

AGENDA

Meeting: Calne Area Board
Place: Calne Hub and Library, The Strand, Calne SN11 0JU
Date: Tuesday 5 December 2023
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. The Chairman will try to ensure that everyone who wishes to speak will have the opportunity to do so.

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

Networking opportunity with Councillors from 6:00pm.

Please direct any enquiries on this Agenda to Matt Hitch, direct line 01225 718059 or email matthew.hitch@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 Sam Pearce-Kearney, Calne South (Chairman)
Cllr Tony Trotman, Calne Chilvester and Abberd (Vice-Chairman)
Cllr Ashley O'Neill, Calne Rural
Cllr Tom Rounds, Calne North
Cllr Ian Thorn, Calne Central

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Public Participation

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

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

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

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

Area Board Officers

Strategic Engagement & Partnerships Manager (SEPM) – ros.griffiths@wiltshire.gov.uk

Area Board Delivery Officer – louisa.young@wiltshire.gov.uk

Democratic Services Officer – matthew.hitch@wiltshire.gov.uk

Items to be considered	Time
<p>1 Apologies for Absence</p> <p>To receive any apologies for absence.</p>	6:30pm
<p>2 Minutes (<i>Pages 1 - 14</i>)</p> <p>To approve and sign as a correct record the minutes of the meeting held on 5 September 2023.</p>	
<p>3 Declarations of Interest</p> <p>To receive any declarations of disclosable interests or dispensations granted by the Standards Committee.</p>	
<p>4 Chairman's Updates</p> <p>The Chairman will give an update on outcomes and actions arising from previous meetings of the Area Board.</p> <p><u>Consultation</u></p> <ul style="list-style-type: none"> • Calne and Melksham Local Cycling and Walking Infrastructure Plans (LCWIP) Consultation – Live until 22 December <p><u>Recent Events</u></p> <ul style="list-style-type: none"> • The Big Dementia Day – 16 September • Local Plan – 16 October • Meet the Leader – 26 October <p><u>Grant News</u></p> <ul style="list-style-type: none"> • The Rise Trust was awarded £5,000 from the Police and Crime Commissioner’s Community Action Fund, some of which will support youth clubs in Calne 	
<p>5 Information Items (<i>Pages 15 - 30</i>)</p> <ul style="list-style-type: none"> • Wiltshire Council Consultation Portal • Wiltshire Police Crime Figures Calne Town and Calne Rural • Wiltshire Council Information Items: <ul style="list-style-type: none"> ➤ Independent Visitor Scheme ➤ Cost of Living Update ➤ Warm and Safe Wiltshire ➤ Archaeology Service Newsletter 	6:35pm
<p>6 Scottish and Southern Electricity Networks (SSE) (<i>Pages 31 - 40</i>)</p>	6:40pm

To receive an update from Mel Grace from Scottish and Southern Electricity Networks (SSE) about the support on offer for vulnerable people during power cuts.

7 **Partner Updates** (*Pages 41 - 62*)

6:55pm

Verbal Updates

To receive any verbal updates from representatives, including:

- a. Wiltshire Police
- b. Dorset and Wiltshire Fire and Rescue
- c. Calne Community Safety Forum
- d. Calne Health and Social Care Forum and Older Person's Champion (Diane Gooch)
- e. Town and Parish Councils

Written Updates

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

- f. Community First
- g. Dorset and Wiltshire Fire and Rescue
- h. Healthwatch Wiltshire
- i. Age UK
- j. [The PCC's Annual Report](#)
- k. [PCC News Feed](#)
- l. Hilmarton Parish Council
- m. Calne Town Council
- n. Calne Without Parish Council (to follow)
- o. Calne Community Neighbourhood Plan (to follow)
- p. Wiltshire Police (to follow)

8 **BaNES, Swindon and Wiltshire Together - Integrated Care Board** (*Pages 63 - 64*)

7:10pm

To receive an update including and overview of the Integrated Care System, as well as an update on the local Primary Care Network and proposals for a new medical practice.

9 **Area Board Priority and Working Group Update**

7:50pm

To receive updates from Lead Councillors about the Area Board's priorities.

- Young People – Cllr Sam Pearce-Kearney
- Older People – Cllr Tom Rounds
- Environment – Cllr Ian Thorn
- Economy – Cllr Tony Trotman
- Transport – Cllr Ashley O'Neill

10 **S106 Working Group - Meeting Update** (Pages 65 - 66)

8:00pm

To receive an update from Cllr Tony Trotman about the S106 Working Group meeting on 2 November 2023.

11 **Area Board Funding** (Pages 67 - 70)

8:05pm

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

Remaining Budgets:

Community Area Grant	Older & Vulnerable	Young People
£14,242.50	£5,488.50	£2,663

Community Area Grants:

Ref/Link	Grant Details	Amount Requested
ABG1408	Calne Wordfest - Calne Book Swap	£1,488.20
ABG1422	1 st Calne Scout Hall - toilet refurbishment	£5,000
ABG1443	Goatacre Cricket Club – pitch cover project	£2,397

Older & Vulnerable People’s Grants:

Ref/Link	Grant Details	Amount Requested
ABG1388	Wiltshire Community Care User Involvement Network (WSUN) – administrative support for Calne Health, Social Care and Wellbeing meetings	£500
ABG1389	WSUN – administrative support for Calne Voices meetings	£500
ABG1431	Calne Reconnecting Senior’s Group	£2,000
ABG1433	Avon Needs Trees – Health and Wellbeing at Hazeland and Pudding Brook Wood	£4,178

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

12 **Local Highway and Footway Improvement Group (LHFIG)** (Pages 71 - 106)

8:25pm

To note the minutes and consider any recommendations arising from the latest LHFIG meeting held on 13 October 2023, as set out in the attached report.

Recommendations:

To allocate funding to the below issue on the Priority Schemes List:

- Issue 3-23-6 - A342 Derry Hill Speed limit repeater signs £2,100

To add the following issues to the Priority Schemes List with funding:

- Issue 3-22-40 - A4 Cherhill dropped kerbs £7,700
- Issue 3-22-25 - Quarr Barton Footway £7,000

To add the following issue to the Priority Schemes List without funding:

- Issue 3-33-21 - A4 Cherhill Closure of lay-by

Further information on the LHFIG process can be found [here](#).

13 **Urgent items**

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

14 **Close and Future Dates**

8:30pm

Future Meeting Dates (6:30-8:30pm):

- 6 February 2024
- 28 May 2024
- 10 September 2024
- 12 November 2024

For information on applying for a grant or grant application deadlines for these meetings, contact the Strategic Engagement and Partnerships Manager ros.griffiths@wiltshire.gov.uk or the Area Board Delivery Officer louisa.young@wiltshire.gov.uk

MINUTES

Meeting: Calne Area Board
Place: Calne Hub and Library, The Strand, Calne SN11 0JU
Date: 5 September 2023
Start Time: 6.30 pm
Finish Time: 8.36 pm

Please direct any enquiries on these minutes to:

Matt Hitch matthew.hitch@wiltshire.gov.uk, (Tel): 01225 718059 or (e-mail) matthew.hitch@wiltshire.gov.uk

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

In Attendance:

Wiltshire Councillors

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

Wiltshire Council Officers

Perry Holmes – Director of Legal and Governance (allocated to the Area Board)
Ros Griffiths – Strategic Engagement & Partnership Manager
Dominic Argar – Assistant Multimedia Officer
Matt Hitch – Democratic Services Officer

Total in attendance: 28

<u>Minute No..</u>	<u>Summary of Issues Discussed and Decision</u>
92	<p><u>Apologies for Absence</u></p> <p>The Area Board held a minute’s silence to mark the passing of Howard Marshall, a former Calne Town Council and Wiltshire Councillor. Tributes were paid to highlight his work in the local community.</p> <p>Apologies were received from:</p> <ul style="list-style-type: none"> • Cllr Ian Thorn • Police and Crime Commissioner Philip Wilkinson, OBE, MPhil • Inspector Pete Foster • Clare O’Farrell – Director of Locality Commissioning at BaNES, Swindon and Wiltshire Integrated Care Board • Jo Cullen – Director of Primary Care - BaNES, Swindon and Wiltshire Integrated Care Board • Alison Ingham – Practice Manager, Northlands Surgery • Dean Hoskins – Dorset and Wiltshire Fire and Rescue • Louisa Young – Area Board Delivery Officer • Ali Robinson – Calne Town Council • Glenis Ansell – Calne Community Safety Forum
93	<p><u>Minutes</u></p> <p>On the proposal of the Vice-Chairman, seconded by Cllr Ashley O’Neill, it was resolved totake the:</p> <p>Decision</p> <p>To approve the minutes of the meeting held on 23 May 2023 as a true and correct record.</p> <p>It was noted that there was an error in the minutes of the Area Board held on 7 March 2023. The grant of £5,000 awarded to Calne Clean Up Crew had the name of the wrong applicant listed. The minutes should have confirmed that the decision was to award Calne Clean Up Crew £5,000 towards a town centre planter project.</p>
94	<p><u>Declarations of Interest</u></p> <p>In relation to Calne Football Club’s proposed grant reallocation, the Chairman and Vice-Chairman noted that they had received dispensations to vote from the Standards Committee in relation to an Other Registerable Interest by virtue of being members of Calne Town Council. The football club had agreed to lease the building proposed for renovation from the town council.</p>

Chairman's Updates

The Chairman reported that Calne would be holding a Big Dementia Day at Calne Town Hall on 16 September, more information was available on page 16 of the agenda pack.

It was stated that the A4, from the A3102 roundabout would be [closed](#) for a fortnight from 11 September for resurfacing. In response to queries about alternative proposals for scheduling the works, the Chairman confirmed that had had taken on the views of local residents, as well as contacting Wiltshire Council and the contractor. The option of carrying out works at night was not considered appropriate due to objections from neighbouring properties. It was not feasible to conduct the work one lane at a time due to the scale of the works. The Vice-Chairman noted that gates would be in place to allow access for residents living on the road to be able to access their property.

The Area Board were informed that the Ask the Leader session advertised on the agenda front sheet was still to be confirmed and that further updates were available on Wiltshire Council's [website](#).

It was also noted that Wiltshire's Local Plan set out the framework for housing infrastructure for employment for the next 15 years. Further information was on page 17 of the pack. Details of consultation events are listed below including one in Calne Hub and Library on 16 October starting at 3pm:

Town	Closest event for residents of...	Date	Time	Location
Amesbury	Amesbury, Bulford, Durrington, Great Wishford, Porton, Shrewton, Tilshead and The Winterbournes	Monday 2 October	3pm-7pm	Amesbury Library, Smithfield Street, Amesbury SP4 7AL
Bradford on Avon	Bradford on Avon, Holt, Westwood and Winsley	Monday 2 October	3pm-7pm	Bradford on Avon Library, Bridge Street, Bradford on Avon BA15 1BY
Chippenham	Chippenham, Christian Malford, Hullavington, Kington St Michael, Sutton Benger and Yatton Keynell	Tuesday 3 October	3pm-7pm	Olympiad Leisure Centre, Sadlers Mead, Chippenham SN15 3PA
Melksham	Melksham, Atworth, Bowerhill, Seend, Semington, Shaw and Whitley and	Wednesday 4 October	3pm-7pm	Melksham Community Campus, Market Place,

	Steeple Ashton			Melksham SN12 6ES
Tisbury and Mere	Tisbury, Mere, Fovant, Hindon and Ludwell	Wednesday 4 October	3pm-7pm	The Nadder Centre, Weaveland Road, Tisbury SP3 6HJ
Devizes	Devizes, Bromham, Market Lavington, Potterne, Rowde, Urchfont, West Lavington, Littleton Pannell and Worton	Thursday 5 October	3pm-7pm	Devizes Library, Sheep Street, Devizes SN10 1DL
Marlborough	Marlborough, Aldbourne, Baydon, Broad Hinton, Ramsbury, Pewsey, Burbage, Great Bedwyn, Shalbourne and Upavon	Monday 9 October	3pm-7pm	Marlborough Library, 91 High Street, Marlborough SN8 1HD
Malmesbury	Malmesbury, Ashton Keynes, Crudwell, Great Somerford, Oaksey and Sherston	Monday 9 October	3pm-7pm	Malmesbury Library, 24 Cross Hayes Lane, Malmesbury SN16 9BG
General information webinar	Online webinar covering all of Wiltshire	Tuesday 10 October	6.30pm-8pm	Online
Corsham	Corsham, Box, Colerne and Rudloe	Wednesday 11 October	3pm-7pm	Springfield Community Campus, Beechfield Road, Corsham SN13 9DN
Royal Wootton Bassett	Royal Wootton Bassett, Cricklade, Lyneham and Purton	Wednesday 11 October	3pm-7pm	Royal Wootton Bassett library, 11 Borough Fields, Royal Wootton Bassett SN4 7AX
Trowbridge	Trowbridge, Hilperton, North Bradley and Southwick	Thursday 12 October	3pm-7pm	Atrium, County Hall, Bythesea Road, Trowbridge BA14 8JN
Calne	Calne, Derry Hill and Studley	Monday 16 October	3pm-7pm	Calne Library, The Strand, Calne SN11 0JU

	Westbury	Westbury, Dilton Marsh and Bratton	Monday 16 October	4.30pm-8.30pm	Leighton Recreation Centre, Wellhead Lane, Westbury BA13 3PT
	Salisbury	Salisbury, Alderbury, Broad Chalke, Coombe Bissett, Dinton, Downton, Laverstock and Ford, Morgan's Vale, Woodfalls, Pitton, Whiteparish, Wilton and Winterslows	Tuesday 17 October	3pm-7pm	Salisbury Library, Market Walk, Salisbury SP1 1BL
	Tidworth and Ludgershall	Tidworth, Ludgershall, Collingbourne Ducis and Netheravon	Wednesday 18 October	3pm-7pm	Tidworth Leisure Centre, Nadder Road, Tidworth SP9 7QN
	Warminster	Warminster, Chapmanslade, Codford, Corsley, Heytesbury and Sutton Veny	Wednesday 18 October	3pm-7pm	Warminster Sports Centre, Woodcock Road, Warminster BA12 9DQ
96	<p><u>Information Items</u></p> <p>The Chairman highlighted that the Consultation Portal on Wiltshire Council's website was available to allow residents to comment on local plans. He also observed that it was possible to access statistics about crime in the town and wider community area on Wiltshire Police's website.</p>				
97	<p><u>Police and Crime Commissioner and Chief Constable Update</u></p> <p>The Area Board received an update from Chief Constable Catherine Roper about her strategic priorities for the force across Wiltshire and Sergeant Nick Kelly about the work of the neighbourhood team. The Chief thanked the Area Board for inviting her back for a second time and stated that she was keen to hear the views of local residents. During the updates, points included:</p> <ul style="list-style-type: none"> • In order to help bring Wiltshire Police out of special measures the Chief Constable was focussing on removing barriers to improvement by redesigning their operating model, to ensure that resources were employed in the most effective way, as well as undertaking an audit and inspection regime. • There were three main priority areas, creating safer public spaces, tackling burglary and reducing violence. 				

