the Area Board:

7.1 To note the discussions and updates outlined in this report

7.2 To close the following Issues: **3-20-7 and 3-21-7**

7.3 To allocate an additional £700 of CATG funding in relation to **issue 6465**

7.3 To add the following Issues to the Priority List (with CATG funding): **3-21-11**

Calne CATG expenditure 2020 / 21 as of 09/11/21

Budget £12,465 + £36,541.98 c/fwd = £49,006.98

Scheme	Estimate	CATG Commitment	Expenditure	Projected Spend
Calne Ridgemean / King Edward give way lines	£300.00	£210.00	£150.00 Final	£150.00
Calne Station Rd – 20 mph limit & parking controls	£5,076.48	£nil	£5,766.40 Final	£5,766.40
Derry Hill Waiting Restrictions	£3,500.00 (ball park)	£2450.00	£2,810.38 Final	£2,810.38
Heddington Scotts Close Bus Shelter groundworks	£974.75	£682.33	£1,626.30 Final	£1,626.30
A4 Curzon Street Pedestrian Refuge Topo Survey	£1,800.00	£1,260.00	£1,450.00 Final	£1,450.00
Stanley Bencroft Hill – warning sign and SLOW	£500.00 (ball park)	£350.00	£316.61 Final	£316.61
Calne 20 mph Zone signs with children's pictorials	£2,644.00	£1,322.00	£2,644.00 Final	£2,644.00
Calne Maple Close bollards	£800.00 (ball park)	£560.00	£403.62 Final	£403.62
A4 Quemerford enhanced 30 mph signs	£300.00 (ball park)	£210.00	£318.07 Final	£318.07
Totals	£15,895.23	£7,044.33	£15,485.38	£15,485.38

Budget £49,006.98

Projected Spend £15,485.38

Balance £33,521.60

Plus Contributions (details below) £9,666.84

Closing Balance £43,188.44

Contributions

Calne Ridgemead markings	£45.00	Calne Town Council – invoice issued
Calne Station Road 20 mph limit	£5,766.40	Section 106 money
Derry Hill Waiting Restrictions	£843.11	Calne Without Parish Council – invoice issued
Heddington Bus Shelter	£292.42	Heddington Parish Council – invoice issued
Heddington Bus Shelter	£651.55	Highways Central Fund
A4 Curzon Street Topo Survey	£435.00	Calne Town Council – invoice issued
Stanley Bencroft Hill	£94.85	Bremhill Parish Council – invoice issued
Calne 20 mph Zone signs	£1,322.00	Calne Town Council – invoice issued
Calne Maple Close bollards	£121.09	Calne Town Council – invoice issued
A4 Quemerford 30 mph signs	£95.42	Calne Town Council – invoice issued
Total contributions	£9,666.84	

Calne CATG expenditure 2021 / 22 as of 09/11/21

Budget £12,396 + £43,188.44 c/fwd = £55,584.44

Scheme	Estimate	CATG Commitment	Expenditure	Projected Spend
Lower Compton – 40 mph limit & Clearway	£6,200.00 (ball park)	£4340.00	£3,985.05 Final	£3,985.05
Curzon Street Narrowing – footway & bollards	£3,800.00	£1,311.48	£3,873.55 Final	£3,873.55
A4 Calne Curzon Street Refuge	£25,466.81	£17,826.77	£21,761.10 Final	£21,761.10
Compton Bassett Church Corner	£2,773.52	£1,941.47	£2,050.80 interim	£2,773.52
Calne Anchor Road area – 20 mph assessment	£2,500.00	£1,750.00	£0,000.00	£2,500.00
Calne Silver St to Station Rd – Pedestrian access	£2,900.00	£nil	£0,000.00	£2,900.00
C15 Compton Bassett – Speed limit assessment	£2,500.00	£1,750.00	£0,000.00	£2,500.00
Totals	£46,140.33	£28,919.72	£31,670.50	£40,293.22

Budget £55,584.44

Projected Spend £40,293.22

Balance £15,291.22

Plus Contributions (details below) £17,434.17

Current Balance £32,725.39

Contributions

Lower Compton – 40 mph & C'way	£2,000.00
Curzon Street Narrowing	£562.07
Curzon Street Narrowing	£2,000.00
A4 Calne Curzon Street Refuge	£7,640.04
Compton Bassett Church Corner	£832.06
Calne Anchor Rd 20 mph assess	£750.00
Calne Silver St to Station Rd	£2,900.00
Compton Bassett Speed assess	£750.00
Total contributions	£17,434.17

Calne Without Parish Council – Final contribution to be discussed at CATG
Calne Town Council – invoice issued
Highways Maintenance Fund
Calne Town Council – Final contribution to be discussed at CATG
Compton Bassett Parish Council – to be invoiced upon completion
Calne Town Council – to be invoiced upon completion
Section 106 monies
Compton Bassett Parish Council – contribution to be confirmed by PC

Calne Without Parish Council Road Safety Feasibility Study

STAGE 1 REPORT

Interim report – appraisal of evidence, initial findings and recommendations

1. Introduction

- 1.1. This report has been prepared to inform Calne Without Parish Council (the PC) of the interim findings of Stage 1 of the Road Safety Feasibility Study.
- 1.2. The PC prepared a Project Brief dated October 2020 which set out the project background, objectives and details required of the study (**Appendix A**). The Brief identified 16 locations and stated the problems that required investigating.
- 1.3. For each of the sites, the Brief requested options for addressing the problems, advice on whether the options would require consultation or traffic regulation orders (TRO), the likely effectiveness of measures, and the costs of each option.
- 1.4. The Brief requested an interim report identifying the key findings of the initial scoping and survey work and an outline of the anticipated outcomes. The purpose of the interim report is to allow the PC to prioritise the schemes to be taken forward for further analysis. This Stage 1 report presents the interim findings as requested.
- 1.5. In our fee proposal, Entran identified that to fulfil the Brief for each of the 16 sites would be likely to exceed the PC's anticipated budget and so our proposed scope of work included a short-listing of sites at Stage 1 to assist the PC in taking around eight sites forward to Stage 2.
- 1.6. The Stage 2 report will include sketch plans of available options, based on these Stage 1 findings, and give firm recommendations as to the most effective option to address the safety issues raised.
- 1.7. Entran was appointed on the basis of the scope of work and methodology as set out in our fee proposal dated December 2020.
- 1.8. In conducting an assessment of the identified sites, Entran has made reference to guidance and specification contained in the Design Manual for Roads and Bridgesⁱ, Manual for Streetsⁱⁱ, Manual for Streets 2ⁱⁱⁱ, LTN1/08 Traffic Management and Streetscape^{iv}, and the Traffic Signs Regulations and General Direction^v. However, due consideration has also been given to guidance specifically aimed at improving safety in rural areas and villages; this includes Streets for All (South West)^{vi}, Reclaiming our Rural Highways^{vii}, Rural Roads Protocol^{viii}, and Traffic in Villages, Safety and Civility for Rural Roads^{ix}.

2. Methodology

- 2.1. The PC provided an initial set of data in the form of speed and volume counts as well as (redacted) letters from local residents and reports of incidents. Entran then contacted Wiltshire Council (WC), and the Police, and reviewed all publicly available data for personal injury accidents as well as any recent planning applications which included Transport Assessments with useful data.
- 2.2. Entran reported to the Parish Council on 12th April 2021 that a review of all available data had been completed as well as site visits to all 16 sites. We wrote to the Parish Clerk on 21st April 2021 with the initial Stage 1 findings. That letter included a Data Reference Log which summarised all available (empirical and evidential) evidence. The letter also included summary sheets for each site, setting out the findings and initial recommendations.



- 2.3. A first meeting was held with the PC Working Group on 22nd April 2022 to discuss the initial findings. It was agreed that the sites should be short-listed to around eight to take forward to Stage 2 based on the significance of the issues and the likelihood of successful intervention. At that meeting, the Clerk and two Councillors identified that there was additional information available that had not been originally passed to Entran; that information included additional surveys (speed, volume and distribution) and three additional redacted letters from residents.
- 2.4. The additional information was reviewed, which necessitated four additional/repeat site visits. The information from the Working Group was incorporated into the Data Reference Log and site summary sheets and the Stage 1 findings re-issued (Version 2).
- 2.5. Following the issue of the Version 2 data sheets, Entran requested a series of workshops with the Working Group to discuss the findings for each of the sites. The sites were grouped into subject headings as follows:
 - Workshop 1 - Derry Hill and Studley (sites 1, 2, 3, 4 and 5)
 - Workshop 2 – A4 (sites 13, 14, and 15)
 - Workshop 3 – HGVs (sites 2, 7, 11, 12 and 16)
 - Workshop 4 – Wider area (sites 6, 8, 9 and 10)
- 2.6. The Brief provided by the PC is clear that the issues raised are “*real problems experienced by residents*” and that the study is aimed very clearly at improving safety and convenience for all road users. The Brief states that in some locations standard solutions are inappropriate and that environmentally sensitive alternatives should be explored rather than the more standard urban highway solutions. Clearly, given the purpose of the study, safety is paramount.
- 2.7. This issue was discussed in detail in the workshops and by exchange of correspondence between Entran and Working Group members.
- 2.8. The Brief includes the Hans Monderman quote “*If you want drivers to behave as they should in a village, make sure it feels like a village*”. This is taken from the publication *Traffic in Villages* which has informed the approach to this study, to improve safety for all highway users in the Parish.
- 2.9. In some instances, the study recommendation may not be to include additional signage or road markings. This is not a matter of aesthetics or landscape character but a pragmatic approach to road safety. Clearly, unnecessary clutter in rural areas does detract from the rural setting (as detailed in the reference literature); however, studies^x have shown that information overload can harm driver concentration, causing them to miss critical information and that ‘external-to-vehicle’ distraction is a major contributory factor in road accidents, and widely under-reported.
- 2.10. The ‘Manual for Streets’ in 2007 introduced the need to differentiate between Roads and Streets. In short, the primary function of a road is *movement* whereas a street has both a *movement* and *place* function. ‘Streets for All’ and ‘Traffic in Villages’ state that excessive use of road signs and markings tends to cause drivers to infer that they are on a *road* where movement is the primary function and, in worst cases, that drivers therefore have priority. The safety of vulnerable road users such as pedestrians, cyclists and horse riders, is greatly improved by reducing vehicle speeds; however, a reduction in vehicle speeds can be achieved in a number of ways, not always requiring signs and lines.
- 2.11. The choice of measures or interventions needs to be tailored to each site and the most effective way of improving safety must be given careful consideration. In some instances, a regulatory speed limit may be effective. In other locations, softer measures to reinforce the nature of the village environment may have a better effect on speed or safety. In many cases the correct solution may be a combination of the two.
- 2.12. Following the series of workshops and feedback, the Data Reference Log and site summary sheets were updated again (Version 4) and are included here as **Appendices B and C** respectively. These include full details of the evidence base, summary of initial findings, whether the site should be taken forward to Stage 2 and recommendations for the Stage 2 study.