	<ul style="list-style-type: none"> • Wiltshire Police were keen to improve transparency, so the Chief Constable wrote a fortnightly open letter to the Police and Crime Commissioner. Four mobile police stations were also visiting communities throughout Wiltshire. • The Chief Constable explained that she felt she had the best job in the world. • Sergeant Kelly was pleased to report that the Neighbourhood Police Team covering Chippenham Calne and Corsham, were getting two new Police Constables, with one focussing specifically on Calne. • Overall crime in Calne and Calne Without was below the Wiltshire Average. • 142 engagement events had been undertaken by the Neighbourhood Police Team in 2023, including an appearance by Police Community Support Officer Mark Cook on the local BBC news to talk about speeding. <p>During the discussion, the following points were raised:</p> <ul style="list-style-type: none"> • The Area Board thanked the Chief Constable for attending for a second time. Praise was given for the extra investment in efforts to reduce speeding. The importance of proactive partnership working in tackling the issue was highlighted. • Issues relating to some specific incidents were raised by the public and the Chief Constable stated that they were welcome to pass on the crime incident numbers via the Strategic Engagement and Partnerships Manager. • The importance of the relationship between mental health and police work was emphasised. • Diane Gooch invited the police to attend Calne’s Big Dementia Day on 16 September, so they could gain further insight about what it was like for people living with the condition. <p>More detailed information about the work of the Neighbourhood Police Team can be found on pages 19-26 of the agenda pack. Additional detail about road safety is available in Agenda Supplement 1.</p>
98	<p><u>Primary Care Update - BaNES, Swindon and Wiltshire Integrated Care Board (BSW ICB)</u></p> <p>A number of attendees expressed disappointment that the Integrated Care Board were unable to attend the meeting. Alan Hill from Calne Town Council, also wished for the town council’s disappointment to be recorded in the minutes, stating that they looked forward to receiving first-hand information regarding the development of the new medical centre.</p> <p>Diane Gooch, the Area Board’s Older Person’s Champion, and Cllr Tom Rounds, reported that they had received an update at Wiltshire Council’s Health Select Committee about the success of the Primary Care Network in Devizes,</p>

highlighting that they would welcome progress towards establishing a Primary Care Network in the local area. They also felt that it was important for the Integrated Care Board to attend to help to educate the public about how the Integrated Care System operated.

It was highlighted that Calne had seen a significant increase in population in recent years and that there were potential logistical issues if patients were to be directed to Yatton Keynell or Sutton Benger.

It was noted that it was planned for a representative from the Integrated Care Board to attend the Area Board's next meeting on 5 December when they would be in a better position to provide more detailed information. Further queries could be passed to the Democratic Services Officer in advance of the next meeting matthew.hitch@wiltshire.gov.uk.

The Integrated Care Board provided the following written statement on the Patford House Partnership and the proposed new medical facility in Calne:

1. Update on Calne and Yatton Keynell (CaYK) PCN and Patford House Partnership (PHP)

Unfortunately, we have no definitive update to provide to the Calne Area Board as to the progress on the Primary Care Network (PCN).

In April 2023, the ICB [Integrated Care Board] made the recommendation to proceed with an allocation of PHP to the Calne and Yatton Keynell (CaYK) PCN which was seen as the only justifiable and sensible outcome for patients and the local population of Calne. Since then, there have been discussions with the Partners of CaYK PCN and PHP; and it was proposed that the allocation was taken forward in a phased way, with the initial focus on repairing and building relationships. A mediation support offer was made, with a very experienced individual but this was since been declined by CaYK PCN as "non-viable" and the PCN position remains that the allocation of PHP back into CaYK PCN is not accepted.

The ICB has considered the situation very carefully with NHS England (both regional and National colleagues) and wrote formally on 24th July to both PHP and CaYK PCN. Several options were considered but discounted as a continued split for this geography is not justifiable and so to allow both parties a final opportunity to find a solution that supports effective delivery of Network services to their population, it was put forward that CaYK PCN remains as is and that PHP is approved as a separate PCN on the basis that certain conditions were met. NHSE are supportive of this as a final attempt to encourage both parties to work together. These arrangements were only confirmed for the remainder of 2023/24 as the two parties must agree that from 1st April 2024, the two small PCNs will become one PCN delivering consistent coverage of the Network services for all the population of Calne. These conditions have yet to be agreed

	<p>by CaYK PCN.</p> <p>Meanwhile, PHP have continued to provide PCN DES [Directed Enhanced] services under a Local Incentive Scheme.</p> <p>2. <u>Proposed new medical facility.</u></p> <p>The initial business case for Patford House was approved by Wiltshire CCG [Clinical Commissioning Group] in 2019. There was further discussion by the ICB in June 2022 and in July 2023 which set out some further context and concerns which the ICB would expect to see being addressed to progress any decision making. This includes the application of the Primary Care Network Services and Estates Planning Toolkit which is the national direction and approach to delivering all revenue and capital estate schemes which helps to support the delivery of estates requirements to be able to deliver care to address local population's health needs and priorities; support the development of the workforce, and plan for future service needs.</p> <p>Only one toolkit will be accepted into the ICB estates strategy work comprehensively covering the entire town estate which is why we have been encouraging both GP Practices (Northlands and PHP) to work together to progress the outstanding estates toolkit work for Calne.</p> <p>We have committed to taking an updated case to the ICB Primary Care Executive Group in December.</p> <p>Acronym List:</p> <p>ICB – Integrated Care Board CAYK – Calne and Yatton Keynell PCN – Primary Care Network PHP – Patford House Partnership CCG – Clinical Commissioning Group DES – Network Contract Directed Enhanced Service</p>
99	<p><u>Wilts and Berks Canal Trust</u></p> <p>Gordon Olsen and Dave Maloney from Wilts and Berks Canal Trust provided background information about their charity, which was founded in 1977, including the progress that they had made towards restoring the canal.</p> <p>It was clarified that the charity was known as the Wilts and Berks Canal Trust rather than the Wiltshire and Berkshire Canal Trust, as the name derived from the Acts of Parliament that had led to the construction and abandonment of the canal. The Area Board were interested to note that ice had been transported by barge down the canal from Norway in the 1850s to serve the Harris' bacon factory.</p>

	<p>The representatives explained that they were keen to engage with the local community. They had 2,350 members including around 200 active volunteers.</p> <p>The Area Board thanked the volunteers for their valuable work in restoring the canal. The Vice-Chairman noted that he was a member of Calne Heritage Centre and that there was a possibility of further collaboration. Cllr Ashley O'Neill highlighted that he was one of the 833 members of the canal trust's local branch and stated that the canal was a valuable resource for Calne.</p> <p>Further information is available on pages 29-56 of the agenda pack.</p>
100	<p><u>Partner Updates</u></p> <p>The Area Board noted the written updates attached to the agenda and received the following verbal updates:</p> <p><u>Calne Health and Social Care Forum</u></p> <p>Diane Gooch, the Area Board's Older People's Champion, thanked the Chairman for visiting their reconnecting group. She highlighted that a silent disco event had recently been held. Future plans included running more memory walks for people with dementia and investigating whether they could establish a community information hub based on the model used in Chippenham and Corsham. The Older Person's Champion also reminded the Area Board about Calne's Big dementia day starting at 10:00am on 16 September at Calne Town Hall.</p> <p><u>Dorset and Wiltshire Fire and Rescue</u></p> <p>Watch Manager Tom Burns invited questions about the written update on pages 57-62 of the agenda pack.</p> <p><u>Bremhill Parish Council</u></p> <p>Isabel McCord reported that she was now the Chair of Bremhill Parish Council. The parish council were in the process of purchasing two speed indicator devices (SIDs). She thanked Wiltshire Council's Highways Team for resurfacing work over the summer and for installing No Heavy goods vehicle signs. A full written update is attached to the minutes.</p> <p>The Chair of Bremhill Parish Council also took the opportunity to ask for updates on Calne Area Parish Forum.</p> <p><u>Heddington Parish Council</u></p> <p>Mark Cawley reminded the Area Board that their annual village scarecrow trail</p>

	<p>would be taking place on 23-24 September.</p> <p><u>Cherhill Parish Council</u></p> <p>Dave Grafton reported that their local Scout group would be weeding Cherhill White Horse to restore its colour. It was noted that it was not possible to cut further down as the underlying chalk was grey.</p> <p><u>Calne Town Council</u></p> <p>Alan Hill was pleased to report that Calne Bike Meet had been very successful, with approximately 11,000 bikes attending. He praised the volunteers and organisational committee for running a safe event. He also expressed his disappointment about two potential sites being allocated for housing development in the Local Plan.</p> <p><u>Calne Without</u></p> <p>John Barnes promoted the Energy Saving and Local Environment Day being held at Lansdowne Hall in Derry Hill between 10am and 2:30pm on 16 September. He also reported that they had carried out improvement works on the steps and drainage at their village hall. Furthermore, they had liaised with Wiltshire Council's Rights of Way Team to obtain a list of the footpath issues listed on the MyWilts App. Work was also underway to agree a fair distribution of assets with successor councils when the Calne Without Parish Council split up in 2025.</p> <p><u>Hilmarton Parish Council</u></p> <p>Shawn Warren-Wilcox referred the Area Board to the update on page 67 of the agenda pack.</p>
101	<p><u>Area Board Funding</u></p> <p>The Board noted the budgets remaining for allocation at the meeting and heard from representatives in attendance who gave a brief overview of their project followed by any questions by the Board.</p> <p>Community Area Grant Update:</p> <p>The Chairman reminded the Area Board that they had awarded a grant of £5,000 to Calne Town Football Club towards the refurbishment of their clubhouse. However, it was now planned to use the funding to go towards the refurbishment of a different building, Bremhill Social Club, as the football club had managed to agree a long-term lease on it from Calne Town Council. Simon Gardener from the football club gave a brief update about the changes before the Area Board discussed whether it was happy for the funding to go towards the scheme as amended.</p>

On the proposal of Cllr Ashley O'Neill, seconded by the Vice-Chairman, it was agreed to make the:

Decision

To note the change in the £5,000 grant awarded to Calne Town Football Club towards the refurbishment of their clubhouse would be used to refurbish the Bremhill Social Club building for the same purpose (subject to seeing the revised quotations for the work).

Reason

To note the changed intended use of the funding. The application met Community Area Grant criteria.

Older and Vulnerable People's Grants:

Wiltshire Music Centre requesting £1,500 towards Celebrating Age Wiltshire

On the proposal of Cllr O'Neill, seconded by Cllr Tom Rounds, it was agreed to make the:

Decision

To award Wiltshire Music Centre £1,500 towards Celebrating Age Wiltshire.

Reason

The application met the 2023/24 Older and Vulnerable People's Grant criteria.

Calne Seniors' Reconnecting Group requesting £711.50 towards Calne's Big Dementia Day

On the proposal of Cllr O'Neill, seconded by the Vice-Chairman, it was agreed to make the:

Decision

Calne Seniors' Reconnecting Group were awarded £711.50 towards Calne's Big Dementia Day.

Reason

The application met the 2023/24 Older and Vulnerable People's Grant criteria.

Young People's Grants:

Youth Success Academy Community Interest Company (CIC) requesting £5,000 towards a Mental Health and Entrepreneurship Programme for Disadvantaged Young People.

	<p>The Strategic Engagement and Partnerships Manager noted that the application had been withdrawn by the applicant as they had decided to focus on crowd funding. In addition, as the Area Board had a total of £2,663 of funding in the Young People’s Grant budget for the remainder of the 2023/24 financial year, they would have been unable to award the requested amount in full.</p>
102	<p><u>Area Board Priority and Working Group Update</u></p> <p><u>Young People</u></p> <p>The Chairman and the Strategic Engagement and Partnerships Manager (SEPM) reported that they were planning a meeting at Kingsbury Green Academy.</p> <p><u>Environment</u></p> <p>The SEPM reported that they had shared a consultation on air quality in Calne.</p> <p><u>Economy</u></p> <p>The Vice-Chairman noted that he was involved with Calne Town Council’s Crisis Fund. An area of focus was on white goods to ensure that people had the equipment to be able to cook. He noted that grant funding was still available.</p> <p><u>Transport</u></p> <p>Cllr Ashley O’Neill was pleased to report that the Local Highway and Footway Improvement Group (LHFIG) budget had increased and that they expected that they would spend the full budget for the financial year. Areas of focus included looking at whether it might be possible to better co-ordinate traffic lights in the town centre to improve the flow of traffic. He explained that he felt that the ‘All Things Roads’ event held by the Area Board had been a fantastic event as they had received lots of useful feedback. When questioned about the clearing of paving along the A4, he reported that work was underway on a stretch between Chippenham and Yatesbury. It was noted that work had commenced near Pewsham, Studley and Old Derry Hill.</p> <p>Ioan Rees from Calne Without Parish Council thanked Cllr O’Neill for his work with the LHFIG. He then sought further information on why the proposed housing allocation in Derry Hill and Studley Wiltshire’s draft Local Plan when the numbers had decreased in Wiltshire overall. In response, Cllr O’Neill reported that the proposals were over a longer time period and reflected the completion of new houses from 2020, therefore the housing completed in 2017/18 may not have been included. Fewer houses were being proposed in settlements with greater constraints on new housing. The Monitoring Officer reminded the Area Board that they had two more opportunities to comment on the Local Plan</p>

	<p>during the consultation period, online on 10 October and at Calne Hub and Library on 16 October.</p> <p>Alan Hill from Calne Town Council praised the work done by the Chairman to improve the 55 bus service.</p>
103	<p><u>S106 Working Group - Meeting Update</u></p> <p>The Vice-Chairman referred the Area Board to the written update included on pages 79 and 80 of the agenda pack and gave an update from the last meeting of the S106 Working Group on 3 August 2023. Key points included:</p> <ul style="list-style-type: none"> • Calne was the only town in Wiltshire to have a S106 Working Group, which allowed councillors and residents to discuss with officers how the money was to be spent. • Progress had been made towards the first phase of the Abberd Brook route between the Knapp dual use path and town centre, including safety measures such as widening the path. • Bids had been considered for funding the second phase of the project, from the Knapp towards Sandpit Road, with preliminary design work underway. • Discussions had been held about a cycle route between Whitehorse Way and Wenhill Lane.
104	<p><u>Local Highway and Footway Improvement Group (LHFIG)</u></p> <p>The Area Board considered the recommendations of the LHFIG meeting held on 4 August 2023. John Barnes from Calne Without Parish Council welcomed the inclusion of the speed limit review in Studley amongst the proposals, stating that he would wish to see a 50mph limit from Calne to Chippenham, reducing to 40mph in the more hazardous sections.</p> <p>On the proposal of Cllr Ashley O'Neill, seconded by Cllr Tom Rounds, it was resolved to take the:</p> <p>Decision</p> <p>To close the following Issues:</p> <ul style="list-style-type: none"> • 3-21-11 Goatacre Speed Limit Review • 3-21-14 Calne Proclamation Steps • 3-22-8 C50 Blacklands Warning Signs • 3-22-4 Cherhill Marsh Lane • 3-22-18 Calne Tern Close • 3-23-13 Calne Churchill Close <p>To allocate funding to Issues already on the Priority Schemes List:</p>

	<ul style="list-style-type: none"> • 3-21-8 Compton Bassett Speed Limit Review (£4,200) • 3-21-4 A4 (Studley) Speed Limit Review (£7,000) • 3-22-16 Compton Bassett Edge Lines (£420)
105	<p><u>Urgent items</u></p> <p>There were no urgent items.</p>
106	<p><u>Close and Future Dates</u></p> <p>Future Meeting Dates (6:30-8:30pm):</p> <ul style="list-style-type: none"> • Tuesday 5 December 2023 • Tuesday 6 February 2024 • Tuesday 28 May 2024 <p>Meeting details, agendas and minutes can be viewed here.</p>

Area Board Briefing Note

Service:	<i>Voice and Participation</i>
Date prepared:	16/10/2023
Further enquiries to:	Sue Nash
Direct contact:	Sue.nash@wiltshire.gov.uk

Independent visitors (IVs) are adult volunteers who provide independent, one-to-one befriending support to children in care. Their role is to "visit, advise and befriend" the young person with whom they are matched.

The 1989 Children Act made it a duty for Local Authorities to provide IVs for those young people living in care who have little or no contact from their parents or family. In 2008, the Children and Young Person's Act extended this duty so that any young person in care could be eligible to have an IV, if considered to be in their best interests.

Current Status:

As of the most recent update, we have successfully matched 72 young people with independent visitors.

In Progress:

Additionally, there are currently 17 matches in progress, all of which are proposed to become active before Christmas. This will bring our total matches to an impressive 89. This remarkable increase of 21 matched young people in this financial year marks the second consecutive year of the most significant growth in our numbers, with the previous year seeing an increase of 10 matches. It's worth noting that this achievement is even more impressive when considering the 8 matches that are scheduled to close soon.

National Context:

Nationally, our success is measured against similar schemes by the National IV Network. Specifically, we are assessed based on the percentage of young people in care who are matched with an IV across the county. With 89 matches, our matched population will stand at 17.3%. To put this in perspective, the national average, as reported in the last Freedom of Information (FOI) report by the National IV Network, was only 3.3%. The highest matching percentage in England and Wales was 16%.

Future Projections:

In the coming months, four of our young people will reach the age of 18, causing a slight decrease in our matched population to 16.4% by the end of the financial year. Nonetheless, this remains a significant achievement and showcases our dedication to making a difference in the lives of care-experienced individuals.

Impact on Waiting List:

An essential outcome of these matches is the reduction of our waiting list. As more young people are matched with independent visitors, our waiting list is projected to decrease to 22 individuals. This will mark the lowest number of individuals on the waiting list since we began keeping records.

Promotion of the IV Scheme:

We encourage the Area Boards to actively promote the IV Scheme by directing prospective volunteers to our website: [Independent visitor scheme - Wiltshire Council](#). This will help us continue our mission to provide meaningful support to young people in care and achieve our goals of positive social change.

Conclusion:

Our remarkable increase in matched young people, high matching percentage, and the decrease in our waiting list demonstrate our commitment to making a difference in the lives of care-experienced individuals. We look forward to your continued support and engagement in promoting the IV Scheme.

Area Board Briefing Note

Service:	Cost of Living
Date prepared:	15 November 2023
Further enquiries to:	William Oulton
Direct contact:	William.oulton@wiltshire.gov.uk

Cost of Living

With overall inflation stabilising, it is welcome news that some cost pressures for the community have reduced, but with other financial pressures remaining on household budgets, it is anticipated that there will be continuing demand for support and advice as the winter draws in.

The Council is continuing to work with partners to deliver interventions that provide advice and support to our communities, including:

- Wiltshire libraries are continuing as warm spaces, and will also play a key role in distributing support (e.g. with Warm Packs or free Sim-cards) and advice (e.g. Providing energy advice or signposting to partners).
- Warm & Safe Wiltshire in place to help people live in warmer, safer and healthier homes including advice, outreach support or insulation works.
- We have contacted community providers to update our interactive guide to help people find key support to combat fuel and food poverty.
- We have further developed our approach to delivering Household Support Fund, working with a range of services and partners to financially support a range of programmes and initiatives.
- [Our website](#) and media channels offer a range of online support and sign-posting information on topics including council tax/benefits, energy advice and mental health support.
- A dedicated Wiltshire Wellbeing support line to provide advice and guidance, and officers are working with to improve processes to ensure people are directed to right support.
- We continue to engagement with our communities, through activity such as the Boaters Survey, which has had a terrific response so far, and Community Conversations, to understand need.

- The DWP will be issuing the second Cost of Living Payment of £300 to those in receipt of Universal Credit, Jobseekers allowance, Employment support allowance, Income support and Pension Credit between 31st October and 19th November 2023.¹
- The Council is pleased to say that, following a successful summer programme that saw more than 1,220 young people take part, Wiltshire Council's Holiday Activity and Food programme (FUEL) will be back during the Christmas school holidays. It is funded by the Department for Education and provides children who are eligible for benefits-related free school meals with free access to activity, food and nutritional education during school holidays. Eligible families will be able to sign up later in the year and details will be promoted through all schools in Wiltshire in due course. More information about FUEL can be found at www.wiltshire.gov.uk/fuel-programme.

Council Tax Reduction Scheme Consultation

We are consulting on possible changes to its local Council Tax Reduction Scheme for working aged people, ensuring it continues to benefit those who need it, and that the scheme evolves in line with Government's developing plans on Universal Credit.

The consultation is now open until 27 November 2023. I'd like to encourage people to respond via the electronic survey online at <https://www.wiltshire.gov.uk/benefits-council-tax-reduction> - paper copies are available in all of Wiltshire's libraries and main hubs. So far, more than two hundred responses have been received.

Potential changes to the scheme should result in it being more generous to people in hardship who are eligible to receive support, and that in turn should help to reduce the overall council tax debt written off each year due to those who are unable to pay.

¹ [Cost of Living Payments 2023 to 2024 - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

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ARCHAEOLOGY SERVICE

WELCOME TO WILTSHIRE COUNCIL ARCHAEOLOGY SERVICE'S FIRST ANNUAL NEWSLETTER

The Archaeology Service identifies, records and protects the archaeology of all of Wiltshire, including Swindon wshc.org.uk. We provide archaeological advice mostly through the planning system, but also to landowners, universities, local groups and societies, and to the public. We also seek to inform on and promote the archaeology of the County. Our newsletter therefore aims to provide accessible and readable information about the work of the Service and some of the more notable archaeological and historical discoveries within the County in the last 18 months or so. There is also an annual Archaeology in Wiltshire conference in the spring. Keep an eye on the Wiltshire Museum's website for further details.

In this edition we have included recent archaeological projects in the County and within Swindon Borough Council that have resulted from our advice and guidance, as well as information about our Historic Environment Record, the Wiltshire Buildings Record, the Stonehenge and Avebury World Heritage Site Co-ordination Unit and the work of Wiltshire's Finds Liaison Officer.

Our team is based in the Wiltshire and Swindon History Centre in Chippenham. This state-of-the-art, purpose-built, records office was opened in 2007 and cost £11 million, but it has brought together the archives service, local studies library, conservation and museums advisory service, archaeology and Wiltshire Buildings Record under one, modernist, roof.

The Archaeology Service holds thousands of archaeological reports, aerial photographs and other records, all of which may be accessed by prior appointment. Just email us in advance at archaeology@wiltshire.gov.uk
We hope you enjoy our newsletter.

Archaeology Service
Wiltshire and Swindon History Centre
Cocklebury Road
Chippenham
Wiltshire SN15 3QN



TOP
The Wiltshire and Swindon History Centre, Chippenham. Home of the Archaeology Service. © Wiltshire Council



LEFT
Some of the Archaeology Service team at Stonehenge. © Wiltshire Council



BOTTOM
The fine farmhouse at 41 Green Road, Swindon. © Wiltshire Buildings Record

'SEEING THE MONUMENTS FOR THE TREES' – A PROJECT TO CLEAR VEGETATION FROM THREE OF WILTSHIRE'S ANCIENT MONUMENTS.



TOP: Cam's Hill ringwork before clearance looking towards Malmesbury. © Aerial-Cam. Reproduced with kind permission.

BOTTOM: Cam's Hill ringwork after clearance. © Aerial-Cam. Reproduced with kind permission.

Wiltshire has some of England's most important and well-known ancient monuments. Many are designated as Scheduled Monuments, meaning they are legally protected due to their historical and archaeological importance. However, sometimes they can be harmed by natural processes such as tree and scrub growth, and burrowing animals, which can damage important buried archaeological remains and hide our history from view.

Last winter a community project, funded by Historic England, was organised by the Archaeology Service to remove the scrub over three of Wiltshire's ancient monuments. The first monument was an Early Bronze Age (1,800 – 1,500 BC) disc barrow, a rare monument type, on Burderop Down, near Chiseldon, Swindon. Large hawthorn bushes were removed from the monument so that it can now be seen in all its glory.

The second monument was a ringwork at Cam's Hill which is thought to be one of several siegeworks around the town of Malmesbury during the 'Anarchy' period, when Stephen and Matilda contested the succession to Henry I in the 12th-century. The monument has a 1.5m deep and 4m wide external ditch and a distinctive horseshoe shaped internal bank, 18m wide and around 1.8m high. It has never been excavated, although it bears close similarity to other monuments of this period in the south of England. Vegetation was cleared by volunteers in January and March 2023 and so the monument is now far more visible to those passing by on the adjacent public footpath. It is now hoped that livestock will graze the monument and deter re-growth.

The third monument was a group of four medieval lynchets at Southmill Hill, Amesbury, which survive remarkably well and are prominent features on the periphery of Amesbury. The lynchets are medieval in date and result from deliberate terracing of the steep hillslope for cultivation. The monument has been in steady decline for several decades due to unchecked scrub and tree growth, so over two days in February, volunteers, including the local scout group, cleared the scrub from one of the lynchets. It is hoped that the clearance work will recommence in autumn 2023.

The project was a great success and achieved what it set to do. As well as removing the risk of damage to these monuments from unruly scrub, all three monuments are now significantly more visible to those using public footpaths and other public rights of way. Thirty-eight volunteers participated in the project, and they all enjoyed the experience. The Archaeology Service therefore hopes to identify further monuments for clearance in the next few years...so if you would like to volunteer, we would love to hear from you!

If you are interested in volunteering, please contact the Archaeology Service at archaeology@wiltshire.gov.uk

BELOW: Volunteers at Southmill Hill, Amesbury. © Wiltshire Council.



THE EARLY HISTORY OF THE MARKET TOWN OF CALNE IS REVEALED.

Wiltshire is blessed with many historic towns and Calne is a particularly interesting example, lying on the A4, a major route to the west country before the M4 was built. The town was probably best known until the late 20th-century as the home of Harris' bacon factory which dominated the centre of the town until it was demolished in the mid-1980s. Documentary sources indicate that the town probably had Saxon origins and was a borough by the time of the Domesday Book in the 11th-century. It was an established town by the medieval period.

Archaeological evidence for the origins and historic development of the town has proved to be elusive, partly because there have been few opportunities for larger-scale archaeological investigations within the town. The demolition and redevelopment of Harris's bacon factory in the 1980s was not accompanied by any archaeological investigation, despite its location in the heart of the town.

The proposed redevelopment of a parcel of land to the rear of the Nos 8 – 13 High Street therefore provided just that opportunity. Exploratory archaeological investigation in 2016 demonstrated that medieval remains survived on the site and a detailed archaeological excavation was undertaken late in 2021 by Worcestershire Archaeology on behalf of Churchill Retirement Living.

The excavation identified a large Late Saxon (9th – 10th-century) boundary ditch, along with some lesser ditches. These are notable discoveries as it was presumed that the focus of the Saxon settlement lay around the Church of St Mary. Probably in the 11th-century, the boundaries within the site were re-aligned with the laying out of burgage plots for the medieval town, running back from the High Street. The site lay too far to the rear of the High Street to reveal the properties that the burgage plots served, but these back plots did reveal rubbish pits filled with medieval waste material. This included sherds of medieval pottery dating from the 11th- to the 15th-century and probably all locally made at kilns in Minety, Lacock and Crockerton. A notable find was a lead seal matrix, used for sealing important documents, probably reflecting the commercial use of the properties on the High Street. The remains of a lime kiln were also revealed and probably served in the construction of stone properties on the High Street.

The site was remodelled again in the 17th- and 18th-century as the fortunes of the town improved, largely based on the weaving industry, until the town became synonymous with pork and bacon with the opening of the Harris factories in the 19th- and 20th -centuries.



TOP RIGHT: Harris' bacon factory, Calne in 1924. © Historic England.

RIGHT: General view of the excavation at 8 – 13 High Street. © Worcestershire Archaeology, reproduced with kind permission.

ABOVE: The medieval lime kiln under excavation. © Worcestershire Archaeology, reproduced with kind permission.

TREE-RING DATING - THE HIGHS AND THE LOWS

With every historic building, the same question comes up at the end, how do you date it? When Wiltshire Buildings Record started in 1979 there was little to go on. The few books about vernacular architecture covered buildings in other parts of the country. We had help from the Salisbury office of the Royal Commission on Historical Monuments but apart from emergencies they were recording only in the south-east of Wiltshire and buildings there had different characteristics from the north and west of the County. Since then, studies of vernacular architecture have increased enormously, especially, since 2009, with the assistance of tree-ring dating or dendrochronology.

The Wiltshire Dendrochronological Project started through funding provided by English Heritage (now Historic England) to train someone in the work. There were existing projects in Hampshire and Somerset which were well advanced, and Wiltshire was known to have similarly early buildings worth sampling. We already had a list of suitable medieval buildings and the project aimed to concentrate on base cruck, cruck and other early carpentry methods. This was Phase 1 of the project and we have now reached Phase 5 thanks to funding from various sources.

The results have been interesting. Overall, they have confirmed the dates we had assigned based on stylistic and documentary grounds. But they have often narrowed them down and highlighted the significance of small changes of carpentry method. There have been disappointments where the timber turned out to be elm rather than oak or came from fast-grown oak trees with a small number of wide rings which could not be matched with the master sequence.



Two former farmhouses in the Swindon area, both cruck-built, illustrate the highs and lows of the outcomes. Studley Grange Farm, Lydiard Tregoze, was brought to our attention in 2021 in a derelict state. Three of our members had a look at it and reported finding a cruck truss despite its listing as late 18th-century. As a threatened building we gave it priority. Robert Howard and Alison Arnold from the Nottingham Lab gamely tackled it for us bringing a generator to power their drills. Sadly, the oak timbers of the crucks were quick grown though dates were provided for the addition of a dairy wing in 1606 and a re-used collar of 1559-84 looked likely to come from the initial ceiling of the open hall. There is documentary evidence that the farm was a grange of Stanley Abbey at Bremhill and it was first mentioned in 1460. Robert and Alison had managed to get into the roof on the far side of the cruck truss and their photo of the joint at the apex suggests construction in the 15th-century is likely.

No. 41 Green Road, Stratton St. Margaret, was a reserve building on the day that Studley Grange was sampled so for that reason it was high on the list for future sampling. This former farmhouse had been visited briefly by our Principal Buildings Historian, Dorothy Treasure. We were not very hopeful of a good result as crucks in the Swindon area have proved before to be of elm or quick-grown oak. To our (and the owner's) amazement the lower parts of two cruck trusses dated from 1271-1296. They had been used again in a wider building with new upper parts and purlins etc in 1339-1355. This is a star building, quite exceptional, and shows just how valuable tree-ring dating can be.

TOP RIGHT: The derelict Studley Grange farmhouse, Lydiard Tregoze. © Wiltshire Buildings Record.

TOP LEFT: Cruck visible on the landing of Studley Grange farmhouse. © Wiltshire Buildings Record.

LEFT: Joint where 14th-century upper timbers cap a 13th-century cruck, all smoke-blackened, at 41 Green Road, Swindon. © Wiltshire Buildings Record.



The Wiltshire and Swindon Historic Environment Record (HER) consists of a database with integrated digital mapping that holds information on all the currently known archaeological and historical monuments for the County – a fantastic resource. It contains records of over 50,000 monuments, including earthworks, finds spots, and historic buildings, and contains information about all types of archaeological investigations, as well as various sources such as aerial photographs.

To give a taste of what the HER holds, this article explores some of the notable records for the town of Corsham. Starting in the centre of the town at The Corsham School, aerial photographs of 1946 show the current School playing fields under allotments (HER record MWI74074), created as part of the 'Digging for Victory' campaign introduced in 1940. To the west of the School is Hatton Way, named after Sir Christopher Hatton, a favourite courtier of Elizabeth I. Sir Christopher, when expressing devotion for his queen, always signed his letters with a hat drawn over the word 'on'. Hatton spent about four years at Corsham House (MWI34260), now Corsham Court, a Grade I listed Elizabethan country house. Unfortunately, financial problems caused him to sell up!



TOP RIGHT: Corsham Court. Image reproduced by kind permission of the Wiltshire and Swindon History Centre.

LEFT: The Grade II listed 'Pepper Pot', an 18th-century toll house. © Wiltshire Council.