- 2.13. For ease of reference, the following sections are based on the workshops as they conveniently group the sites by location or subject. The following sections provide a commentary on the workshop outcomes.

3. Derry Hill and Studley

- 3.1. The Derry Hill and Studley workshop examined five sites (1 to 5), four of which are recommended to be taken forward to Stage 2.

Derry Hill

- 3.2. Within Derry Hill, the existing evidence shows that the traffic calming is not effective. This could be augmented by additional measures such as visual thinning using contrasting materials, or further measures to enhance the presence of significant features such as the school, church, shop, junctions and gateways. Appropriate options will be included in the Stage 2 report.
- 3.3. Previous concerns about car parking around the school appear to have reduced but we would recommend a parking survey is carried out to inform appropriate options for Stage 2.
- 3.4. The issue of rat running is not constrained to the A4 and A342 routing but is a wider issue relating to the Calne bypass which directs north/south traffic on the A3102 to a point on the A4 closer to Derry Hill. Additional traffic calming or speed reduction measures are unlikely to deter through-movement; however, if speed and congestion (caused by indiscriminate parking) can be addressed, then the residual through traffic will cause fewer concerns for local residents.
- 3.5. Visibility at the Church Road / A342 junction can be improved. Traffic on the A342 is exceeding the posted 40mph speed limit which has an adverse effect on stopping sight distance. Speeds on the A342 could be reduced by appropriate measures to reinforce the existing 40mph speed limit. Appropriate options will be included in the Stage 2 report.

Studley

- 3.6. The speed surveys suggest that a 30mph speed limit in Studley would have little effect in reducing vehicle speeds. Indeed, for most of Studley 30mph would not allow drivers to stop in the available road ahead (Highway Code: Rule 154). A 20mph Zone would need to be self-enforcing and would therefore require speed reducing measures. Given the nature of the existing lanes (narrow, sinuous, high banks), conventional traffic calming measures are unlikely to have a material effect on driver speeds. Softer measures (gateways, highlighting features such as the Chapel, junctions etc) to alert drivers to the nature of the village may have a beneficial effect. A 20mph speed limit (as opposed to a Zone) would require additional signage in the form of repeater signs at regular intervals.
- 3.7. The consensus of the Working Group was that there is likely to be community support for a 20mph speed limit (or Zone) in Studley. This would require a TRO and would be subject to WC and Police approval. Appropriate design options will be included in the Stage 2 report.
- 3.8. During the study, the issue of HGVs using Studley Lane and Norley Lane was added to the issues to address. At present there is a single advisory sign at Studley Crossroads stating that Studley Lane is unsuitable for HGVs. Improved advisory signs could be provided at Studley Crossroads and the Norley Lane junction with the A4 without the need for a TRO; however, the Working Group consensus was that a formal weight limit would be preferable. This would require agreement from Bremhill Parish Council as such a weight restriction would necessarily extend beyond the CWPC boundary. Any such weight limit would be 'Except for Access' in order to allow businesses and farms within the restricted area to continue to operate. The required weight limit area is shown in **Appendix D**. This would require a TRO and would therefore require formal consultation and consideration of objections. If such a TRO was unsuccessful then the improved advisory signs could be pursued,



4. The A4

- 4.1. The workshop which considered the A4 looked at three sites (13 to 15).
- 4.2. In each case, a common thread is the multiple speed limits between the Pewsham Way roundabout and the Black Dog. Over a distance of 3.75km the speed limit changes from 50mph, to 40mph, to 50mph, to National Speed Limit, to 50mph, then to National Speed Limit again.
- 4.3. There is insufficient evidence to establish whether this series of speed limits has a positive or negative effect on driver speeds in each of the zones. We would recommend simultaneous speed surveys are carried out at the mid-point of each speed limit to establish current driver behaviour, to inform Stage 2 of the study.
- 4.4. Irrespective of the speed survey findings, further investigation should be made into amending the length and/or end section of the safety barrier to the west of the A342/A4 junction following the fatal road traffic accident in this location.
- 4.5. If funding is available for vehicle activated signs (VAS) then this length of A4 would be a suitable location to reinforce the speed limit; however, the location (or locations) should be informed by the speed survey data.

5. Heavy Goods Vehicles

- 5.1. The HGV workshop discussed five sites (2, 7, 11, 12, 16). The issue of HGVs in Studley (site 2) has been discussed in Section 3.

Sandy Lane

- 5.2. The road width through Sandy Lane is generally sufficient for two large vehicles to pass; however, the proximity of high hedges on the eastern side may cause southbound drivers to drive closer to the centre of the road. This in turn would cause northbound drivers to drive close to the footway on the western side of the A342 which is likely to result in fear and intimidation of vulnerable road users. There is a physical restriction at the southern end of the village, caused by a slight 'S' bend. At this location two large vehicles cannot pass but the restriction is for a short length. An additional 'road narrows' sign for northbound drivers may assist, as might a more prominent chevron sign for southbound drivers. However, as this is a conservation area, WC have carefully chosen the existing signage to be sensitive to the setting while conveying the necessary information to drivers. Any additional measures to address vehicle speeds would require an up-to-date speed survey. At the request of the Working Group this site will be taken forward to Stage 2.

Blacklands

- 5.3. There was no empirical evidence to support habitual use of inappropriate roads by HGVs in the Blacklands area, other than when there have been road works on the A4. On balance, this site is not recommended to be taken forward to Stage 2.

Lower Compton

- 5.4. The implementation of a 40mph speed limit in Lower Compton, coupled with the opening of a second access to the Hills site, is considered to have addressed the issues raised previously and so this site is not recommended to be taken forward to Stage 2.

Old Derry Hill

- 5.5. The A342 Old Derry Hill forms part of the WC County HGV route as the most direct route from the A350 to areas such as Devizes. The narrow carriageway width at the top of the hill cannot readily be widened. There are no warning signs for drivers heading up the hill. For drivers heading down the hill, the highway authority has recently replaced the 'road narrows' sign with a 'bends in road' sign. On balance, this site is not recommended to be taken forward to Stage 2.



- 5.6. The working group discussed the issue of the Hills Waste Solutions route management plan for vehicles servicing the Lower Compton waste site; however, it was agreed that this matter would not be pursued at this stage.

6. The wider area

- 6.1. The final workshop examined four sites across the Parish that did not fall into any to the three previous workshops, namely sites 6, 8, 9 and 10.

Ratford

- 6.2. The issue of conflict between drivers and horse riders in Ratford has been raised by local residents. At present there is no speed survey data to support a reduction in speed limit. If the reduction in speed limit is to be pursued, then a speed survey will be required. It is unlikely that the road through Ratford would meet the requirements for a 30mph speed limit. The introduction of a 50mph or 40mph limit may have a counter-productive effect in granting drivers 'licence' to travel at that speed in close proximity to horse riders.
- 6.3. Additional signage to alert drivers to the presence of horse riders appears to be the most productive means to address this issue. No TROs would be required to introduce this sign. Requirement for this sign is a 'concentration' of accompanied horses and ponies i.e., greater than surrounding roads. Confirmation from PC should suffice for WC purposes.
- 6.4. Signs are likely to be required within the Bremhill Parish area so agreement would be required from the neighbouring PC.

Mile Elm

- 6.5. The absence of PIAs since the road was resurfaced in this location appears to suggest that the previous issues have been addressed (although this correlation is not direct evidence that the resurfacing is responsible for the reduction in PIAs). This site is not recommended to be taken forward to Stage 2.

Stockley and Broads Green

- 6.6. The nature and layout of Stockley makes the introduction of village gateway features challenging; however, additional signage could be introduced to alert drivers to the rural nature of the village and the presence of vulnerable road users. This would not require a TRO but may require a public consultation period and specific highway authority approval. Any local reduction to 30mph would require a TRO. There is a reasonable case for reducing the speed limit to 30mph in Stockley which may allow for a 40mph 'buffer' speed limit extending through Broads Green. This would require a TRO and additional signage, augmented by appropriate gateway features such as planters or 'gate markers'.

7. Additional sites

- 7.1. During the series of workshops two additional sites were identified. These did not form part of the project Brief and are not part of the current study; however, they are listed here as potential sites for future assessment:
- Calstone – unclassified side road junction with A4 (visibility and speed issue similar to Site 5)
 - Calstone – unclassified road between A4 and Sprays Farm (similar issues to Site 6)
- 7.2. These (and any other) sites could form part of a Stage 3 study if required.