RIGHT: A ventilation shaft serving the underground Pickwick Quarry. © Wiltshire Council.

WILTSHIRE AND SWINDON'S HISTORIC ENVIRONMENT RECORD

Halfway down Hatton Way is the site of Purleigh Barn (MWI65896), a demolished 19th-century outfarm of regular courtyard plan. The farmstead and all its historic buildings have been lost. The Wiltshire and Swindon Farmsteads and Landscapes Project Report summarises the results of mapping the historic character and survival of more than 4,000 farmsteads and 2,700 outfarms and field barns in Wiltshire, all mapped onto the HER. Knowledge and protection of the surviving historic farmsteads is essential if they are to be retained as a distinctive part of the rural landscape of the County.

Another notable Corsham building is the 'Pepper Pot', a Grade II listed toll house (MWI34400) on the A4 Bath Road. This pretty building was also once a sweet shop and is now a summerhouse. To the north of the A4 Bath Road, exploratory archaeological investigation in 2016 found a Neolithic (4,000 – 2,000 BC) pit (MWI76326), containing fragments of pottery. The field also contains evidence of ponds but the most exciting feature here lies underground. This is the former stone quarrying tunnel which probably ran from Hartham Park Quarry, sometimes known as the Pickwick Quarry. Bath Stone, a warm, honey-coloured limestone, has been desirable since Roman times and Brunel's cutting of the Box Railway Tunnel, close to Corsham, revealed a rich seam of high-quality stone. The Corsham mines were extensively worked with miles of tunnels, chambers, and air shafts, and became the ideal underground storage location for the War Office during the Second World War and of further use during the Cold War (MWI31707). One of the ventilation shafts for the tunnels can still be seen above ground. So why not explore our HER for the area around where you live in Wiltshire. Visit our [website](#) or contact us at archaeology@wiltshire.gov.uk for more information.

AN IMPORTANT BRONZE AGE BURIAL GROUND AT NETHERHAMPTON ROAD, SALISBURY



Aerial photography has shown that several ring ditches exist in a short stretch of the Nadder Valley between Harnham and Netherhampton. Some 35 ring ditches have been identified, and more are sure to exist, located both on the valley floor, as well as the valley slopes. Their mounds have long since been denuded, but what survives still retains valuable archaeological information about the practice of burial in the earlier Bronze Age (2,200 – 1,500 BC).

Proposed residential development immediately west of West Harnham has provided the opportunity to investigate archaeologically several of these barrows and Cotswold Archaeology and Museum of London Archaeology (MOLA) have been doing just that over the winter of 2022 and into early 2023.

MOLA excavated a double ring-ditch and a second adjoining ring-ditch. Interestingly these monuments were located on the floor of the Nadder Valley. In the heavy winter rain, the barrow got close to being flooded but it seemed to occupy, probably intentionally, a slight gravel rise so that it stayed just above the flood level. The excavations revealed large graves in the centre of each ring-ditch, both of which contained the skeleton of an individual. The graves were of considerable size, far larger than was needed to bury the one individual. Samples from the fill of the grave may tell us if there was a reason for that and if there was other material buried in the grave that has not survived to the present day, such as wood or organic material.

Bronze Age burial mounds or barrows are one of the most common monument types to be found in Wiltshire, which, along with Dorset, probably has some of the densest concentrations of such monuments in the country. Many people will be familiar with the prominent barrow cemeteries set out on the chalk ridges all around Stonehenge which only add to the atmosphere of this most prehistoric of landscapes. Those barrows, with upstanding mounds still surviving, represent only the most visible of this monument type. Many more survive only as ring-ditches, the quarries from which the mounds were constructed, but where the mounds have long since been denuded by ploughing over centuries. Aerial photography and fortuitous discoveries have shown that these barrows, in the form of surviving ring-ditches, were constructed on a wider range of geologies and topographies and not just on the chalk downland.



However, one of the burials was accompanied by a very fine pottery vessel, a highly decorated Beaker. These vessels are attributed to a migrant population that arrived in Britain around 4,500 years ago bringing with them new burial practices and these distinctive pottery vessels. It is hoped that this particularly fine example will go on display in Salisbury Museum.

Meanwhile on the opposite side of the Netherhampton Road, Cotswold Archaeology on behalf of their client, Vistry Group, has been excavating a group of five ring-ditches or barrows that form a barrow cemetery just at the base of the valley side. The barrows are marked by their different size, the width and depth of the ring-ditches, and the presence or absence of graves within or adjacent to the barrows. One grave within one of the barrows contained a fine and rare food vessel with a small handle, while one grave just outside of one barrow contained five individuals, an adult and four infants, all very tightly grouped. The implication is that they died in a single catastrophic event and analysis of the human remains will elucidate why they died and

their relationship to each other, as well as to other individuals buried in the other barrows.

Most unexpectedly, the excavation has also revealed an Early Saxon (5th – 7th-century AD) waterhole, as well as a smattering of Saxon pottery. It is not unusual for later Saxon burials to be inserted into or around the mounds of Bronze Age barrows, although at Netherhampton Road, it is not clear why this functional feature should have been placed here. That there were Saxons living nearby is attested by a very famous Saxon inhumation cemetery found in Harnham in the 19th-century. For the time being, the excavations at Netherhampton Road have been concluded. The long process of analysing the results is underway and will result in a publication that will reveal the details of this important excavation.

TOP LEFT: The Bronze Age barrows under excavation south of Netherhampton Road.
© Cotswold Archaeology, reproduced with kind permission.

BOTTOM LEFT: The central grave and burial from one of the barrows north of Netherhampton Road.
© MOLA, reproduced with kind permission.

ABOVE: A double-ditched barrow before excavation south of Netherhampton Road.
© Cotswold Archaeology, reproduced with kind permission.

MIDDLE LEFT: Beaker vessel grave good from one of the burials north of Netherhampton Road.
© MOLA, reproduced with kind permission.

BELOW: The Saxon waterhole with waterlogged timbers south of Netherhampton Road.
© Cotswold Archaeology, reproduced with kind permission.





**A MYSTERY HOLE IN EAST KENNETT:
A PREHISTORIC OR ROMAN OPENING INTO
THE UNDERWORLD?**

The site was of sufficient interest that Professor Josh Pollard of the University of Southampton's Department of Archaeology organised an exploratory excavation of the site in late summer 2022. Much interest centred on discovering the purpose of the feature that had created the mystery hole two years earlier. The excavations stripped an area around the hole and revealed the sarsen stones surrounding the rim and slumped into the pit. At this stage, the only way to find out what lay below the sarsen stones was to carefully lift and remove them. By this stage, interest in the story was such that it attracted the attention of Professor Alice Roberts and the 'Digging for Britain' team, who filmed the lifting of the sarsen stones (Series 10, Episode 4).

Once removed and after some more careful excavation down to a depth of 2m, it became clear that this feature was not in fact a prehistoric burial chamber but a natural sink hole, the upper portions of which had been modified in the Roman period. A sink hole is formed from the natural dissolving of the soluble chalk bedrock, creating a deep fissure or hole in the bedrock. The Romans had erected the sarsens on the inner edge of this natural feature perhaps partly to form a barrier to stop livestock and children from falling into it, but perhaps also to emphasise it, as an opening into the underworld. The project emphasises the uncertainty of archaeology. As Professor Pollard so eloquently put it, it is 'what makes archaeology a vibrant and unpredictable subject!'

In summer 2020 a mysterious hole appeared in a field close to the village of East Kennett, within the Avebury World Heritage Site, and was reported to the Archaeology Service. Being archaeologists, we are always fascinated to explore any such phenomena and so members of our team quickly went to the site and undertook an initial exploration. This found that the hole comprised a substantial pit, roughly circular, around 1m in diameter, and lined by four large blocks of unworked sarsen stone. The feature appeared to have a deliberate void, and was capped by other sarsens, two of which remained in place, while a third appeared to have collapsed into the pit, so revealing the presence of the feature. A flint blade and a rim of Roman greyware were recovered from the collapsed fill but were assumed to be incidental. The initial interpretation was that this was a prehistoric cist or burial chamber. Similar examples of sarsen-capped burials are known from the wider region.

Consequently, Historic England undertook geophysical survey of the site of the 'hole' and its surroundings in 2021 and identified other possible chambered features, along with several ditches belonging to a field or enclosure system, and two possible rectilinear buildings. Along with the possible cist, the possible buildings were of interest as they bore some resemblance to the plans of Early Neolithic houses.



TOP: The mystery hole at East Kennett as it first appeared in 2020. © Wiltshire Council.

LEFT: The sarsen stones after initial excavation by the University of Southampton. © University of Southampton. Reproduced with kind permission.

RIGHT: The 'sink hole' after excavation. © University of Southampton. Reproduced with kind permission.



**SOME FINDS REPORTED TO
WILTSHIRE'S FINDS LIAISON OFFICER**



Locally, the work of the PAS is overseen by Finds Liaison Officers (FLOs) who receive, identify and record archaeological objects, plus deal with Treasure finds from England and Wales. Wiltshire has its own FLO and Sophie Hawke is based at Salisbury Museum and would be very glad to hear from you if you have any objects that you would like identified and reported on (pas@salisbury-museum.org.uk).

These are some typical finds from Wiltshire that have been reported over the last 18 months or so and they show the variety in age, type and material of object that are recorded. This complete gold or gold-plated penannular ring is of Late Bronze Age date (1150-750 BC). The object is oval and about 1.5cm across. The ring is mostly gold in colour, except for a brown band that appears to wrap around it. It is likely that this is the core of the object that has been heavily coated in gold and then filed away to leave the band. The ring's function remains uncertain, although it is likely that they were personal adornments, possibly worn on the ears or nose, rather than being hair-ornaments or items of exchange.

A notable feature of the Covid-19 pandemic was the increase in the number of people who took up metal-detecting as they sought new interests that could be undertaken individually and outdoors. Everyone taking up the pastime is encouraged to follow the Code of Practice for Responsible Metal Detecting in England and Wales (2017), which sets out the legal requirements as well as more general guidance on accepted best practice [finds.org.uk](https://www.finds.org.uk). There is no doubt that the results of metal detecting have contributed significantly to our knowledge of the heritage of England and Wales. Much of this is due to the work of the Portable Antiquities Scheme (PAS) which was established in the late 1990s. The PAS encourages the reporting of all finds of archaeological objects, whether through metal detecting or not and is not limited to items of precious metal. To date, the PAS has recorded over 1.6 million objects, which has provided an extraordinary insight into the study of archaeological objects and their distribution.

Not all objects reported are of metal. This beautiful, complete, annular, blue glass bead, around 1cm in diameter, dating from the Iron Age to early Medieval period c. 100 BC to AD 750, was found near Alderbury. This last object, found near Wroughton, is a silver cufflink, one element of a pair that would have been linked together. The cufflink, which is around 1.5cm in diameter, has stamped decoration of a pair of hearts side by side with a crown above. Cufflinks were introduced in England in the latter half of the 17th-century and those with this design are considered to have originally been produced to commemorate the marriage of Charles II to Catherine of Braganza in 1662 but continued to be used as a general symbol of love or marriage.



TOP: Late Bronze Age gold penannular ring. Reproduced by kind permission of the Portable Antiquities Scheme.
TOP RIGHT: Blue glass bead dating from anytime between the Iron Age and Late Saxon period. Reproduced by kind permission of the Sussex Archaeological Society.
RIGHT: 17th-century silver cufflink. Reproduced by permission of the Portable Antiquities Scheme.



THE REMAINS OF OLD SARUM'S CATHEDRAL FOUND IN NEW SARUM'S CATHEDRAL CLOSE WALL

The Grade I Cathedral Close Wall in Salisbury started to be constructed in the later 13th-century but was not completed until the 15th- or 16th-century. It was built both as a defensive structure but also as a symbol of the status of the clergy and their lordship of the Close. It is known that permission was given in the 14th-century for stone from the Cathedral at Old Sarum to be used in the construction of the Close Wall and carved stone from the Cathedral can be seen on the Exeter Street face of the Close Wall in the form of stylised flowerheads.

The repair in 2022 of a short, leaning section of the Close Wall within the grounds of Bishop Wordsworth School along Exeter Street therefore provided the opportunity to examine its masonry makeup and to identify other masonry that might have been purloined from the old Cathedral at Old Sarum. The repair work was undertaken by the stonemasons of the Salisbury Cathedral Works Department under the watchful eye of Graham Keevil, Salisbury's Cathedral Archaeologist.

The exercise proved to be worthwhile as several pieces of very fine carved masonry were identified, mostly hidden and not visible on the face of the Wall. It also seems likely that even plain ashlar blocks came from the old Cathedral at Old Sarum. It seems odd today that, despite all the effort put into constructing a fine cathedral at Old Sarum, within a hundred years or so it was used as little more than a quarry for the construction of the Close Wall. However, it does add to the historical and archaeological importance of the Close Wall, which is also a strong architectural and aesthetic feature of the Close and the city landscape.



TOP LEFT: Salisbury Cathedral Close Wall under repair. © Wiltshire Council

TOP RIGHT: Carved stone, formerly part of the Cathedral at Old Sarum, built into the Close Wall along Exeter Street. © Wiltshire Council

MIDDLE RIGHT: Carved stone, formerly part of the Cathedral at Old Sarum, built into the Close Wall along Exeter Street. © Wiltshire Council

BOTTOM RIGHT: Carved stonework from Old Sarum Cathedral built into the Close Wall. © Wiltshire Council

Stonehenge, Avebury & Associated Sites were inscribed on the UNESCO World Heritage Site (WHS) List in 1986 and was one of the UK's very first World Heritage Sites. Stonehenge is the most sophisticated prehistoric stone circle in the world, and Avebury is the largest. Both stone circles lie at the heart of prehistoric landscapes containing numerous impressive and amazingly well-preserved ceremonial monuments dating back over 5,000 years to the Neolithic and Bronze Age. Together they form a landscape without parallel.

To achieve World Heritage status, sites must define what makes them to be of Outstanding Universal Value, or internationally significant, and how they intend to protect and enhance this. This is achieved through the adoption of a WHS Management Plan. In December 2022 Claire Selman joined the Stonehenge & Avebury WHS Coordination Unit within the Wiltshire Council Archaeology team. The primary aim of the unit is to coordinate the delivery of the Stonehenge and Avebury WHS Management Plan. To do so, Claire works with over 25 partners, including national organisations such as the National Trust and English Heritage, and farmers and communities living within and surrounding the WHS.

Priorities within the [Management Plan](#) cover what may at first seem a surprising span of topics extending beyond archaeology to subjects including woodland management, dark skies preservation and arts projects. Together, the Management Plan's actions work to preserve the site's buried archaeology, relationship with the landscape and accessibility for visitors. No two days within the Coordination Unit are the same from meeting with partners viewing activity on site, to engaging with visitors at local events and organising Partnership Panel and Steering Committee meetings.

Claire recently spent some time exploring the WHS through the range of services available at the Wiltshire & Swindon History Centre, which you can read about in a blog post [here](#). Her discoveries included viewing some of the 1,114 entries on the Historic Environment Record from Stonehenge and Avebury. Each record builds a picture of life across the ages on this site, from Neolithic flint tools to Bronze Age round barrows, Saxon pottery and more.

TOP: Stonehenge with a near Winter Solstice alignment, December 2022. © Wiltshire Council.

RIGHT: Attending Open Farm Sunday on the edge of Avebury WHS, June 2023. © Wiltshire Council.



The opportunity to support the management of these iconic sites has led Claire to discover even more about our County and its heritage, and there's a wealth of monuments to explore beyond the stone circles themselves. To help plan a visit to the World Heritage Site, Claire recommends the walking trails on National Trust's Avebury and Stonehenge Landscape pages and the historical information on English Heritage's Stonehenge pages.

There are currently 33 UK World Heritage Sites, and 1,157 in total globally. The UK's World Heritage Sites demonstrate the breadth of what World Heritage can be, from natural sites like the Lake District to industrial sites such as The Slate Landscape of Northwest Wales and even an entire city, Bath. Discover them all at: [UNESCO World Heritage Centre - World Heritage List](#) To find out more about the Stonehenge, Avebury & Associated Sites World Heritage Sites, visit our [website](#) and follow @StoneAveWHS on Twitter.



PLANES, TRAINS AND AUTOMOBILES – AN IMPORTANT SITE OF SWINDON'S 20TH-CENTURY INDUSTRIAL HERITAGE REVEALS ITS ANCIENT PAST.

In 1985 Honda started work on building their new car plant at South Marston, Swindon, providing a much-needed boost to the local economy and employment. The car plant itself replaced the site of an aircraft factory, first developed in the late 1930s as a 'shadow' aircraft factory, and then as an active manufacturing facility from 1940. South Marston Aerodrome was constructed at this time to serve in the Second World War. Phillips & Powis Aircraft Ltd, Short Brothers, and Vickers-Armstrong-Supermarine all produced aircraft at the site, including the iconic Supermarine Spitfire. Having been considered but been rejected as a possible municipal airport serving Swindon in the 1960s, the airfield came to end when Honda bought the site for their new venture. However, the runway still exists, running through the site, and was used by Honda as a test track. One of the attractions to Honda was the skilled engineer workforce of Swindon arising from its role in the railway industry. However, after 35 years, the Honda factory itself came to an end and the site is now being redeveloped again.

This redevelopment has provided the opportunity to explore the archaeology of the site preceding its 20th-century history. Remarkably, despite two significant phases of development to construct South Marston Airfield and then the Honda works, evidence for Late Iron Age (200 BC – AD 43) and Roman settlement, surrounded by extensive field systems, has come to light, some surviving under the airfield runway! Oxford Archaeology has been undertaking exploratory investigations and more detailed excavation at the site prior to development.

The evidence points to a small rural settlement that lies just off Ermine Street, the Roman road that links the local small town of Durocornovium (Wanborough) with the important regional centre of Corinium (Cirencester). The buildings might have been of slight construction and left little trace but finds of box tile, brick and tegula suggest a significant building lay nearby. A corn drier was found alongside some stone-lined pits, suggesting an area devoted to crop processing. Finds from the settlement include quern stones from grinding corn, whetstones for sharpening tools and two Roman shoes! The excavations are on-going and further discoveries are expected. The results will continue to add to the extraordinary history of this site on the edge of Swindon.



TOP: Newspaper cutting from 1965 about South Marston Airfield. © Swindon Echo, 8 January 1965. Reproduced by kind permission of the Wiltshire and Swindon History Centre, document reference 2753FL.

LEFT: Aerial view of Iron Age and Roman deposits under the runway. © Oxford Archaeology. Reproduced with kind permission.

ABOVE: Excavating an Iron Age feature. © Oxford Archaeology. Reproduced with kind permission.

SCOTTISH AND SOUTHERN ELECTRICITY NETWORKS

ARE YOU READY FOR WINTER?



Scottish & Southern
Electricity Networks

Agenda Item 6



OUR SEPD LICENCE AREA



Underground cables
37,700km



Overhead lines
64,267km



Customers
3,092,275



PSR Customers
617,803



Low Carbon Growth
Over 3m EVs and 1m Heat Pumps by 2035





PRIORITY SERVICES AND VULNERABILITY



GET FREE EXTRA SUPPORT DURING POWER CUTS
Register for Priority Services

POWER CUT? CALL 105

Scottish & Southern Electricity Networks | Powering our community





WHO IS ELIGIBLE FOR THE PSR

You may want to be on our register if you or someone you care for:

- Are deaf or hard of hearing
- Have a disability
- Live with children under five
- Are blind or partially sighted
- Have a chronic illness
- Use medical equipment/aids reliant on electricity
- Are over 60
- Temporarily need extra support

Of course, everyone has different needs so feel free to contact us to discuss your requirements.

Helping you when you need us most

We all rely on electricity day to day for various things, but for some, a power cut can be worrying or difficult. That's why we offer extra help and support during a power cut. Registering for our Priority Services helps us to help you when you need it most. All our priority services are free.



Emergency power supplies

If you use medical equipment/ aids reliant on electricity, we aim to provide extra support during prolonged power cuts.



Proactively contacting you

When we are aware of an unplanned power cut affecting your home, you will receive proactive updates 24 hours a day.



Safety advice tailored to your needs

When requested, we'll offer you advice on how to prepare for a power cut in a format that suits your needs, e.g. braille, textphone, easy read, audio CD, or language other than English.



Peace of mind

We offer a service where you can agree on a password to use when dealing with the staff of Scottish and Southern Electricity Networks. That way we can look after your personal safety and home security.



WHAT IS A HOME EMERGENCY PLAN?

A Home Emergency Plan is a document to help you think carefully and plan ahead what you would do in an emergency before it happens. The Home Emergency Plan holds key details, check lists and contact information in one safe place.



YOUR HOME EMERGENCY PLAN

Get prepared

Emergencies such as disruption to essential services that we all rely upon, for example electricity, gas and water, can affect our everyday lives.

A Home Emergency Plan can be used as a vital tool in your household (or to help another family member who does not live with you) to be prepared in an emergency situation, like a power cut.

Having a Home Emergency Plan means all the important contact information, help, advice and action to take is all in one place, making life easier in an emergency situation, allowing you to respond safely and quickly.





THANK YOU

ANY QUESTIONS?

Helen Robertson
Customer & Community Advisor
Andover Depot
Ridgeway Region
E: helen.robertson@sse.com

Melanie Grace
Customer & Community Advisor
Melksham Depot
Ridgeway Region
E: melanie.grace@sse.com



SSE Questions and Answers

Does Calne have enough capacity? How are capacity issues being addressed as the town grows? The Primary substation at Calne was recently refurbished & while we cannot disclose actual capacity, I can reassure you it currently has plenty of capacity. There are no capacity issues in Calne. When new infrastructure is built, if an increase in load is needed, the customer/developers pay for this. This is incorporated into their plans.

Why do power cuts frequently happen? There are many causes of power loss. Calne is a rural town, so much of the network is fed overhead. Overhead lines are subject to interruptions from wildlife (birds/squirrels) Weather events i.e. trees and branches. Windborne debris (foil balloons/ Chinese lanterns) And also third party damage i.e. hedge cutters, RTCs & farm machinery. Also, overgrown vegetation. Sometimes we do also have mechanical failures on our equipment.

The underground network also has its own degree of risk, just slightly different. Flooding is obviously becoming a bigger issue. Ground movement (especially in a long hot/dry spell) Third party damage is also greater, with excavations in the highway and DIY (fence posts, garden digging, new driveways) There is also mechanical failures at times.

New technology and automation is increasing on the High Voltage network which will self-isolate using real time fault data to restore customers faster. An example of automation is when you may experience the power going on and off in quick succession. This where something has come into contact with the High voltage lines (usually trees/wildlife) the network switches off for safety, then tries to switch back on. It will try this 3 times (hence the power going on and off) If the item has come free from the lines, the power will then stay on. If the item is still in contact, the power will stay off. Engineers are then actioned to attend the area to look for and rectify the problem.

Community First - Annual Review and Celebration Video

The Community First Annual Review 2022-2023 is now available to view and download on our website. The Annual Review contains a summary of our work with people and communities over the last 12 months. This includes updates from our programmes and services, a general outline of our priorities and a summary of financial information for the year ending 31 March 2023.

<https://www.communityfirst.org.uk/wp-content/uploads/2023/10/Annual-Review-2022-2023-FINAL-VERSION.pdf>

Alongside the Annual Review, we have also produced a Celebration Video with a summary of our work in 2022-2023 which you can view using the following link:

https://youtu.be/l_7JRAxZJGE?si=ueZugKZJx4hwWb6u

Community First AGM & Awards Celebration 2023

The Community First Annual General Meeting (AGM) and Awards Celebration took place on Wednesday 11th October at Devizes Town Hall. Thank you to everyone who attended the event as we celebrated our achievements in 2022-2023. The Community First Awards recognises and celebrates the outstanding achievements of groups, organisations, individuals and young people who give so much of their time and enthusiasm to support our charity and its services.

Full List of Winners

We are sure you will join us in congratulating our winners for their well-deserved awards, many thanks also to Community First President Sarah Troughton for presenting each of our winners with a trophy and certificate.

Award Name	Winner
The Michael Jones Award for Inspirational Link Scheme or Community Minibus Volunteer	Janice Vincent (Malmesbury Link Scheme)
Community Project Funded through the Landfill Communities Fund	Roger Baker (Ashbury Village Hall)
The Martin Hamer in Special Recognition Award	Alan Fox
Most Innovative Community Run Project or Service	Darry New (Community Bus, Haydon Wick)
Robbie's Endeavour Trophy	Winterslow Youth Club
Young Carers Achievement Award - Under 12 years	Charlie
Young Carers Achievement Award - Over 12 years	Hannah

Project Inspire Achievement Award	Edward
Splash Achievement Award	Sam
Splash Volunteer Award	John Wyeth
Community First Young Leader’s Achievement Award	Will
Building Bridges Outstanding Achievement Award	Dorcas Obeney
The Arthur Laflin Volunteer Award	Jacquie Henly (Hilmarton Parish Council)

Youth Action Wiltshire - Carols by Candlelight

Youth Action Wiltshire invites you to Carols by Candlelight to celebrate the 25-year anniversary of Wiltshire Young Carers Service. The event will take place on Friday 8th December 2023 (7pm) at Malmesbury Abbey. Drinks and canapes will be served following the service.

Proceeds will fund a programme of exciting and fun respite activities for Wiltshire Young Carers, including music and songwriting, workshops, art, wildlife and adventure activities.

To request tickets, please complete the ticket application form using the link below (a copy is included with this briefing pack) or email Ginnie Keen: ginniekeen@gmail.com.

Ticket prices are as follows:

- Adult ticket - £20
- Child ticket (14 years and under) - £10

Ticket application form: <https://www.communityfirst.org.uk/wp-content/uploads/2023/10/Carol-2023-application-form-v2.docx>

The Big Give Christmas Challenge - Wiltshire Young Carers Service



This year Community First is participating in [The Big Give Christmas Challenge](#) in support of our Wiltshire Young Carers Service.

We currently hold open cases for Wiltshire young carers, of which 14% are recognised as the most vulnerable with some in the safeguarding system. As well as the pressures of their caring role and having to balance their own school and relationship pressures alongside the additional caring role, the recent pandemic has increased stress and worry. A national survey carried out by Carers Trust showed 58% of young carers were caring for longer and 40% said their mental health was worse.

Funds raised through The Big Give Christmas Challenge campaign will provide respite activities and support plans for 15 young carers, 30 Young Carers will access remote group webinars and a further 15 young carers can access structured one-to-one mentoring and coaching programmes with our Young Carers Support Workers. This will help them with their mental health and wellbeing. With increased investment, we can receive up to 15 new young carer referrals from our partner agencies.

Your gift will help more young people feel less alone in their caring role, they will see that home life has improved, they will feel included, be better at attending school, and feel happier.

Through this national campaign, we are aiming to secure up to £4,000 in pledges from supporters and donors which will be match-funded for 7 days between **28th November to 5th December 2023**. This is a fantastic way to help make a difference for young carers in Wiltshire and one small donation e.g. £5 will have *twice* the impact during this period.

More information about our how to support our Big Give Christmas Challenge will be available on our website and social media channels from mid-November.

Landfill Communities Fund - Wiltshire and Swindon Highlights 2022-2023

Community First manages and administrates the Landfill Communities Fund (LCF) in Wiltshire and Swindon. The LCF offers capital funding for local community, heritage and environmental projects in areas where local landfill operator sites or depots are located.

Funding for the LCF in Wiltshire and Swindon is received from landfill operators The Hills Group Ltd and Crapper & Sons Landfill Ltd. Over £5.5m of funding has been distributed through the LCF since 2002.

Entrust is the regulator of the Landfill Communities Fund and has produced statistical highlights for the LCF in Wiltshire and Swindon in 2022-2023. A copy of the PDF is included with this briefing pack and is summarised below.

- £329k - total LCF funds invested.
- 31 projects completed.
- 45 jobs were created as a result of funded projects.
- 298 people volunteer due to funding offered through the LCF in Wiltshire and Swindon
- 124,720 public visits.
- £5.77 of additional economic value for every £1 invested through the LCF.

For more information about the Landfill Communities Fund in Wiltshire and Swindon, please visit the Community First website: www.communityfirst.org.uk/grants

MiDAS - Minibus Driver Awareness Training

Community First offers accredited MiDAS (Minibus Driver Awareness) Training for organisations and groups, led by our fantastic Training Co-ordinator Martin Carter.

MiDAS is a membership-based scheme designed to enhance both driving and safety standards for drivers of minibuses. MiDAS is a nationally recognised standard for the assessment and training of minibus drivers. Community First is now taking new bookings for MiDAS minibus training with our Training Coordinator Martin Carter. Martin is a retired Police Advanced Driver with over 35 years' experience of driving minibuses.

The MiDAS training course includes a session on how to operate a minibus safely. This is followed by a 30-minute multiple-choice assessment with 20 questions. Trainees will need to answer 16 questions correctly to pass the theory test. Finally, there will be a practical test which incorporates a driving skills training session and an assessment drive which will last just over an hour, with the assessment taking 30

minutes. Upon completion of the theory and practical test, trainees will receive a certificate which is valid for 4 years.

Pricing is based on a minimum group size of 3 drivers per booking and starts at £105.00 per person. We are now taking new bookings for Winter 2023, early booking is recommended to secure a training place.

Please contact mcarter@communityfirst.org.uk for more information and how to book training.

A leaflet about MiDAS training is included with this briefing pack.

Briefing prepared by:

Ellie Ewing

Marketing and Communications Manager (Community First)

ewing@communityfirst.org.uk

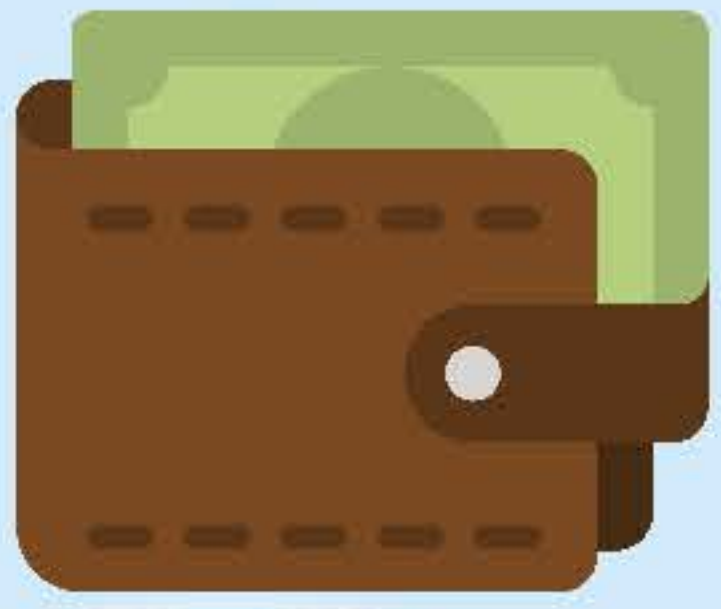
2022/2023 Statistical Highlights



COMMUNITY FIRST

£329k

Total LCF Funds invested



31 Projects completed

Each £1 spent, added £5.77 of additional economic value



45 jobs created

as a result of funded projects



av 3.3 miles to landfill site



298 people volunteered due to Community First's funding.