8. General issues

Vehicle Activated Signs (VAS)

- 8.1. The PC has investigated the acquisition of vehicle activated signs (VAS) As these will be located in the highway, the type of equipment will need to be agreed with WC; however, a number of different options are already in use throughout the County.
- 8.2. Within the Parish, simple VAS signs which indicate driver speed, and whether they are above or below the speed limit, would be effective in reinforcing existing speed limits.
- 8.3. A study by the Transport Research Laboratory (TRL) for the UK Department for Transport concluded that VAS appear to be very effective in reducing the number of drivers who exceed the speed limit (rather than simply relying on the 85th %ile) and who contribute disproportionately to the accident risk. However, the study suggests that the signs are most effective when seen for the first time. This relates to drivers who do not regularly use the route, or all drivers shortly after the signs are erected. In the case of the A4 and A342 (for example) this suggests that the signs would be most effective if installed for short periods and then relocated. This has a revenue cost implication which will need to be discussed and agreed with WC prior to the PC acquiring the signs.
- 8.4. When considering the different type of VAS, a cost-effective solution would be to select an option which records and stores traffic data such as speeds and volume. This would be an effective tool in determining the effectiveness of the VAS itself, as well as any external interventions (i.e. reduced speed limits) and could replace the need for separate speed surveys in some instances.

Road signs in rural areas

- 8.5. Where signs are required, proper consideration needs to be given to their location in order that they are effective in serving their intended purpose, but sensitively located so as not to detract from the rural setting (see **Appendix E.**) The size and type of signs should be given careful consideration. Wooden posts should be used in preference to steel or plastic where suitable and legal. Signs should not break the skyline where practicable. As stated earlier, this not only serves to preserve and enhance the rural nature of the villages in the Parish, but also assists in enhancing the safety of vulnerable road users by retaining the village character, thereby ensuring drivers perceive the routes through the villages as streets rather than roads.

Decision making and jurisdiction

- 8.6. This report makes suggestions to the PC with regards to options available for addressing road safety issues. The Stage 2 report will make firm recommendations as to which options are likely to be most effective. However, the decision as to which options to pursue will lie with the PC.
- 8.7. It is important to note that all works within the public highway will require approval from WC as local highway authority. Therefore, even if the PC agrees to pursue a reduction in speed limit (for example) this does not guarantee its implementation; there are statutory processes of public consultation, consideration of objections and a formal legal process to implement a Traffic Regulation Order. It is important that the local community is aware that any recommendations from this Road Safety Feasibility Study will still be subject to the same statutory processes as any other requests for works or measures within the public highway.



9. Next steps

- 9.1. This Stage 1 report provides a summary of the Stage 1 findings based on all available empirical evidence and a series of workshops with the PC Working Group. The purpose of this report is to recommend a short-list of sites to be taken to Stage 2; to identify the evidence which supports the reported issues; to examine likely effective options to address those issues; and to state whether those options would require formal consultation or TROs.
- 9.2. An outcome of the Stage 1 study is an identified need to establish an order of priority for those schemes that are taken forward to Stage 2. The prioritisation will be based on the evidence base (empirical and evidential) as well as anticipated effectiveness and speed of delivery. Full details of the prioritisation methodology will be included in the Stage 2 study.
- 9.3. The Brief states that the Stage 1 report needs to be approved by the PC prior to Stage 2 being commissioned. This report will be presented to the Working Group for comment prior to it being presented to the PC.
- 9.4. If required, Entran will present the findings of the Stage 1 assessment to the PC, either at a PC meeting or by means of video conference if preferred. This is included in the Entran scope of work.
- 9.5. We would recommend that once the PC has agreed the Stage 1 report that it is available for public scrutiny prior to the commencement of the Stage 2 study.
- 9.6. If the PC approves the Stage 1 report, and then commissions Stage 2, the next stage of work will be to prepare sketch plans of the available options. The Stage 1 workshops have proven very effective so we would recommend that similar workshops are used to inform the preparation of the sketch schemes.



Appendix A

Project Brief

Project Brief
Road Safety Feasibility Study
Calne Without Parish Council

1 Introduction

- 1.1 Calne Without Parish Council approved the commissioning of a project to carry out a feasibility study into the road safety issues within the Parish. The Council has however identified a number of road safety issues for which the standard solutions are inappropriate to the locations and the problems and are seeking environmentally sensitive alternatives to the more standard urban highway solutions.
- 1.2 The feasibility study should identify a number of location-appropriate solutions to the real problems experienced by residents.

2 Background

- 2.1 Calne Without Parish Council covers the rural area that surround the town of Calne in Wiltshire. The Parish includes the large village of Derry Hill and Studley and smaller communities of Stockley, Calstone and Lower Compton. A large part of the area is covered by the Bowood Estate. The Parish has 3 A roads the A4, A342 and A3012 running through it. Recent moves to improve air quality in Calne Town centre have seen traffic, in particular HGVs, removed from Calne Town centre and moved on to the surrounding rural routes through Calne Without.
- 2.2 The rural communities have seen significant increases in traffic and the conflict between users, walkers, cyclists, horse riders, cars, HGVs and agricultural vehicles is a constant cause of concern to local residents. Perceptions are of traffic, which is rat running, travelling too fast and is too big for the rural roads and that the pressure on the main roads is ever increasing.
- 2.3 The Parish Council has sought through the Wiltshire Council Community Area Transport Group to address the concerns of locals but often the problems do not meet the criteria for action by the Highways Authority or the solutions themselves are not effective to the identified problems.
- 2.4 The Parish Council has decided to commission a feasibility study to look at the Parishes problem areas and come up with environmentally sensitive and appropriate solutions to the actual and perceived traffic safety issues.

- 2.5 The report will be used by the Parish Council to identify a number of projects for the Parish Council to engage in either on its own or in partnership with adjacent Parishes or Wiltshire Council to improve road safety. The Parish Council is in receipt of Community Infrastructure Levy Funds which it could use to fund certain improvements. The Report will also inform the review of the Calne Area Neighbourhood Plan. And help in the review of any developer that may come to the attention of the Parish Council.
- 2.6 Successful plans are built on a thorough and comprehensive understanding of the special qualities and circumstances that combine to create an individual place.
- 2.7 The Parish Council understands that if you want drivers to respect the rural areas roads and villages then you must make them clearly identifiable as areas where pedestrians, cyclists and horse riders will be sharing the road and may have priority in certain areas.

*“If you want drivers to behave as they should in a village, make sure it feels like a village”
Hans Monderman 1945-2008*

3 Contact Information

The Project is being taken forward by three Councillors supported by the Parish Clerk. The contact information for each is as follows:

Tenders should be returned by email to the Parish Clerk by the end of December 2020.

Cllr Jim Cook	Jim.cook@calnewwithout-pc.gov.uk	
Cllr Keith Robbins	Keith.robbins@calnewwithout-pc.gov.uk	
Cllr Alan Malpas	alan.malpas@calnewwithout-pc.gov.uk	
Sarah Glen (Clerk)	clerk@calnewwithout-pc.gov.uk	07771888956

4 Project Objectives

To make appropriate use of the following principles

- Improve road safety for all users;
- Reduce accident risk on Parish A roads at the junction with minor roads;
- Where safe, to create shared spaces where the traditional distinction between space for pedestrians and space for vehicles is minimised or abolished;
- Use inherently rural features such as hedges, banks, walls, the position of buildings and bridges as features to naturally calm traffic;
- Ensure that clutter is kept to the minimum necessary for the safe operation of the road network;
- Ensure that whatever works are carried out conserve and enhance the distinctiveness of the area.

5 Project details

- 5.1 For each of the specific locations below the objective of the project is to identify measures to reduce / alleviate the problems and improve safety through the use of highway acceptable environmentally led solutions.
- 5.2 For each of the identified locations a solution or number of solutions should be identified, evaluated and costed. The solutions should be categorised into a hierarchy according to the ease and cost of the solution and must identify any traffic regulation orders required for their completion.
- 5.3 The proposal should outline the methodology to be adopted for the feasibility study, the anticipated scope of the work, the timescale for the work, the cost and proposed output. The proposal should make provision for an initiation conference which should identify key risks to delivery of the anticipated output, an interim report (ideally at the halfway point of the work) a final report and presentation to the council of the findings.

6 Locations to be considered

Location	Problem
Church Road, Derry Hill	Speeding, 'Rat Running' and Traffic Calming
Studley Lane	Speeding, Pedestrian Safety and Cyclist Safety.
Studley Crossroads	Junction safety, accident Hazard; potentially linked to 'Rat Running'
Church Road (and Lansdowne Crescent East)	Daytime parking and school 'pick up and drop off times, speeding
Church Road A342 junction	Sight lines (to the left) for right hand turns.
Ratford	Conflict between Horse Riders and motorist
Sandy Lane	Safety, traffic speeds and HGVs too wide to pass
Mile Elm	Accident black spot on the bends
Broads Green	Safety, traffic speeds and rat running conflict between traffic pedestrians, cyclists and horse riders
Stockley	Safety, rat running, HGVs, conflict between traffic and pedestrians and cyclists.
Blacklands	HGV traffic and rat running
Lower Compton	Safety, HGVs and traffic speeds.
A4 from Forest Gate to eastern extent of Studley Crossroads	Safety, speeding
A342/A4 junction at Old Derry Hill	Safety, speeding and turns from A4 to A342 and vice versa
A4 Forest Gate Complex / Causeway Garage	Safety, turning into/out from the Forest Gate to/from the A4
A342 Old Derry Hill from Lansdowne Arms to The Well House	Safety, HGVs too wide to pass

7 Reporting

- 7.1 The Parish Council will expect an interim report which identifies the key findings of the initial scoping and survey work and an outline of the anticipated outcomes. The Parish Council will at this stage, if necessary, identify its priorities for the schemes to be taken forward for further analysis.