124,720 public visits





MiDAS: Minibus Driver Awareness Training

Is your group or organisation looking to train new minibus drivers?

MiDAS is a training scheme designed to enhance driving and safety standards for drivers of minibuses. MiDAS is a nationally recognised standard for the assessment and training of minibus drivers.

Community First is now taking bookings for MiDAS training with our MiDAS Training Coordinator Martin Carter. Martin is a retired Police Advanced Driver with over 35 years' experience of driving minibuses.

MiDAS Training includes a theory and practical test, along with detailed information on how to operate and manage a minibus safely. Drivers who pass both the MiDAS practical and theory tests will receive a certificate which is valid for four years.

Bookings:

mcarter@communityfirst.org.uk

“Excellent course. Great trainer!”

MiDAS Training Feedback

MiDAS Pricing

Standard MiDAS induction £125.00
Accessible MiDAS induction £165.00
Standard MiDAS refresher £105.00
Accessible MiDAS refresher £125.00

Weekdays Only
Minimum 3 drivers per booking



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 60 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 & Event

Businesses urged to plan for new fire safety legislation

Dorset & Wiltshire Fire and Rescue Service is supporting Business Safety Week, which runs between 11 and 17 September.

This campaign by the National Fire Chiefs Council (NFCC) helps businesses understand their fire safety responsibilities and therefore remain safe, legal, and compliant.

To find out more about this, please visit:-

<https://www.dwfire.org.uk/news/businesses-urged-to-plan-for-new-fire-safety-legislation/>

Student accommodation



#WelcomeToLifeAtUni

There are things you can do to improve your safety and security as a student, especially if you're moving into new accommodation.

Every year, around 350 18-24 year olds are injured in accidental house fires started by cigarettes, smoking materials and cooking. Therefore, you need to make sure that you're familiar with the basics of fire and gas safety, as well as home and personal security.

To find out more information, please visit :-

<https://www.dwfire.org.uk/safer-housing/student-accomodation/>

Storms and power cuts



When stormy weather is forecast, there are things we can all do to make sure we're prepared and staying as safe as possible.

For information on ways to stay safe in adverse conditions, please visit:-

<https://www.dwfire.org.uk/safety/storms-and-power-cuts/>

Demand

	Deliberate Fires					
	Jul-22	Aug-22	Sep-22	Jul-23	Aug-23	Sep-23
Calne	4	1	3	0	0	0

	Accidental Dwelling Fires					
	Jul-22	Aug-22	Sep-22	Jul-23	Aug-23	Sep-23
Calne	0	1	0	0	2	0



AFA's Domestic						
	Jul-22	Aug-22	Sep-22	Jul-23	Aug-23	Sep-23
Calne	5	0	3	2	2	7

AFA's Non Domestic						
	Jul-22	Aug-22	Sep-22	Jul-23	Aug-23	Sep-23
Calne	1	0	1	0	1	0

RTC's						
	Jul-22	Aug-22	Sep-22	Jul-23	Aug-23	Sep-23
Calne	2	1	1	1	4	2

Incidents of note

Station Manager Terry Crawford
Email: terry.crawford@dwfire.org.uk

Hearing from minority groups

We're working with Wiltshire Council's Ethnic Minority and Traveller Achievement Service (EMTAS), and children's charity Spurgeons to offer support and advice to minority groups.

Our work so far

In September 2022, we began our project with EMTAS and Spurgeons, funded by the Armed Forces Covenant Fund Trust, to hear the experiences of Fijian and Nepalese military families.

Healthwatch Wiltshire held two workshop sessions, at Tidworth and Bulford, with members of these communities, where we listened to their feedback on services and offered advice and guidance.

Key themes were the language barrier in making GP and healthcare appointments over the phone; being understood in an emergency; and a lack of understanding about the GP triage system. But all were registered with a GP, reported good experiences of hospital treatment and had no problems with getting the medication they needed. They were also satisfied with the dental treatment they had received.

Our work this year

Our work with EMTAS and Spurgeons has continued in 2023, where we've been engaging with Eastern European and Boater communities in a series of sessions.

This project, which is funded by NHS Charities Together, aims to signpost key medical services and deliver activities to support families' mental health and wellbeing.

Support for the Eastern European community

Sessions were held on Thursday mornings during June and July 2023 at the Polish

Community Centre, Trowbridge, with interpretation provided in Polish, Romanian, and Ukrainian. We were there to provide information and signposting, while Spurgeons ran activities for children and offered practical advice for families.

Common themes included finding support for children with additional needs, finding mental health support and dealing with loneliness.

Support for the Boater community

Sessions were held at the Canal Tavern, Bradford on Avon and the Barge Inn, at Honeystreet, near Pewsey, in late July 2023.

Both sessions were planned more as listening and engagement exercises rather than structured sessions on particular topics. This was in recognition of the fact that this community is less used to being engaged and less likely to attend topic specific sessions.

Common themes included the difficulties boaters face in accessing GP and dental services, issues getting to appointments due to a lack of public transport, and collecting prescriptions as they have no fixed address.

[Read our blog](#) to find out more about what we heard.





Update from Age UK Wiltshire – November 2023

Sarah Cardy, CEO of Age UK Wiltshire has attended several community engagement events recently and seen the need for information from older people and their families. It has also been encouraging to hear positive feedback about our services.

Over the years, we've witnessed a significant growth in the demand for our services. The desire of older adults to maintain their independence and continue living fulfilling lives in their own homes has never been stronger. This is a testament to the much-needed work Age UK Wiltshire does but it also highlights the pressing need for continued support and expansion of our programs.

Surviving Winter Grants

We are currently promoting our Surviving winter grants, which can help vulnerable people experiencing fuel poverty.

The one-off grant available through Age UK Wiltshire is £200 and the scheme will run until April 2024 but may close early if all grants are allocated.

"The Surviving Winter grant will make an awful lot of difference, thank you." - Eve

The Surviving Winter Grant was introduced by Wiltshire Community Foundation over 10 years ago and has already helped 1000's of households in Wiltshire. It is a multi-agency approach working not only with Age UK Wiltshire but with Wiltshire Citizens Advice, Swindon Citizens Advice, Wiltshire Centre for Independent Living, and Wiltshire Warm & Safe to help people by providing grants towards fuel or other heating related costs.

There is eligibility criteria and an application process. More information on this can be found at www.ageuk.org.uk/wiltshire/our-services/surviving-winter/

Household Support Fund – hot food

We are also providing support for older people who need food, are in rural locations and are unable to get support. We will give support for a period of time whilst we provide holistic advice and support for a more sustainable solution. People can contact our meals team on 01793 279606 or email: communitymeals@ageukwiltshire.org.uk

Age UK Wiltshire Charity Shops

We have ambitious plans to have charity shop hubs across Wiltshire, and these are progressing which is very exciting. We've now signed the lease, and are working on our Salisbury site which should be open very soon.

It is an excellent opportunity for Age UK Wiltshire to have more of a town presence. These high street centres will include office space for our I&A advisors, providing the opportunity for residents to have accessible, face to face appointments.

We are also working hard towards the Marlborough and Devizes shops.

Although this is a great retail opportunity, the success of our charity shops is not just about selling items - it's about transforming generosity into tangible support for older people in our communities.



Melksham Community Support Scheme

Age UK Wiltshire is working together with Melksham Town Council, Melksham Without Parish Council and Melksham Area Board to improve the wellbeing of older people living in Melksham, by offering support, access to information and practical help.

“Sarah, (Melksham Community Support Senior Project Worker) who visited was brilliant and it was great to talk things through.” - Winifred

We have already seen the difference our support can make to the residents of Melksham but if your network has any referrals or would like more information, please contact us on 01225 809265 or email melksham@ageukwiltshire.org.uk

**Update from Hilmarton Parish Council for the Calne Area Board Meeting Tuesday 5th
December 2023**

We are still waiting for Wiltshire Council to install the posts for our Speed Indicator Devices.

Our next BIG parish project is the re-ordering of our beautiful St Laurence Church in Hilmarton village. Although this will be a church led project it will involve the support of the whole community. The aim is to make the building a more accessible place for community use by the removal of all the pews. In the future this will mean the building can be used for many more activities not just worship. With more use the building will be heated more often and will generate a steady income to help with maintenance and sustainability. So far consultations held within the community have been very positive.

Our next task is to source an architect to discuss our options in moving this project forward.

Jacquie Henly
Clerk for Hilmarton Parish Council
13th November 2023

Calne Town Council



Area Board Update 5 December 2023

- At the Full Council meeting on 30 October as the joint qualifying body for the Calne Community Neighbourhood Plan it was agreed to approve option 2 and fast track a reduced community neighbourhood plan with no allocations. CCNP to comply with Core Strategy and indicate where it will also meet the emerging WLP requirements (apart from Housing) and allocate funding and free use of resources to meet Regulation 14 requirements for the Calne Community Neighbourhood Plan from the existing funding allocation made in 2021 (£8,000 in this financial year)
- Calne Town hardship fund is still accepting applications – collect an application form from Bank House, The Strand or email calne@calne.gov.uk
- We welcome Cllr Jeremy Percy as a new town ward councillor for Calne Central.
- The Town Council will consider its precept for 2024/2025 at the Full Council meeting on 27 November (update will be provided to the Area Board meeting)
- We thank everyone who has supported our recent events including the Bonfire and Fireworks, Remembrance Sunday event and Christmas Festival of Lights
- The Full Council will meet on Monday 18 December where the focus will be on the Calne Community Neighbourhood Plan review.
- Plans for tree planting at Hillcroft will be discussed on Monday 4 December at the Amenities & Facilities Committee
- Town Mayor – Cllr Robert MacNaughton is hosting a community Christmas Lunch on Monday 25 December (please register via Bank House to secure a place)

Update for Wiltshire Area Boards

November 2023

The BSW Primary and Community Care Delivery Plan (PCCDP)

The BSW ICB Board has approved a Primary and Community Care Delivery Plan (PCCDP) for BSW.

The PCCDP builds on existing BSW strategies, including the BSW Together Integrated Care Strategy and Implementation Plan as well as national policy and guidance.

It consolidates existing documentation and reflects the engagement work completed with service users, providers and wider stakeholders to identify initiatives and solutions to deliver our ambition.

This delivery plan also incorporates feedback from over 40 stakeholders including primary care GPs, integrated care board (ICB) members, the clinical oversight group, and the integrated community-based care (ICBC) programme.

It sets out a number of priorities to deliver transformation for primary and community care and reflects the engagement work completed with service users, providers and wider stakeholders to identify initiatives and solutions to deliver our ambition.

There will be opportunities for engagement with partners and our communities about how we deliver our transformational priorities.

The six transformation priorities are as follows:

1. Deliver enhanced outcomes and experiences for our adults and children by evolving our local teams. We will build on our existing primary care networks to create more integrated neighbourhoods serviced by providers who can share information, caseloads, and estates to provide more joined up care and the capacity to do so.
2. Adopt a scaled population health management approach by building capacity and knowledge. We will use data and insight to understand our populations better, identify health inequalities, target marginalised groups, and develop initiatives and services that improve access and result in fairer health and outcomes.
3. Actively co-design and co-deliver preventable models of care by strengthening local partnerships and assets. We can promote healthier communities and increase healthy life expectancies through better

understanding and working with our local communities. We recognise that care and support is best delivered by those who understand the adults and children who live within them.

4. Increase personalisation of care through engaging and empowering our people. We need to shift towards greater prevention and early intervention. We can do so by tailoring our support to a persons' specific needs and using technology advances to provide support in formats that align with individuals' needs and preferences.
5. Improve access to a wider range of services closer to home through greater connection and coordination. We will deliver excellent health and care services closer to people's homes and overcome inequality of access by creating stronger physical and virtual connections between primary and community care and specialist services.
6. Support access to the right care by providing co-ordinated urgent care within the community. We want emergency care to be for those who need it most and know we can help people to address their urgent needs within the community. This can prevent avoidable admissions and result in better outcomes and experiences.

Winter Planning

As our health and care system continues to experience unrelenting demand challenges and operational pressures, we are continuing to work with our partners to deliver existing demand management and capacity improvement plans.

Operationally there continues to be significant joint working in the locality under our Urgent Care, and Ageing Well programme, and the Home First project which support patients to remain at home, aiming to reduce our reliance on bed-based care and improve patient outcomes and experience.

We have also continued to increase our use of NHS@Home (virtual wards) - a flagship BSW scheme. A key focus for the coming months is on increasing referrals to the Wiltshire Health and Care service through continuing to raise the profile of the service.

Notes of the Sect 106 virtual meeting held on Thursday 2nd November 2023.

The first part of the meeting from 14.00hrs was taken by Fiona Steven to introduce the Calne cycling and walking infrastructural plan with a short slide show and a Q&A session after.

The slide show identified areas and destinations on a Calne Town map looking at key corridors and alternative routes for walking and cycling to audit and improve. These findings for public consultation at a later date.

Those attending : Bremhill PC Cllr Isabel McCord, Calne TC Cllr Alan Hill, Clerk to Calne Without PC Katherine Checchia, Calne Area Board CEM Ros Griffiths, Sustainable Calne rep Celia Stevens, WC Sen Highways officer Mark Stansby, Highway officer Steve Hind.

Sect 106 meeting at 1430pm.

Those present: Fiona Steven, Mark Stansby, Steve Hind, Cllr Tony Trotman, Celia Stevens.

Apologies from Anne Henshaw.

Abberd Brook Phase 1 from the Knapp to the Pippin : The surfacing work has been completed. Railings and signage to follow. FS has visited the site and will consider invoice submissions from Atkins and contractors within budget.

Abberd Brook Phase 2 from the Knapp toward Prince Charles Drive : SH meeting with Atkins to consider issues to widen parts too narrow in the south of the Abberd Brook close to Angel Close. Recognition that the river bank may have to be reinstated at different points and identified certain pinch points along the route. Preliminary designs would be funded by any underspend from Phase 1. SH.

Whitehorse Way / Wenhill Lane cycleway signage to complete. MS .

Land East of Sandpit Lane PL/2022/04358. Sect 106 bids have been submitted. FS.

AOB : Discussion on a path at Weston Close on the David Wilson Development site known as a Hoggin Path, up toward High Penn was considered as a future connection to Sandpit Road developments.

Date of next meeting 1st Feb 2024.

Wiltshire Council

Calne Area Board

05 December 2023

Calne Area Grant Report

Purpose of the Report

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

Area Board Current Financial Position

	Community Area Grants	Youth Grants	Older and Vulnerable People Grants
Opening Balance For 2023-24	£ 20,871.00	£ 17,843.00	£ 7,700.00
Awarded To Date	£ 6,628.50	£ 15,180.00	£ 2,211.50
Current Balance	£ 14,242.50	£ 2,663.00	£ 5,488.50
Balance if all grants are agreed based on recommendations	£ 5,357.50	£ 2,663.00	£ -1,689.50

Grant Funding Application Summary

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
ABG1408	Community Area Grant	Calne Wordfest	Calne Book Swap	£2976.40	£1488.20
<p>Project Summary: Evie's Book Swap is a local residents small library box outside their house for any resident to swap books to gain new reading material. Wordfest and the Pocket Park want to expand this project to more venues in Calne and make books available for more people in Calne who wouldn't normally buy books or visit the library. The project is intended to be in the spirit of the international 'Little Free Libraries' movement which promotes neighbourhood book exchanges in the form of small bookcases located in public venues, often outdoors. The bookcases are always open and users are encouraged to take a book free and leave a book for others to read. Venues which have agreed so far to host a book swap library are: Northlands GP surgery, Beversbrook Medical Centre, Calne Leisure Centre, Calne Town Council, Calne Baptist Church, Calne Pocket Park, Evie's book swap. Collaboration with Foodbank, Colemans Farm and other residential locations to be confirmed</p>					
ABG1422	Community Area Grant	First Calne Scout Group	1 st Calne Scout Hall Toilet refurbishment	£13903.00	£5000.00

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
<p>Project Summary: Calne Scout Group will be refurbishing the Scout Hall 'boys' toilets, converting them to 3 separate WCs and hand basins. After at least 30 years of constant use, the project will bring them up to date and allow for welcoming young people and adults, regardless of their gender. Further to the Scout Group's use, the hall is widely used across the community of Calne and it is important to provide a safe, clean and attractive facility for them also.</p>					
ABG1443	Community Area Grant	Goatacre Cricket Club	Goatacre Cricket Club Pitch Cover Project	£4794.00	£2397.00
<p>Project Summary: Our cricket club is expanding at an impressive rate. We now have over 75 adult and 120 junior members. We introduced a second ground a few years ago and wish to improve the facilities to match our main ground. We renovated the pavilion ourselves last winter using volunteers and wish to upgrade our pitch covers from the current inefficient plastic sheets to custom made portable covers. We have had 2 quotes and are going with the cheaper one, but that is still costing £4,794. The implementation of these will improve our pitches, creating a safer environment and also lessen the risk of matches being rained off.</p>					
ABG1388	Older and Vulnerable Adults Funding	Wiltshire Community Care User Involvement Network known as WSUN	Administration support for Calne Health social care and Wellbeing meetings	£500.00	£500.00
<p>Project Summary: WSUN would provide administrative support for 4x Health Social care and Wellbeing meetings. These will be face to face. We will provide support to the Chair of each meeting, this will include preparation of agendas, circulation to members, and minute taking.</p>					
ABG1389	Older and Vulnerable Adults Funding	Wiltshire Community Care User Involvement Network known as WSUN	Administration support for Calne Voices meetings	£500.00	£500.00
<p>Project Summary: WSUN would provide administrative support for 4x Calne Voices Meetings. These will face to face. We will provide support to the Chair of each meeting, this will include preparation of agendas, circulation to members, and minute taking.</p>					
ABG1431	Older and Vulnerable Adults Funding	Calne Reconnecting Group	Reconnecting Calne Seniors Group	£10773.60	£2000.00
<p>Project Summary: To provide support to Calne seniors to reduce social isolation and help with mental health and wellbeing. This project is mainly run by volunteers and we just need a contribution to the entertainment and refreshments.</p>					
ABG1433	Older and Vulnerable Adults Funding	Avon Needs Trees	Health and Wellbeing at Hazeland and Pudding Brook Wood	£8356.00	£4178.00

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
<p>Project Summary: This winter the final 600 trees will be planted at Pudding Brook Wood, marking the end of the first phase of planting and maintaining two new, permanent woodlands at Hazeland and Pudding Brook Wood. More than 20,000 trees have been planted between the two: an incredible effort of communities coming together to raise funds, plant trees and care for them in their early years. As funding for Hazeland and Pudding Brook Wood comes to an end, we have been evaluating the project and identifying what we can learn for phase two of our woodlands. One striking statistic was that fewer than 10% of people who came on site were over the age of 65, whereas 22% of the population of Wiltshire are over 65. The reasons are clear: hard manual work is off-putting or inaccessible for many with health and wellbeing concerns, and it's too easy to make countryside locations accessible for the most able. With an aging population in Wiltshire, issues of health, wellbeing, loneliness and social isolation are becoming more prevalent and will continue to drive up health and social care costs locally. At the end of this planting phase of our woodlands the scope for the next phase is limitless. For the coming 6 months we want to trial weekly experiences with nature for older people on site at Hazeland and Pudding Brook Wood. These will be a combination of events like wellbeing days, tree identification, mindfulness and contact with nature - as well as 'light' and more accessible conservation volunteering. Our monitoring and evaluation demonstrates the benefit of these experiences. In the last 12 months 95% of people who came on site reported improved health and wellbeing. A consortium led by the NHS awarded ANT funding to review our site accessibility with a view to improving access to our sites and engaging in green social prescribing. This project will act as a trial for this approach as we sensitively maximise the accessibility of our woodlands for the people it will benefit the most.</p>					

Background

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

Main Considerations

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

Safeguarding Implications

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

Public Health Implications

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

Environmental & Climate Change Implications

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

Financial Implications

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

Legal Implications

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

Workforce Implications

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

Equalities Implications

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

Proposals

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

Report Author

- Ros Griffiths, Strategic Engagement and Partnership Manager, Ros.Griffiths@wiltshire.gov.uk
- Louisa Young, Strategic Engagement and Partnership Manager, Louisa.Young@wiltshire.gov.uk

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

Calne Local Highways & Footway Improvement Group

	Item	Update	Actions and Recommendations	Who
	Calne LHFIG – Notes of meeting held on 13th October 2023 at 10:00 hrs, Harris Room, Calne Library			
1.	Attendees and apologies			
	Attendees:	Cllr Ashley O’Neill - Chair Cllr Sam Pearce Kearney Cllr Tony Trotman Alan Hill – Calne TC Doug Price – Calne Without PC Jeff Files – Hilmarton PC Rod Lloyd Davies – Compton Bassett PC Kim Stuckey – Bremhill PC Dave Denny – Heddington PC Richard Tucker – Bremhill PC John Henley – Hilmarton PC Andrew Sadler-Smith – Cherhill PC Martin Cook – Acting Area Highway Engineer Mark	To note	AB
	Apologies:	Ioan Rees – Calne Without PC John Barnes – Calne Without PC Martin Purslow – Cherhill PC		
2.	Notes of last meeting			
		The notes of the previous LHFIG meeting held on 4 th August 2023 were presented to the Area Board on Tuesday 6 th Septmber, passing all recommendations.	To note	All

Calne Local Highways & Footway Improvement Group

3.	Financial Position			
		The current balance for 2023/24, less previous commitments, stands at £29,018.44 (see Appendix 1).	To note	All
4.	Priority Schemes			
a)	Active Travel Issue A3102 Calne Silver Street – alternative pedestrian / cycle route to and from town via Station Road	<p>Scheme has been progressed via Fynamore Gardens and Wenhill Heights using Section 106 funds. Work on the ground has been completed.</p> <p>A cycle tracks Order is to be advertised to cover sections not already designated as shared use footways. This has been delayed due to staff absence but will be progressed at the earliest opportunity.</p>	Highways to progress	Highways
b)	Issue 3-20-11 Calne Anchor Road area – request for a 20-mph assessment.	<p>Issue submitted by Cllr Thorn & Calne Town Council</p> <p>An order has been issued to the Contractor to undertake this work and the legal Order will be effective from 9th October 2023.</p> <p>Installation delayed by Contractor.</p>	Highways to chase contractor.	Highways
c)	Issue 3-20-9 A4 Calne / Quemerford – Request for crossing point to enable access to Quemerford Post Office from Stockley Lane	<p>Issue submitted by Calne Town Council</p> <p>Construction work has been completed and we are awaiting bills from our Contractor.</p>	Area Board to note.	AB
d)	Issue 3-21-8 C15 Compton Bassett – request for speed limit review	Issue submitted by Compton Bassett Parish Council	Highways to arrange consultation	Highways

Calne Local Highways & Footway Improvement Group

		<p>The cost to implement changes, inclusive of legal fees is estimated at £6,000.00 and the Parish Council has agreed to a 30% contribution.</p> <p>Work is underway to prepare the legal schedules and drawings ahead of formal consultation.</p>		
e)	<p>3-21-13 Calne Sandpit Road – Request for footway improvements and drop kerbs from York Road / Comet Crescent, ROW CLAN62</p>	<p>Issue submitted by Calne Town Council</p> <p>Construction work has been completed and final costs are now confirmed as £9,631.53. This is an underspend of £2,810.47 against the estimate of £12,442.</p> <p>Town Council contribution confirmed as 30% of actual cost, a sum of £2889.46.</p>	<p>Highways to issue invoice when new IT operating system is available.</p>	Highways
f)	<p>3-22-1 A4 between Forest Gate and Black Dog – request for simultaneous traffic surveys</p>	<p>Issue submitted by Calne Without Parish Council</p> <p>The cost to implement changes, inclusive of legal fees is estimated at £10,000.00 and the Parish Council has agreed to a 30% contribution.</p> <p>The schedules and advert plans have been passed to the legal team, ahead of formal consultation.</p>	<p>Highways to arrange consultation</p>	Highways
g)	<p>3-22-2 Derry Hill / Studley – Request to provide a suitable shared use path between Studley and Derry Hill and an onward link to the Calne/Chippenham National Cycle route NCR 403.</p>	<p>Issue submitted by Calne Without Parish Council</p> <p>Parish representatives and Highways have met with an officer from Wiltshire's legal team to discuss the land ownership difficulties. Using the data gathered from the Topo survey, Highways and Legal to draft a new boundary plan, to help clarify land ownership.</p>	<p>Highways and legal to complete land ownership plan.</p>	Highways & Legal

Calne Local Highways & Footway Improvement Group

		The Parish have kindly offered to approach the land owners to seek an agreement in principle to dedicate land for this purpose, when the new plan is available.		
h)	3-22-5 Calne Bremhill View – request for dropped kerbs and a review of the safety barriers to provide inclusive access to the open green space	<p>Issue submitted by Calne Town Council</p> <p>Work on site has been halted due to the presence of electrical cables which are embedded into the foundation of the kerbs. SSE will need to attend to this and have been contacted to undertake diversionary work to their cables.</p> <p>Highways chasing SSE to complete their work.</p>	Highways to monitor / chase.	Highways
i)	3-22-14 Calne Prince Charles Drive / Ramsay Road – request for drop kerbs	<p>Issue submitted by Calne Town Council</p> <p>Work has been completed and costs are now confirmed at £2,171.97. The estimate was for £2,500, an underspend of £328.03.</p> <p>Town Council contribution confirmed as 30% of actual cost, a sum of £651.59.</p>	Highways to issue invoice when new IT operating system is available.	Highways
j)	3-22-9 A3102 Mile Elm – request for “safety measures” and a speed limit review	<p>Issue submitted by Calne Without Parish Council</p> <p>Construction work has been completed and we are awaiting bills from our Contractor.</p>	Area Board to note.	AB
k)	3-22-16 Compton Bassett – request for length of footway in the vicinity of the war memorial	<p>Issue submitted by Compton Bassett Parish Council</p> <p>An order to provide edge of carriageway markings has been placed along with other ad hoc road marking jobs.</p>	Highways to monitor / chase.	Highways

Calne Local Highways & Footway Improvement Group

l)	<p>3-22-17 Calne The Strand – request for direction signs to Recreation Ground, Rugby Club and Bowls Club</p>	<p>Issue submitted by Calne Town Council</p> <p>The signs have been installed and costs are now confirmed as £556.83. This is an underspend of £293.17 against a ball park estimate of £850.00.</p> <p>Town Council contribution confirmed as 30% of actual cost, a sum of £167.05.</p>	<p>Highways to issue invoice when new IT operating system is available.</p>	<p>Highways</p>
m)	<p>3-23-3 Foxham village – request for a speed limit review</p>	<p>Issue submitted by Bremhill Parish Council</p> <p>Request for a speed limit review to reduce the current 40mph limit to 30 mph. Speed limit assessments are charged at £2,900.</p> <p>The results of the speed limit review are included as Appendix 2.</p>	<p>The Parish representatives thanked the group for the review and requested more time to consider the recommendations.</p>	<p>Parish Council</p>
n)	<p>3-23-4 Bremhill Parish – request for village gates at 3 sites in Parish</p>	<p>Issue submitted by Bremhill Parish Council</p> <p>Highways has visited the 3 locations and offer the following comments.</p> <p>East Tytherton Western Approach Provision of a gate on the nearside (on approach) may cause visibility issues when exiting nearby property? A 1m wide gate could be installed on the off-side, Ball park cost to supply and install, inclusive of temporary traffic management is £2,500.</p> <p>Foxham West End Provision of a single gate 1.5m in width on nearside (on approach) could be installed at a cost of £2,750. Gate is likely to obscure signs which to also replace might cost an additional</p>	<p>The Parish representatives thanked the group for the costings and requested more time to consider their options.</p>	<p>Parish Council</p>

Calne Local Highways & Footway Improvement Group

		<p>£500. Savings could be achieved if included as part of the proposed speed limit changes.</p> <p>Tytherton Lucas Eastern Approach A pair of 1m gates could be installed at a ball park cost of £3,500 inclusive of temporary traffic management.</p>		
o)	3-23-5 Calne – request for Parking Review (various sites)	<p>Issue submitted by Calne Town Council</p> <p>Request to undertake parking reviews at the following locations:</p> <ul style="list-style-type: none"> • Station Road • Shelburne Road (junctions of Churchill Close & Brewers Lane) • Dakota Drive • Harris Road (Calne Business Centre) • Stanier Road • Wessington Court • Castlefields • Woodhill Avenue • Horsebrook Park • Stockley Lane to The Croft • Anchor Road (entrance to Bentley Grove) • Thomas Court • Lake View <p>Investigation work to commence when staff resources become available.</p>	Area Board to note	AB
p)	3-23-6 A342 Derry Hill Devizes Road – request for road surface gateway features.	<p>Issue submitted by Calne Without Parish Council</p> <p>Highways advise against the provision of red High Friction Surfacing at this time, as the surface is in a worn condition and no guarantee can be given as to how well this would adhere.</p>	The Parish are content with the proposal and will confirm their 30% contribution following their next meeting.	Parish Council

Calne Local Highways & Footway Improvement Group

		The red will be reinstated as and when the route is resurfaced at no cost to the LHFIG. Details of proposed works are included as Appendix 3. The estimate to complete this work stands at £3,000.	To recommend to the Area Board an allocation of £2,100.	Chair
q)	3-23-7 Ratford Bremhill Lane – request for Horse & Rider warning signs	Issue submitted by Calne Without Parish Council The signs have been installed and costs are confirmed as £535.79. This is an underspend of £464.21 against a ball park estimate of £1,000.00.	The Parish are content with the new signs and will confirm their 30% contribution, a sum of £160.74, following their next meeting.	Parish Council
r)	3-23-8 A342 Sandy Lane – request for village gates and warning signs	Issue submitted by Calne Without Parish Council Concerns about speeding and the pinch point at the southern end of the village, where large vehicles struggle to pass each other. Highways can advise that Devizes LHFIG are to promote a reduction of speed limit within the narrow section of this route to 40 mph and therefore entry speeds into the village should be reduced. It is therefore recommended that the request for a single white gate be withdrawn at this time. The estimated cost to provide a twin blade chevron (southbound) and road narrows sign (northbound), inclusive of temporary traffic management is £1050.	The Parish representative thanked the group for the proposal and requested more time to consider this.	Parish Council
s)	3-23-9 A342 Old Derry Hill – request for road narrows sign (Southbound)	Issue submitted by Calne Without Parish Council The sign has been installed and costs are confirmed as £503.54. This is a slight overspend of £3.54 against a ball park estimate of £500.	The Parish are content with the new sign and will confirm their 30% contribution, a sum of £151.06, following their next meeting.	Parish Council