7.2 The feasibility report will also be required to identify the potential costs for improvements, the delivery risks and timescales as well as the requirements for official consultation.

7.3 Opportunities for external funding of any enhancements should also be identified.

8 Project Team and Experience

Contractors applying to undertake the work will be requested to provide evidence of competence, ideally with examples of similar work within this sector and details of the team that will be carrying out the work.



Appendix B

Data Reference Log



Ref	Site	Issue(s)	Data				SV	Comments
			Sp	Vol	PIA	Other		
1	Church Road, Derry Hill	a) Speeding b) Rat running c) Traffic calming	✓	✓		✓	<ul style="list-style-type: none"> Speed survey February 2020, 85th percentile 27.9mph. (Hardcopy 1a) Volume survey 2004. (Hardcopy 1b) Volume survey 2014. (Hardcopy 1c) Other: Request form reporting speeding, which also states the speed cushions are insufficient in reducing the speed of wide-based vehicles and do not deter narrow base vehicles. (PDF 1d) 	
2	Studley Lane	a) Speeding b) Pedestrian and cyclist safety c) HGVs	✓	✓		✓	<ul style="list-style-type: none"> Other: Resident's request; more profound gateway to Studley Lane, improved signage; HGV no entry sign seems to now be insufficient (PDF 2a point 10.2); for the speed limit to be lowered to 30mph/20mph Speed and volume Sept/Oct 2019 	
3	Studley Crossroads	a) Junction safety b) Accident hazard c) Rat running			✓	✓	<ul style="list-style-type: none"> PIAs indicate no change in frequency of accidents over past 5 years. (PDF accidents breakdown) Other: Report of cyclists using private courtyard rather than cycle path into Derry Hill as a result of no/minimal signage. (PDF 3a) 	
4	Church Road (and Lansdowne Crescent East)	a) Daytime parking b) School pick-up / drop-off c) Speeding	✓	✓		✓	<ul style="list-style-type: none"> Speed survey February 2020, 85th percentile 27.9mph. (Hardcopy 1a) Number plate survey No recent car parking survey. 	
5	Church Road j/w A342	a) Visibility (LH) for right turns	✓	✓	✓	✓	<ul style="list-style-type: none"> Email showing speed findings in 2017, 85th percentile 52.1mph. (Email 'A342 Devizes Road, Derry Hill - Traffic Data Request (2010 - 2020)') DfT permanent traffic count site on A342. PIAs indicate a decrease in accident frequency in the past 5 years. (PDF accidents breakdown) PC funding for VMS? 	
6	Ratford	a) Conflict between horse riders and motorists			✓	✓	<ul style="list-style-type: none"> PIAs indicate a decrease in accident frequency in the past 5 years. (PDF accidents breakdown) Other: Resident request; a sign that there are live animals (mainly horses) constantly using this road. We understand "the police agree the road should not be 60mph". (PDF 6a point 10.1) No speed survey available. 	

Contd.



7	Sandy Lane	a) Safety b) Speeding c) HGVs (too wide to pass)	✓	✓		✓	<ul style="list-style-type: none"> • Speed survey December 2019, 85th percentile 34.7mph. (<i>Hardcopy 7a</i>) • Total volume, part of speed survey. (<i>Hardcopy 7a</i>) • PIAs indicate a decrease in accident frequency in the past 5 years. (<i>PDF accidents breakdown</i>) • Other: Request for a traffic survey (2019 survey conducted after request date). (<i>PDF 7b</i>) • Other: HGV route plan (<i>PDF HGV route network map</i>)
8	Mile Elm	a) Accidents (on bends)			✓	✓	<ul style="list-style-type: none"> • PIAs indicate no change in frequency of accidents over past 5 years. (<i>PDF accidents breakdown</i>)
9	Broads Green	a) Safety b) Speeding c) Rat-running d) Vulnerable road users	✓	✓		✓	<ul style="list-style-type: none"> • Speed survey September 2019, 85th percentile 41.1mph. (<i>Hardcopy 9a</i>) • Total volume, part of speed survey. (<i>Hardcopy 9a</i>) • Other: Speeding complaints on straights. Resident request; extension of 40mph speed limit in Stockley to Broad's Green, gateway features also welcomed.
10	Stockley	a) Safety b) Speeding c) Rat-running d) Vulnerable road users	✓	✓	✓	✓	<ul style="list-style-type: none"> • Speed survey December 2019, 85th percentile 42.7mph. (<i>Hardcopy 10a</i>) • Total volume, part of speed survey. (<i>Hardcopy 10a</i>) • PIAs indicate no change in frequency of accidents over past 5 years. (<i>PDF accidents breakdown</i>) • Other: Complaint of uncontrolled parking at the entrance/corner of hollow, restricting access, request for double yellow lines. (<i>PDF 10b</i>) • Other: Erosion of verge due to narrow lane, suggestion of providing passing places. (<i>PDF 10c</i>)
11	Blacklands	a) HGVs b) Rat-running			✓	✓	<ul style="list-style-type: none"> • No PIAs in the last 5 years. (<i>PDF accidents breakdown</i>) • Other: Complaint of HGV's and volume using road as a rat run, damaging the road and water pipes. Resident request; to make the road 30 mph and apply a weight restriction to the route. (<i>PDF 11a</i>) • No speed survey available
12	Lower Compton	a) Safety b) HGVs c) Speeding			✓	✓	<ul style="list-style-type: none"> • Single PIA in past 5 years at the junction to A4. (<i>PDF accidents breakdown</i>) • No speed surveys available. • 40mph TRO advert (implemented)

Contd.



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13	A4 Forest Gate to Studley Crossroads	a) Safety b) Speeding	✓	✓	✓	✓	<ul style="list-style-type: none"> • Speed survey (PSL 60mph) November 2019, 85th percentile 55.5mph. (<i>Hardcopy 13a</i>) • Speed survey (PSL 50mph) November 2019, 85th percentile 49.2mph. (<i>Hardcopy 13a</i>) • Volume survey 2003. (<i>Hardcopy 13c</i>) • PIAs indicate increase in accident frequency over the past 5 years. (<i>PDF accidents breakdown</i>) • PC funding for VMS?
14	Old Derry Hill A342 j/w A4	a) Safety b) Speeding c) Turns between A342/A4			✓		<ul style="list-style-type: none"> • PIAs indicate no significant change in frequency of accidents over past 5 years. (<i>PDF accidents breakdown</i>) • No speed survey near this junction.
15	A4 Forest Gate / Causeway Garage	a) Safety b) Turning traffic					<ul style="list-style-type: none"> • No speed survey near these junctions.
16	A342 Lansdowne Arms to The Well House	a) Safety b) HGVs (too wide to pass)	✓			✓	<ul style="list-style-type: none"> • Speed survey (PSL 40mph) Sept 2021, 85th percentile 38.1mph(N), 39.1mph(S). (<i>PDF</i>) • Other: HGV route plan (<i>PDF HGV route network map</i>)

KEY:

Green reference numbers recommended for Stage 2

Red reference numbers not recommended for Stage 2

Sp = speed survey

Vol = volume count (i.e. traffic count, manual or automatic traffic count (ATC))

PIA = personal Injury Accident

SV = Site visit

TRO = Traffic Regulation Order

Italics = Items in italics were not included in the original brief but were added during the Working Group workshops



Appendix C

Project summary sheets

Calne Without Parish Council - Road Safety Study

Site 1/4 – Church Road, Derry Hill

Issues:

- Speeding
- Rat running
- Traffic calming
- Daytime Parking
- School pick-up/ drop-off

Available data:

Speed: Feb 2020. 85%ile 27.9mph, mean 23.5mph
 Volume: 2004 AADF, 2014 AADF
 PIA: NA
 Other: ✓ (number plate survey)

Site visit date and conditions: 19/3/21 (dry, light), 22/4/21 (dry, light)

Findings:

7-day ATC (between Warren Cottage and 1 Morton Villa), hardcopy WC summary results available; 85%ile 27.9mph, mean 23.5mph; 80% of vehicles were exceeding the posted speed limit. This data indicates the 20mph speed limit is not self-enforcing, suggesting the traffic calming measures are ineffective. However, the survey was only conducted in one location away from traffic calming features, therefore not representing the variable speeds throughout the Church Road traffic calming.

Two traffic volume surveys have taken place on Church Road in 2004 and 2014. The 2004 survey showed average daily 2-way traffic flows of 2702 vehicles, this survey also included a speed survey with an 85%ile of 36.7mph, mean of 31.2mph. The 2014 survey showed average daily 2-way traffic flows of 1807. The two surveys are only 'snap shots' but suggest a reduction in daily flows between 2004 and 2014, together with a reduction in speeds between 2004 and 2020.

A resident's report suggests the speed cushions are ineffective in reducing the speed of wide base vehicles and do not deter narrow-base vehicles. The speed surveys appear to support these comments although the data does not differentiate between HGV/PSV speeds and car speeds. Local observations indicate that the speed table outside Derry Hill school the most effective measure in reducing vehicle speeds.

Parking and school pick-ups/ drop-offs are reported to be issues but there is no survey data to quantify the extent of parking and its impact. The Lansdowne Hall car park is available to school parents by private arrangement. Recent measures to reduce indiscriminate parking include signage, regular information to parents and travel plan measures such as walking trains.

Distance from Studley Crossroads to A342 via Old Derry Hill is 2km. Distance via Church Road is 1km. Informal vehicle journey time assessment (Entran) indicates 1 min 50 sec for the 2km route and 1 min 40 sec for the 1km route adhering to speed limits. Junction capacity and Church Road parking is therefore more likely to affect journey time reliability (and rat-running) than traffic calming.

Stage 1 recommendations:

Parking - surveys to quantify number and location of vehicles in order to inform remedial measures. These surveys are spot counts and can therefore be carried out informally.

Remedial measures could require additional waiting restrictions (requiring TROs) or could be soft measures such as further information and incentives to parents.

Speeds - Further classified ATC counts required in three locations along Church Road to establish whether 2020 observed 85%ile speeds are consistent.

Remedial measures could include additional Police enforcement (unlikely) or additional measures to augment the traffic calming. The bus route means that cushions cannot be replaced by tables, but cost-effective physical

measures could include visual ‘thinning’ using contrasting road surfacing along channel lines, and/or at road junctions. These measures could include innovative features to alert drivers to the presence of key landmarks such as the church, school, village shop, pub etc.

Rat running – Number plate surveys at A4 and A342 illustrate more than 50% through-traffic.

Initial journey time surveys suggest Church Road is just 10 seconds quicker than Old Derry Hill in free-flowing conditions. Additional traffic calming may reduce vehicle speeds to 20mph, but the difference in journey times is unlikely to deter rat-running. Issue of through-traffic relates to wider network (A4/A342) rather than local network.

Query: Why is ‘rat-running’ considered an issue? Is it because through-traffic travels faster? Is it because additional traffic at junctions has an effect on delays? Does the concern about congestion at Studley Crossroads relate to time delay, or driver safety? Further reductions in speed may make Church Road safer but would not resolve junction capacity issues. Extreme measures such as severing Church Road halfway (creating two cul-de-sacs i.e. Safer Neighbourhoods scheme) would address both issues but at significant inconvenience to residents.

Progress this site to Stage 2.

Auditor: JPB

Approved: RAF

Calne Without Parish Council - Road Safety Study

Site 2 – Studley Lane

Issues:

- Speeding
- Pedestrian and cyclist safety
- HGVs

Available data:

Speed: ✓
Volume: ✓
Other: ✓

Site visit date and conditions: 17/3/21 (fair, light)

Findings:

2019 speed surveys show Studley Lane 85%ile 25.6mph (N) 27.0mph(S) [2%-4% 30-35mph]. Norley Lane 85%ile 24.81mph (E) 21.25mph (W) [0%-1% 30-35mph].

Unreported PIA - precise location not known. Using Crash Map data, there have been no recorded PIAs on Studley Lane or Norley Lane in the past 5 years.

Requests from local residents to reduce the speed limit from the national speed limit to 30mph (or 20mph)

There have also been residents' claims that the signage and gateway into Studley Lane are insufficient in conveying the rural nature of this lane to those leaving the A4. Residents' request for features such as plants and trees would help create a gateway feature which demonstrates to drivers coming off the A4 the change in surroundings.

There is photographic evidence that the advisory 'Unsuitable for HGVs' sign, which is in poor condition, no longer fulfils its purpose as HGVs are using Studley Lane and Norley lane other than for access.

Recommendations:

Studley Lane differs in nature close to the A4 and further into Studley. Speed surveys on Studley Lane and Norley Lane show 85%ile speeds between 21-27mph so 30mph limit unlikely to affect vehicle speeds. New 20mph limit would need to be self-enforcing so additional features would be required.

The Studley Gardens development resulted in a physical and visual widening of Studley Lane close to its junction with the A4. The provision of a footway altered the nature of the lane, creating a sub-urban context for drivers leaving the A4. The 'gateways' into Derry Hill herald a reduction of speed into a 20mph zone. It would be unusual for a 'gateway' to mark an increase in speed limit (i.e., entering a national speed limit rural lane).

Studley Lane has natural traffic calming to the north of Vastern Timber in the form of a single-width narrowing followed by variable width carriageway throughout Studley. Narrow lanes can create conflict between drivers and vulnerable road users if vehicle speeds are high (or perceived to be high). Given the observed speeds, a 30mph speed limit is unlikely to be effective; a 20mph speed limit would require additional measures so full consideration needs to be given to the effectiveness of measures alone versus the effectiveness of measures supported by a 20mph speed limit (TRO required).

The advisory 'unsuitable for HGVs' sign was re-mounted as part of the Studley Gardens development. It is visible to all drivers leaving the A4, but there is no advance warning, so HGV drivers are likely to have committed to the turn before they see the sign. A formal weight restriction (<7.5t except for access) similar to Derry Hill would allow advance warning to be added to the advance direction signs on the A4. The Working Group favours a formal weight limit, except for access (requiring a TRO) as opposed to improved advisory signage. This would necessitate agreement with neighbouring Parish.

[Progress this site to Stage 2.](#)

Auditor: JPB

Approved: RAF

Calne Without Parish Council - Road Safety Study

Site 3 – Studley Crossroads

Issues:

- Junction safety
- Accident hazard
- Rat running

Available data:

Speed: Oct 2019. 85%ile 49.2mph, mean 44.0mph

Volume:

PIA: ✓

Other: ✓

Site visit date and conditions: 17/3/21

Findings:

7-day ATC hardcopy summary results available show, 85%ile 49.2mph, mean 44.0mph and 12.3% of vehicles were exceeding the posted 50mph speed limit. This data demonstrates that users of the A4 in the vicinity of Studley Crossroads are keeping to the posted speed limit.

The PIA data available from Crash Map indicates that over the past 5 years there has little to no change in the frequency of personal injury accidents at this location. A breakdown of the PIAs is summarised below. Studley Crossroads was re-modelled as part of the Chapel Street development more than 10 years ago. The frequency of PIAs reduced following those improvements. It may be that there is a continued perception of safety issues that is not supported by the data.

Severity	2016	2017	2018	2019	2020
Slight	0	0	1	2	0
Serious	0	1	0	0	0
Fatal	0	0	0	0	0

The required min visibility for drivers emerging from the side roads is 2.4m x 160m, measured to the nearside kerbline. This is available, subject to regular verge maintenance. The preferred visibility would be 4.5m x 160m to allow drivers to give-way rather than having to stop. This is not available, thereby affecting junction capacity and queue lengths. The rat running issue relates to Church Road but affects the number of vehicles turning at the cross-roads, meaning this specific issue can be targeted by addressing 'Site 1'.

Recommendations:

Good visibility needs to be maintained in order to ensure safe egress from the side roads. This requires regular verge maintenance which may be a matter the PC wishes to address with WC.

The PIA data does not indicate a serious safety issue requiring physical remedial measures.

The limited visibility at the junction does reduce junction capacity; however, that has a beneficial effect in deterring rat-running.

General congestion at the junction may result in drivers becoming frustrated or feeling pressured and therefore pulling out onto the A4 injudiciously. This is mitigated in part by good visibility splays and appropriate vehicle speeds on the main road.

Do not progress this site to Stage 2 at this time.

Auditor: JPB

Approved: RAF

Calne Without Parish Council - Road Safety Study

Site 5 – Church Road j/w A342

Issues:

- Visibility (LH) f
- or right turns

Available data:

Speed: 2017. 85%ile 52.1mph, mean 45.4mph
 Volume: (number plate count)
 PIA: ✓
 Other: ✓

Site visit date and conditions: 20/3/21 (dry, light)

Findings:

7-day automatic traffic count just south of junction, email summary results available show 85%ile 52.1mph, mean 45.4mph. This data demonstrates the majority of vehicles are significantly exceeding the posted speed limit (40mph). Required visibility is related to vehicle speeds on major road so measures to reduce speeds would improve driver intervisibility.

2.4m x 120m (for 40mph) available. 2.4m x 160m available to centre line but not nearside kerblin. Low wall at back edge of highway. Highway verge maintained as rural margin (i.e., not mown), so high grass can impede visibility.

The PIA data available from Crash Map indicates that over the past 5 years there has been a decrease in the frequency of personal injury accidents at this location. A breakdown of the PIAs at this location is summarised below. The evidence suggests the higher speeds and limited visibility are not translating into serious incidents.

Severity	2016	2017	2018	2019	2020
Slight	1	1	0	0	0
Serious	0	0	0	0	0
Fatal	0	0	0	0	0

Recommendations:

Measures could be introduced to reduce vehicle speeds to 40mph approaching the junction. Given the ‘A’ classification of the road (A342) measures would comprise additional signage and/or road markings rather than formal traffic calming. In this location the A432 is straight and wide but with direct frontage access from houses. Some form of visual thinning (contrasting road surface) may have a beneficial effect by emphasising the presence of homes and people.

Variable message sign (VMS) likely to have a positive effect if funding available.

In addition to the above (or instead of), the verge south of the junction could be cut at an urban frequency or replaced with a stone finish for the extent of the visibility splay.

No TROs would be required.

[Progress this site to Stage 2.](#)

Auditor: JPB

Approved: RAF

Calne Without Parish Council - Road Safety Study

Site 6 – Ratford

Issues:

- Conflict between horse riders and motorists

Available data:

Speed: x
 Volume: x
 PIA: ✓
 Other: ✓

Site visit date and conditions: 19/3/21 (dry, light)

Findings:

There is no empirical survey data for this site such as speed surveys or volume counts of vehicles or horse riders. Residents have raised concern that the road lacks signage to indicate this road is frequently used by horse riders; there is also a suggestion that police agree the national speed limit is too high for a road of this nature. The stables fronting on to the road further indicate the frequent use by animals. The PIA data available from Crash Map indicates that over the past 5 years there been a decrease in the frequency of personal injury accidents at this location. A breakdown of the PIAs at this location is summarised below.