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t)	<p>3-23-10 A4 London Road / nr Old Derry Hill – request to extend safety barrier</p>	<p>Issue submitted by Calne Without Parish Council</p> <p>There are concerns that the existing barrier did not restrain a vehicle which left the carriageway heading towards Calne, entered private property, and resulted in a fatal collision. It should be noted that the purpose of the barrier is to restrain vehicles heading in the opposite direction. The request is to extend the barrier by approximately 30 metres.</p> <p>There is uncertainty as to whether this request sits within the remit of the LHFIG. Vehicle Restraint Systems are managed by the Council's Structures Team and this request has been forwarded to them for consideration.</p> <p>No update available at this time.</p>	Area Board to note	AB
u)	<p>3-23-11 Derry Hill Church Lane and Studley Road – request for Traffic Management (calming) measures.</p>	<p>Issue submitted by Calne Without Parish Council</p> <p>Parish are concerned that the features provided within the 20 mph Zone are not fully effective and have requested further measures as detailed in their Road Safety Feasibility Study..</p> <p>The Parish have requested that this scheme is developed so that a bid for substantive funding may be submitted in the Autumn of this year and that it is developed with Issue 3-23-12, to enable both projects to be submitted as a single substantive scheme.</p> <p>Highways have completed a review of the request and will arrange to meet with the Parish Council to discuss the findings.</p>	Highways to arrange meeting	Highways
v)	<p>Issue 3-23-12 Studley Village – Request for a 20 mph Zone</p>	<p>Issue submitted by Calne Without Parish Council</p>	Highways to arrange meeting	Highways

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	and Traffic Management (calming) measures.	<p>Parish request the introduction of a 20 mph Zone (village is currently subject to the National Speed Limit) and also request measures detailed in their Road Safety Feasibility Study, shared at the previous meeting.</p> <p>The implementation of the 20 Zone, could be delayed if this helps to meet the deadline for submitting substantive bids.</p> <p>Highways have completed a review of the request and will arrange to meet with the Parish Council to discuss the findings.</p>		
5.	New Requests and ongoing Issues			
a)	<p>3-22-15 Calne Eastern Bypass / Beversbrook Sports Facility – request for bus service and infrastructure</p>	<p>Issue submitted by Calne Town Council</p> <p>The Town Council have requested the creation of a lay-by on the North side of the A3102, to allow the bus to pull off of the main carriageway. A length of new footway would also be needed to link to the entrance to the sports centre.</p> <p>Bus Operators are no longer in favour of stopping within lay-bys due to delays encountered when exiting. Nowadays, new stops are developed within the running carriageway. This also helps to slow other vehicles when the bus is present, reducing risk of collisions. A site visit has been made and the presence of mains water, drainage and electricity supply has been noted in this area. Street lighting is also present.</p> <p>Highways support this request but would encourage an on-carriageway stop, but to include infrastructure such as raised kerbs, an extended footway and a shelter. All of this could be provided at a much reduced cost when compared to the creation of a lay-by.</p>	Highways to discuss with consultants	Highways

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		The Town Council's preference for a lay-by is supported by the LHFIG. Highways to discuss with their consultants leading on the A3102 safety study.		
b)	3-22-20 A4 Cherhill (various roads) – request for drop kerbs	<p>Issue submitted by Cherhill & Yatesbury Parish Council</p> <p>Request for drop kerbs at Park Lane junction with A4 and to consider requirements at Middle Lane, Maiden Lane and Olivers Hill to create an accessible route for pedestrians along the A4 between the village and Quemerford.</p> <p>The kerbs are lowered at Maiden Lane and at the junction to Lower Compton but not at Park Lane, Middle Lane or Oliver's Hill.</p> <p>A ball park estimate to undertake this work is £11,000 and the Parish Council has offered a contribution of 30%, a sum of £3,300.</p>	To recommend to the Area Board that this Issue is added to the Priority Schemes List and to allocate £7,700.	Chair
c)	3-22-21 A4 Cherhill junction with Middle Lane – Request to close Lay-by	<p>Issue submitted by Cherhill & Yatesbury Parish Council</p> <p>Parked cars causing visibility issues when joining the A4.</p> <p>A site visit has been made by Highways and the issue is acknowledged.</p> <p>Options to "close" the lay-by include the provision of a full height kerb to create a wide footway area, the placement of bollards and planters with the area hatched out, or to simply hatch the area in the first instance, and monitor the situation.</p> <p>Parish now favour the placement of bollards and have requested an estimate to undertake this work.</p>	To recommend to the Area Board that this Issue is added to the Priority Schemes List (without funding) to determine estimate.	Chair

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d)	<p>3-22-24 A4 Curzon Street Calne – request for Traffic Calming Zone and / or part time 20 mph limit during school journey times</p>	<p>Issue submitted by Calne Town Council</p> <p>Springfield Academy has raised concerns about road safety by the school on the A4.</p> <p>Traditional calming measures such as humps and chicanes are ruled out due to the strategic nature of the route, and the amount of freight traffic using the route. Only realistic option is to consider a part time 20 mph speed limit, imposed by signing and flashing wig-wags. These would operate during normal school journey times only. Town Council to engage with the school to establish their true concerns.</p>	<p>Town Council has requested additional time to engage with the school.</p>	<p>Town Council</p>
e)	<p>3-22-25 Calne Quarr Barton – upgrade of road surface to enable better access for wheel chair users</p>	<p>Issue submitted by Cllr Trotman and Calne Town Council</p> <p>Traffic Engineer has met on site with Area Highway Engineer. Current condition of path does not meet intervention levels for routine maintenance.</p> <p>Work to upgrade the surface would include:</p> <ul style="list-style-type: none"> • Weed treatment. • Sweep and removal of detritus • Some patching • Milling of current surface • Provision of slurry seal to form new top surface <p>A ball park estimate to undertake this work is £10,000.</p> <p>Whilst the LHFIFG are understanding of the problem, they are concerned about the benefit to the wider community this would bring. The Chair has encouraged the LHFIFG Members to visit the site ahead of the next meeting and to ask that the Town Council consider a 50% contribution towards this project.</p>	<p>To recommend to the Area Board that this Issue is added to the Priority Schemes list and to allocate £7,000.</p>	<p>Chair</p>

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		The Town Council are not willing to fund 50% of this work, but are content to make a 30% contribution (£3,000) for a scheme which they rate as a high priority. Following a discussion the group were content to accept the Town Council's offer.		
f)	2-23-14 A3102 Hilmarton and Goatacre – request for 4 x posts for SID deployment.	NEW Issue submitted by Hilmarton Parish Council Request is for 3 stand-alone sites and 1 site combined with existing warning signs.	Highways to investigate and prepare an estimate.	Highways
g)	3-23-15 A3102 Goatacre The Green – request for a Road Safety Review	NEW Issue submitted by Hilmarton Parish Council Highways confirmed that the A3102 at Goatacre is to be included as part of the comprehensive A3102 safety study, for which no proposals have yet to be released.	Highways to visit Goatacre and liaise with the study team.	Highways
h)	3-23-16 Tytherton Lucas – request for horse and rider signs	NEW Issue submitted by Bremhill Parish Council Request is to mount signs with the village nameplates.	Highways to investigate and report back with an estimate for new signs.	Highways
i)	3-23-17 A4 Calne London Road – request for pedestrian crossing facility	NEW Issue submitted by Calne Town Council There is a fixed fee of £2,500 to undertake a pedestrian crossing assessment.	Town Council to discuss and report back at the next meeting.	Town Council
6.	Other items			
a)	Sustrans Route 403 - Calne to Avebury	An update has been provided by the working party and is included as Appendix 4.	To note	All
b)	A3102 Safety Project	Wiltshire Council has been granted £6.98m from the Department for Transport's Safer Roads Fund to help make the A3102 from the M4 to the A350 at Melksham safer for all road users. The money will be spent on a range of safety measures,	To note	All

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		<p>such as re-designing some junctions, improvements to signing and pedestrian crossing facilities.</p> <p>Preliminary work / feasibility studies are continuing but no details are available to share at this time.</p>		
c)	<p>Deadline for submitting LHFIG 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>Highway Improvement Request forms should be sent to our dedicated mailbox, LHFIGrequests@wiltshire.gov.uk</p> <p>The deadline for our next meeting is 5th January 2024.</p>	To note	All
8.	<p>Dates of future meetings:</p> <p>Friday 19th January 2024.</p> <p>All meetings to be held at the Harris Room, Calne Library, commencing at 10:00 hrs.</p>			

Calne Local Highways & Footway Improvement Group

Highways Traffic Officer – Mark Stansby

Acting Area Highway Engineer – Martin Cook

Community Engagement Manager – Ros Griffiths

1. Environmental & Community Implications

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1.1. Environmental and community implications were considered by the LHFIG 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 LHFIG recommendations outlined in this report, and all relevant 3rd party contributions are confirmed, Calne Area Board will have a remaining Highways funding balance of **£11,083.97**

3. Legal Implications

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

4. HR Implications

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

5. Equality and Inclusion Implications

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

6. Safeguarding implications

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

7. Recommendations to Calne Area Board

7.1 To allocate funding to Issues already on the Priority Schemes List:

Issue 3-23-6 - A342 Derry Hill Speed limit repeater signs £2,100

7.2 To add the following Issues to the Priority Schemes List with funding:

Issue 3-22-40 A4 Cherhill drop kerbs £7,700 and Issue 3-22-25 Quarr Barton Footway £7,000

7.3 To add the following Issues to the Priority Schemes List without funding:

Issue 3-33-21 A4 Cherhill Closure of lay-by

Calne LHFIG expenditure 2023 / 24 as of 06/10/23

Budget £24,930 + £48,242.76 c/fwd = £73,172.76

Scheme	Estimate	LHFIG Commitment	Expenditure	Projected Spend
Calne Anchor Rd area – new 20 mph speed limit	£8,600.00	£6020.00	£2,500.00 interim	£8,600.00
A4 Quemerford Footway improvements – surveys	£1,362.89	£954.03	£1,473.62 Final	£1,473.62
Calne Bremhill View – drop kerbs, hedge clearing	£6,000.00 (ball park)	£4,200.00	£897.03 interim	£6,000.00
Calne Ramsey Road – drop kerbs	£2,500.00 (ball park)	£1,750.00	£2,171.97 Final	£2,171.97
Calne Quemerford Footway – construction	£8,225.00	£5,757.50	£0,000.00	£8,225.00
A3102 Mile Elm – signing and road markings	£7,500.00 (ball park)	£5,250.00	£3,267.17 interim	£7,500.00
Calne Sandpit Rd / Comet Cres – Footpath work	£12,442.00	£8,709.40	£9,631.53 Final	£9,631.53
Calne The Strand – direction signs	£850.00 (ball park)	£595.00	£556.83 Final	£556.83
Foxham Speed Limit Assessment	£2,900.00	£2030.00	£2,900.00 Final	£2,900.00
Ratford Horse Warning Signs	£1,000.00 (ball park)	£700.00	£535.79 Final	£535.79
A342 Old Derry Hill Road Narrows Sign	£500.00 (ball park)	£350.00	£503.54 Final	£503.54
Compton Bassett Speed Limit Implementation	£6,000.00 (ball park)	£4,200.00	£0,000.00	£6,000.00
A4 Studley Speed Limit Implementation	£10,000.00 (ball park)	£7,000.00	£0,000.00	£10,000.00
Compton Bassett War Memorial Edge Lines	£600.00	£420.00	£0,000.00	£600.00
Totals	£68,479.89	£47,935.93	£24,437.48	£64,698.28

Budget £73,172.76

Projected Spend £64,698.28

Balance £8,474.48

Plus Contributions (details below) £20,543.96

Current Balance £29,018.44

Contributions

Calne Anchor Road 20 limit	£2,580.00	Calne Town Council – to be invoiced upon completion
A4 Quemerford Footway survey	£408.86	Calne Town Council – to be discussed at LHFIG
Calne Bremhill View kerbs	£1,800.00	Calne Town Council – to be invoiced upon completion
Calne Ramsey Road – drop kerbs	£750.00	Calne Town Council – to be invoiced upon completion
Calne Quemerford footway – build	£2,467.50	Calne Town Council – to be invoiced upon completion
A3102 Mile Elm – signing & lining	£2,250.00	Calne Without Parish Council – to be invoiced upon completion
Calne Sandpit Rd / Comet Footpath	£3,732.60	Calne Town Council – to be invoiced upon completion
Calne The Strand direction signs	£255.00	Calne Town Council – to be invoiced upon completion
Foxham Speed Limit Assessment	£870.00	Bremhill Parish Council – to be invoiced upon completion
Ratford Horse Warning Signs	£300.00	Calne Without Parish Council – to be invoiced upon completion
A342 Old Derry Hill road narrows	£150.00	Calne Without Parish Council – to be invoiced upon completion
Compton Bassett Speed Limit	£1,800.00	Compton Bassett Parish Council – to be invoiced upon completion
A4 Studley Speed Limit	£3,000.00	Calne Without Parish council – to be invoiced upon completion
Compton Bassett Edge Lines	£180.00	Compton Bassett Parish Council – to be invoiced upon completion
Total contributions	£20,543.96	

C118, C111 and C132

Foxham, Chippenham

Speed Limit Assessment

Document Control Sheet

Project Title: C118, C111 and C132 Foxham, Chippenham

Report Title: Speed Limit Assessment

Revision: Version 1

Status: Final

Date: September 2023

Record of issue

Issue	Status	Author	Date	Check	Date	Authorised	Date
1	Issue	AGP	9/23	FC	9/23	KB	9/23

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1.0 Introduction and background

This assessment has been undertaken at the request of the Wiltshire Council following concerns raised by Bremhill Parish Council.

The Parish Council, with support from their local Council member, has asked Calne Local Highway and Footway Improvement Group (LHFIG) to instruct Wiltshire Council to undertake a review of the speed limit through the village of Foxham. The Parish believe that the village should be covered, or part covered, by a 30mph speed limit. The current posted speed limit is 40mph.

The roads under consideration are C Class roads – C118, C111 and C132. The majority of traffic will be local traffic accessing properties in the area. The roads are not part of the strategic network providing inter-urban links.

The Department for Transport Circular 01/13 Setting Local Speed Limits sets out guidance as a basis for assessments of local speed limits, traffic authorities set local speed limits in situations where local needs and conditions suggest a speed limit which is lower than the national speed limit. Speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. Speed limits should be seen by drivers as the maximum rather than a target speed.

Speed limits should not be used to attempt to solve the problem of isolated hazards, such as a single road junction or reduced forward visibility. The principal aim in determining appropriate speed limits should be to provide a consistent message between speed limits and what the road environments looks like, therefore, changes in speed limit need to be reflective of changes in the road layout and characteristics. This approach will provide consistency across the country for drivers.

The underlying aim should be to achieve a 'safe' distribution of speeds. The key factors that should be considered in any decisions on local speed limits are:

- History of collisions;
- Road geometry and engineering;
- Road function;
- Composition of road users;
- Existing traffic speeds; and
- Road environment.

While these factors need to be considered for all road types, they may be weighted differently in urban or rural areas. The impact on community and environmental outcomes should also be considered.

Circular 01/2013 Setting Local Speed Limits states that whilst traffic authorities should continue to routinely collect and assess both mean and 85th percentile speeds, mean averages should be used as the basis for determining local speed limits.

For clarity, the distinction between the mean and 85th percentile value is:

- Mean speeds are the average speeds that vehicles travel at
- 85th percentile speeds are the speeds at or below which 85% of vehicles are observed to travel under free-flowing conditions. This is a nationally recognised method of assessing traffic speeds. (Setting local speed limits, 2013).

What is a village?

The criterion for a 30mph limit is detailed in the Department for Transport Traffic Advisory Leaflet 01/04; Village Speed Limits, and is based on the amount of frontage development, with a requirement for 20 or more houses over a minimum length of 600 metres. This length may be reduced to 400 metres when the level of development density over this shorter length exceeds the 20 or more houses criterion and in exceptional circumstances a reduction to 300 metres is permissible. If there are just fewer than 20 houses, then the Highway Authority can make extra allowance for key buildings, such as a church, shop or school. The measurement of frontage development is based only on those houses that front onto the main road. It does not include groups of houses that access the main road from a side road. Frontage development density has to achieve an average of three houses per 100 metres throughout the length but particularly at the entrances to the limit. This ensures appropriate reinforcement of a village environment to the motorist. Please refer to Figure 1 below for an example. (DfT Traffic Advisory Leaflet 01/04 Village