Severity	2016	2017	2018	2019	2020
Slight	1	0	0	0	0
Serious	0	0	0	0	0
Fatal	0	0	0	0	0

Recommendations:

If the reduction in speed limit is to be pursued, then a speed survey will be required. It is unlikely that the road through Ratford would meet the requirements for a 30mph speed limit. The introduction of a 50mph or 40mph limit may have a counter-productive effect in granting drivers ‘licence’ to travel at that speed in close proximity to horse riders. Additional signage to alert drivers to the presence of horse riders appears to be the most productive means to address this issue. No TROs would be required to introduce this sign. Requirement for this sign is a ‘concentration’ of accompanied horses and ponies i.e. greater than surrounding roads. Confirmation from PC should suffice for WC purposes.

Progress this site to Stage 2.



Figure 9-7 Diagram 550.1 (S2-2-30)
 Accompanied horses or ponies likely to be in the road ahead

Auditor: JPB

Approved: RAF

Calne Without Parish Council - Road Safety Study

Site 7 – Sandy Lane

Issues:

- Safety
- Speeding
- HGVs (too wide to pass)

Available data:

Speed: Nov 2019. 85%ile 34.7mph, mean 30.4mph

Volume: NA

PIA: ✓

Other: ✓

Site visit date and conditions: 19/3/21 (dry, light)

Findings:

7-day automatic traffic count at SN15 2PY. Hard-copy summary results available show 85%ile 34.7mph, mean 30.4mph and 52.8% of vehicles were exceeding the posted speed limit. The survey was conducted less than 200m from the change in speed limit, drivers may still be slowing down at this point.

Requests for speed surveys had been made, however, these were dated prior to the latest survey.

The Wiltshire HGV route network map shows the A342 as a Local Lorry Route. This is the only designated HGV route from the A350 to Devizes. Residents have raised concern about the available road width for two HGVs to pass; this relates to the localised throttle at the southern end of the village (j/w Back Lane). In this location an HGV can pass a car at 30mph but two HGVs meeting at this point would have to slow or stop.

The PIA data available from Crash Map indicates that over the past 5 years there been a decrease in the frequency of personal injury accidents at this location. A breakdown of the PIAs at this location is summarised below. However, the decrease in PIAs

Severity	2016	2017	2018	2019	2020
Slight	2	2	1	0	0
Serious	0	0	0	0	0
Fatal	0	0	0	0	0

Recommendations:

It is unlikely that this length of A342 can be taken off the Local Lorry Route given it is the shortest route to Devizes from the A350. There is limited scope to widen the carriageway at the southern end of the village due to the close proximity of a house on the western side and wall on the eastern side. A significant road widening would require a compulsory purchase order which is unlikely to be successful given the low number of PIAs.

Additional signage could be introduced indicating 'road narrows' or a more prominent Chevron sign for southbound traffic; however, as this is a conservation area, care needs to be taken not to introduce unnecessary clutter. No TRO would be required for this sign. Safety and speeding measures will require a new speed survey to be undertaken.



Figure 4-1 Diagram 516 (S2-2-13)
Road narrows on both sides ahead



Progress this site to Stage 2

Auditor: JPB

Approved: RAF

Calne Without Parish Council - Road Safety Study

Site 8 – Mile Elm

Issues:

- Accidents (on bends)

Available data:

Speed: x

Volume: NA

PIA: ✓

Other:

Site visit date and conditions: 20/3/21 (fair, light)

Findings:

There is no recent empirical survey data for this site such as speed or volume surveys.

The PIA data available from Crash Map indicates that over the past 5 years there has little to no change in the frequency of personal injury accidents at this location. A breakdown of the PIAs at this location is summarised below. Leading to the bend, the necessary signs and markings are in place to inform drivers of the turn ahead.

Severity	2016	2017	2018	2019	2020
Slight	1	0	0	2	0
Serious	0	0	1	0	0
Fatal	0	0	0	0	0

Recommendations:

Double white lines have been introduced for the entire length of the bends on the A3102 close to Whetham House, prohibiting overtaking. Driver approaching from both directions are presented with 'double bends' warning signs (diag 513) in advance. Drivers approaching from the North also have a 'slippery road ahead' (diag 557). The first bend (when approach from either direction) has a series of reflective chevron signs, the second bend then has advance warning of 'junction on outside of bend' (diag 512.1).

Information from PC suggests PIA rate decreased following carriageway resurfacing although this correlation is not direct evidence that the resurfacing was the cause of the PIA reduction.

In this rural location the road is unlit and subject to the national speed limit, but the bends are very well signed.

Additional measures could include count-down rumble strips, or signs indicating an advisory speed as a supplement to the initial signs. This would not require a TRO.



Do not progress this site to Stage 2.

Auditor: JPB

Approved: RAF

Calne Without Parish Council - Road Safety Study

Site 9 – Broads Green

Issues:

- Safety
- Speeding
- Rat-running
- Vulnerable road users

Available data:

Speed: Sep 2019. 85%ile 41.1mph, mean 34.7mph

Volume: NA

PIA: ✓

Other: ✓

Site visit date and conditions: 19/3/21 (dry, light)

Findings:

7-day ATC (between Stockley and Broads Green road), hardcopy summary results available show 85%ile 41.1mph, mean 34.7mph and 19.8% of vehicles were exceeding the posted 40mph speed limit. This data demonstrates that majority of users in the vicinity are keeping to the posted speed limit.

Residents have requested an extension to the 40mph speed limit across Broad's Green (currently at the national speed limit), with gateway features welcomed. No houses have direct access onto the 60mph length of road so WC may resist the extension, particularly as the survey demonstrates vehicle speeds generally below the speed limit within in the 40mph limit.

There is a reasonable case for reducing the speed limit to 30mph in Stockley which may allow for a 40mph 'buffer' speed limit extending through Broads Green.

The PIA data available from Crash Map indicates that over the past 5 years there has little to no change in the frequency of personal injury accidents at this location. A breakdown of the PIAs at this location is summarised below.

Severity	2016	2017	2018	2019	2020
Slight	0	1	0	0	0
Serious	0	0	0	0	0
Fatal	0	0	0	0	0

The site location and data give no indication why rat-tunning would be occurring in the area.

Recommendations:

Further clarification of the perceived issues would be useful.

A localised 30mph speed limit in Stockley (Site 10), supported by a 40mph limit in Broads Green could be pursued with WC. This would require a TRO, additional signage and potential gateway features (planters etc).

[Progress this site to Stage 2.](#)

Auditor: JPB

Approved: RAF

Calne Without Parish Council - Road Safety Study

Site 10 – Stockley

Issues:

- Safety
- Speeding
- Rat-running
- Vulnerable road users

Available data:

Speed: Dec 2019. 85%ile 42.7mph, mean 36.8

Volume: NA

PIA: ✓

Other: ✓

Site visit date and conditions: 19/3/21 (dry, light)

Findings:

7-day ATC hardcopy summary results available show 85%ile 42.7mph, mean 36.8mph and 0.08% of vehicles were exceeding the posted 60mph speed limit. Although this data is a 'snapshot' of the area there is no indication to suggest excessive speed is an issue. However, vehicles travelling in excess of 40mph in close proximity to pedestrians, cyclists or horse riders may be perceived as travelling too fast.

The PIA data available from Crash Map indicates that over the past 5 years there has been little to no change in the frequency of personal injury accidents at this location. A breakdown of the PIAs at this location is summarised below.

Severity	2016	2017	2018	2019	2020
Slight	0	1	0	0	1
Serious	0	0	0	0	0
Fatal	0	0	0	0	0

Residents have complained about uncontrolled parking by the hollow; suggestion of double yellow lines made, also claims of verge erosion on the narrow lane; suggestion of new passing places.

The site location and available data gives no indication why significant rat-tunning would be occurring in the area.

Recommendations:

The nature and layout of Stockley makes the introduction of village gateway features challenging; however, additional signage could be introduced to alert drivers to the rural nature of the village and the presence of vulnerable road users. An example of this can be seen in Bishopstone near Swindon.



This would not require a TRO but may require a public consultation period and specific highway authority approval. Any local reduction to 30mph would require a TRO.

[Progress this site to Stage 2.](#)

Auditor: JPB

Approved: RAF

Calne Without Parish Council - Road Safety Study

Site 11 – Blacklands

Issues:

- HGVs
- Rat-running

Available data:

Speed: x
 Volume: x
 PIA:
 Other: ✓

Site visit date and conditions: 19/3/21 (dry, light); 20/4/21

Findings:

There is no empirical survey data for this site such as speed surveys or classified volume counts indicating percentage of HGVs.

Residents' claim that HGVs were using this road for rat-running. Temporary highway works on the A4 east of Quemerford may have resulted in some drivers diverting from the A4 to Blackland crossroads past Blackland Lakes rather than past Blackland Mill; however, informal journey time surveys (Entran) indicate that this route is slower under normal circumstances so this may have only been a temporary issue.

Residents have also requested the speed limit being reduced from the national speed limit to 30mph and requests for a weight limit on the road. However, there is no evidence to support these requests at present.

Using Crash Map data, there have been no recorded PIAs on this road in the past 5 years.

Recommendations:

Further clarification is required as to whether the issues were short-term as a result of road works on the A4 or have persisted. If these issues are to be pursued, then classified counts will be required to determine current vehicle speeds and % HGVs.

Do not progress this site to Stage 2 at this time.

Auditor: JPB

Approved: RAF

Calne Without Parish Council - Road Safety Study

Site 12 – Lower Compton

Issues:

- Safety
- HGVs
- Speeding

Available data:

Speed: x
 Volume: NA
 PIA: ✓
 Other: ✓

Site visit date and conditions: 19/3/21 (dry, light)

Findings:

The PIA data available from Crash Map indicates that over the past 5 years there has little to no change in the frequency of personal injury accidents at this location. A breakdown of the PIAs at this location is summarised below. However, the single PIA occurred at the junction with the A4 rather than along the Lower Compton road.

Severity	2016	2017	2018	2019	2020
Slight	0	0	0	0	0
Serious	0	0	0	1	0
Fatal	0	0	0	0	0

This route is one of the accesses to the Hills Waste Plant; therefore, HGVs will necessarily use this route. However, the opening of a second access will have reduced the number of HGVs on this road. HGVs may be driving at excessive speeds, however, there is no evidence at present to quantify this.

Recommendations:

Since the project brief was written a 40mph speed limit has been introduced on this road in response to the earlier concerns. We would recommend post-implementation speed surveys to assess the effectiveness of the lower speed limit, but this site can otherwise be removed from the study.

Do not progress this site to Stage 2.

Auditor: JPB

Approved: RAF

Calne Without Parish Council - Road Safety Study

Site 13 – A4 Forest Gate to Studley Crossroads

Issues:

- Safety
- Speeding

Available data:

Speed: Oct 2019. 85%ile 49.2mph, mean 44.0mph

Volume: AADT 2003, AADT 2012

PIA: ✓

Other:

Site visit date and conditions: 18/3/21 (dry, light)

Findings:

7-day ATC hardcopy summary results available show 85%ile 49.2mph, mean 44.0mph and 12.3% of vehicles were exceeding the posted 50mph speed limit. This data demonstrates that users of the A4 in the vicinity of Studley Crossroads are keeping to the posted speed limit. There are three speed limits within this study area, therefore this single survey does not convey the conditions along the whole length of this road. A second speed survey is available for the A4, however, not within this study area.

Two traffic volume surveys have taken place on the A4 (east of Studley Crossroads) in 2003 and 2012. The 2003 survey showed average daily 2-way traffic flows of 12445 vehicles. The 2012 survey showed average daily 2-way traffic flows of 12584. The two surveys are only ‘snap shots’ but suggest a marginal increase in daily flows between 2003 and 2012. DfT traffic count data is available for the A4 west of Studley Crossroads [Ref:56129] and at Stanley Park [Ref:77986]; however, the baseline dataset for both sites is corrupted at present so no data is currently available. This should be resolved prior to the Stage 2 study.

The PIA data available from Crash Map indicates that over the past 5 years there has been an increase in the frequency of personal injury accidents at this location. A breakdown of the PIAs is summarised below.

Severity	2016	2017	2018	2019	2020
Slight	2	0	2	3	0
Serious	0	1	0	1	0
Fatal	0	0	0	0	0*

**A PIA occurred in August 2020 at the junction of the A3/A342 which resulted in multiple fatalities; however, this incident does not appear in the Crash Map data. We have contacted the administrator to report this serious omission.*

Recommendations:

The frequent changes in the speed limit can have positive or negative effects. Drivers familiar with the road may ignore the lower speed limits as they know they are only for a short length, whereas other drivers may become more alert to driving conditions, taking the speed limits as an indication of the road character.

During the public consultation for the 50mph speed limit at Studley Crossroads the PC and local residents requested that it be extended to the junction with the A342 in order to minimise the number of changes in speed limit; however, WC’s response was that the proposed limit met the criteria for the minimum length of a new TRO. A further approach to WC on this point is unlikely to be successful without further speed survey data in each of the speed limit areas. If funding is available for a VMS in this location it could be effective in reinforcing the limit.

[Progress this site to Stage 2.](#)

Auditor: JPB

Approved: RAF

Calne Without Parish Council - Road Safety Study

Site 14 – Old Derry Hill A342 j/w A4

Issues:

- Safety
- Speeding
- Turns between A342/ A4

Available data:

Speed: x
 Volume: x
 PIA: ✓
 Other: ✓

Site visit date and conditions: 18/3/21 (dry, light)

Findings:

There is no empirical survey data for this site such as speed surveys or volume counts.

The PIA data available from Crash Map indicates that over the past 5 years there has little to no change in the frequency of personal injury accidents at this location. A breakdown of the PIAs at this location is summarised below. However, Crash Map did not include a recent fatal PIA which has been included as a result of local knowledge.

Severity	2016	2017	2018	2019	2020
Slight	1	0	1	1	0
Serious	0	0	0	1	0
Fatal	0	0	0	0	1

The junction layout allows drivers to join and leave the A4 at speed. The acute angle requires those leaving the A324 and joining the A4 to use their mirrors or look over their right shoulder to see traffic arriving from their right. The merge taper is commonly used for traffic joining a high-speed road from a slip road. A standard form of priority junction with a right-turn lane would be more appropriate in this location, particularly if the speed limit on the A4 was rationalised to either 40mph or 50mph in this location.

Recommendations:

The available public highway would allow this junction to be remodelled into a simple priority junction with a substantial right turn lane. This would cater for traffic turning right from the A4 onto the A342 and would provide a simple, legible exit manoeuvre for traffic turning left from the A342 onto the A4. This could be supported by a reduction in speed limit on the A4 hill to 50mph.

A change in speed limit would require a TRO.

The junction redesign would be costly and the relatively low number of PIAs may mean that it would not be a priority scheme for WC.

Further investigation into the extent of safety barrier is warranted.

[Progress this site to Stage 2.](#)

Auditor: JPB

Approved: RAF

Calne Without Parish Council - Road Safety Study

Site 15 – A4 Forest Gate/ Causeway Garage

Issues:

- Safety
- Turning traffic

Available data:

Speed: x
 Volume: x
 PIA:
 Other:

Site visit date and conditions: 18/3/21 (dry, light); 21/4/21 (dry, light)

Findings:

There is no empirical survey data for this site such as speed surveys or volume counts of vehicles. Using Crash Map data, there have been no recorded PIAs on this road in the past 5 years. Both accesses fall within a 40mph speed limit on a length of road with a footway and street lighting. Forest Gate has a ghost right-turn lane, but there are no right turn lanes for Causeway Garage, Pewsham Garage or the Lysley Arms. Forest Gate has adequate visibility in both directions for a 40mph speed limit. Other commercial premises have limited visibility.

Recommendations:

Visibility requirements are related to the speed of vehicles on the main road. The posted speed limit is 40mph but no data is available to determine whether traffic is travelling within the speed limit in this location. If traffic is exceeding the speed limit, then the preferred approach to improving safety at these junctions would be to reduce traffic speed; however, if traffic is already travelling at or below the posted speed limit, then the approach would be to highlight the presence of the junctions to alert drivers to their presence. No TROs would be required. A speed survey should be undertaken (this aligns with the recommendation for Site 13).

Do not progress this site to Stage 2 at this time.

Auditor: JPB

Approved: RAF

Calne Without Parish Council - Road Safety Study

Site 16 – A342 Lansdowne Arms to The Well House

Issues:

- Safety
- HGVs (too wide to pass)

Available data:

- Speed: ✓
- Volume: NA
- PIA: ✓
- Other: ✓

Site visit date and conditions: 18/3/21 (dry, light)

Findings:

There is no empirical survey data for traffic volume or HGV%; however, a speed survey in September 2021 found 85%ile speeds of 38.1mph northbound and 39.5mph southbound.

The PIA data available from Crash Map indicates that over the past 5 years there has been a decrease in the frequency of personal injury accidents at this location. A breakdown of the PIAs at this location is summarised below.

Severity	2016	2017	2018	2019	2020
Slight	1	0	0	0	0
Serious	0	0	0	0	0
Fatal	0	0	0	0	0

The Wiltshire HGV route network map shows the A342 as a Local Lorry Route.

Advance warning signs are in place at the top of the hill for northbound drivers, first advising of a 12% gradient, then showing warnings of ‘double bend’ (diag 513). The sign used to show gradient and ‘road narrows’ (diag 516), but this was replaced in favour of the double bend sign. No such signs are available for southbound drivers heading up the hill.

The majority of this length of road between the A4 junction and the Lansdowne PH was widened as part of a highway improvement scheme more than 15 years ago. The historic nature of Old Derry Hill means that the narrow section at the top of the hill is flanked on both sides by stone walls, offering limited opportunity to widen the road.

Recommendations:

It is unlikely that this length of A342 can be taken off the Local Lorry Route given it is the shortest route to Devizes from the A350. There is limited scope to widen the carriageway. A significant road widening would require a compulsory purchase order which is unlikely to be successful given the low number of PIAs. The speed survey demonstrates that most vehicles are travelling within the posted 40mph speed limit in this location.

Additional signage could be introduced indicating ‘road narrows’ and ‘double bend’ for southbound traffic; No TROs would be required for these signs.

Do not progress this site to Stage 2 (however, separate work required regarding HGV routing to/from Lower Compton waste site)

Auditor: JPB

Approved: RAF



Appendix D

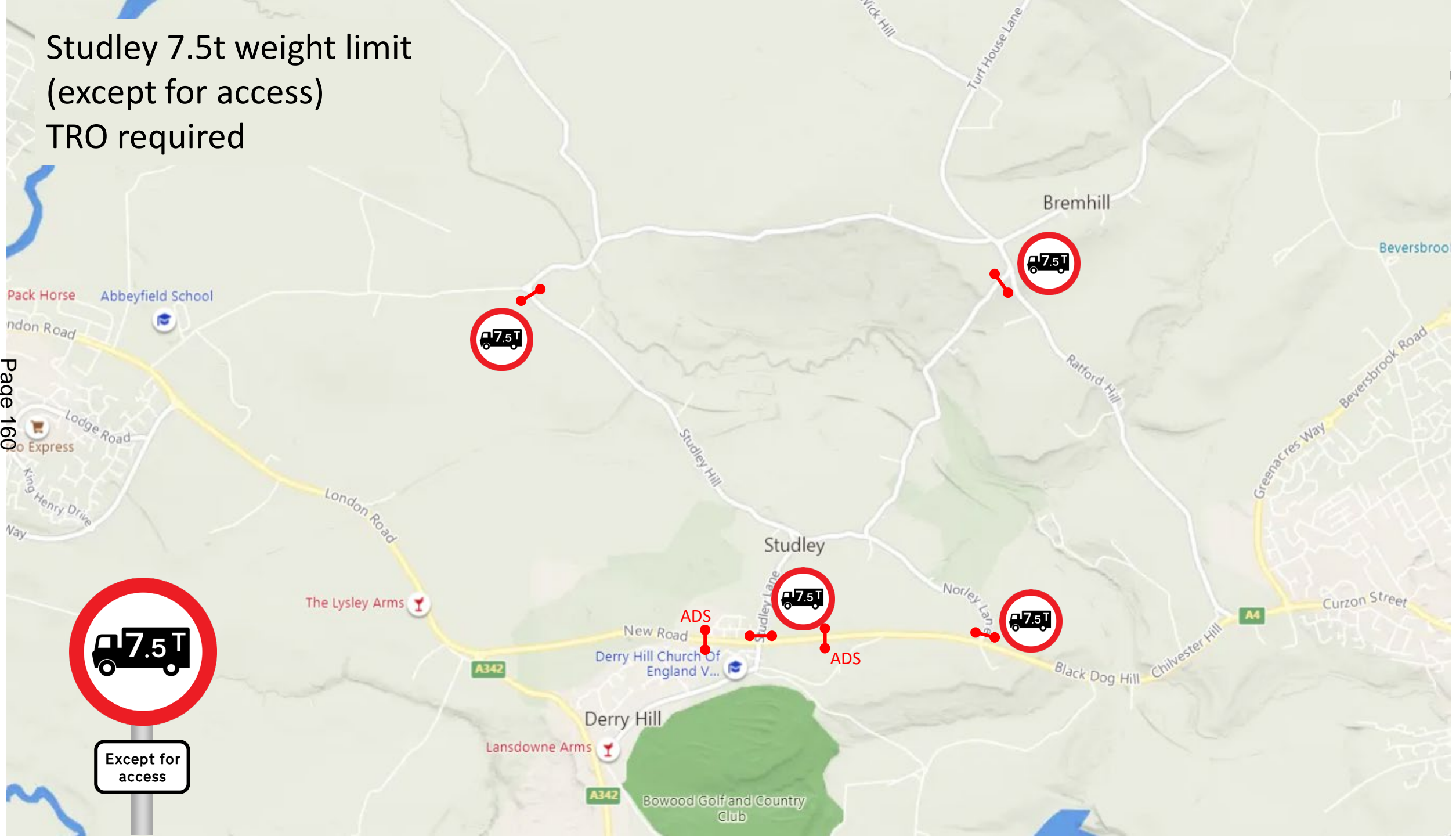
Studley wight limit area

Studley 7.5t weight limit
(except for access)
TRO required

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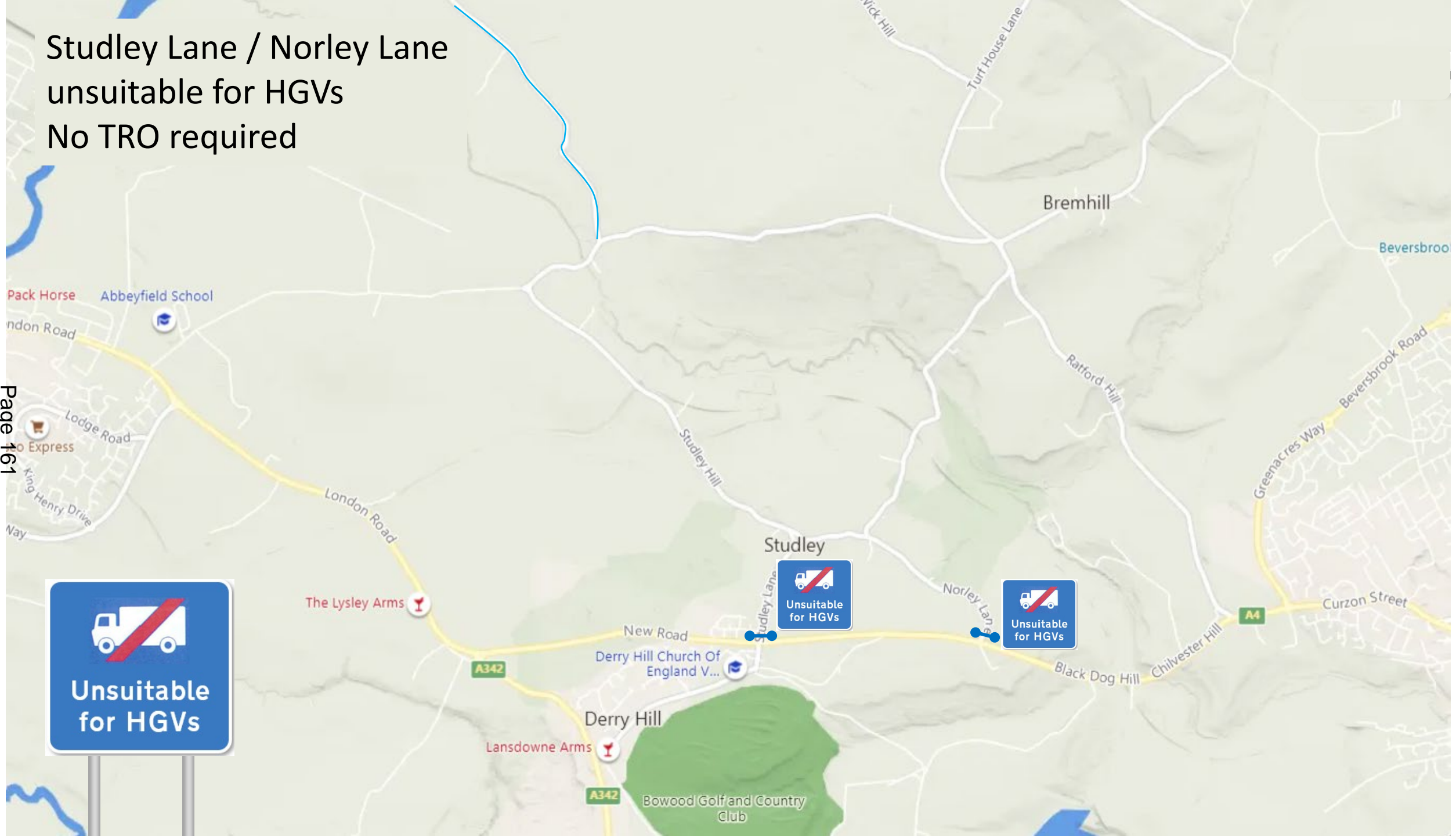


Except for access



Studley Lane / Norley Lane
unsuitable for HGVs
No TRO required

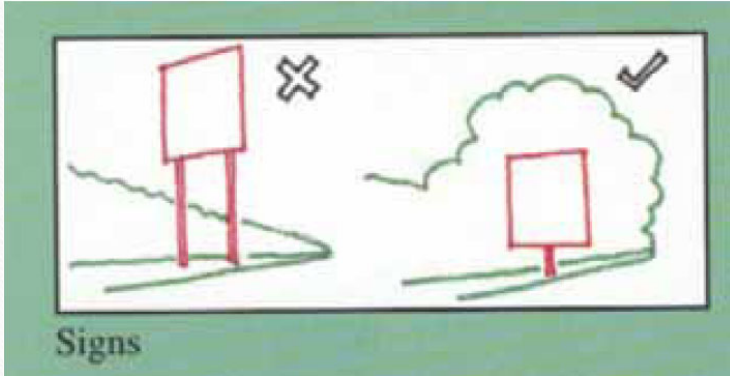
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Appendix E

Signs in rural areas



Derbyshire County Council's guidance includes pointers on how to sensitively site signs



National Cycle Network (NCN) route signage can be incongruous (left photo) but need not be (right photo).



Villages in the Quantocks AONB now have high quality and locally distinctive name signs at the village entrances.



Appendix F

References



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- ⁱ DfT, Design Manual for Roads and Bridges
 - ⁱⁱ DfT / DCLG, Manual for Streets (2007)
 - ⁱⁱⁱ CIHT, Manual for Streets 2, wider application of the principles (2010)
 - ^{iv} DfT, LTN 1.08 Traffic Management and Streetscape (2008)
 - ^v DfT, Traffic Signs Regulations and General Directions (2016)
 - ^{vi} Historic England, Streets for All (South West) (2017)
 - ^{vii} Dorset CC, Reclaiming our Rural Highways (2007)
 - ^{viii} Dorset CC, Rural Roads Protocol (2008)
 - ^{ix} Hamilton-Baillee, Traffic in Villages, Safety and Civility for Rural Roads (A toolkit for communities).
 - ^x Kings College psychiatric study on driver concentration; and, Literature review for the Scottish Executive by Dr Brendan Wallace.

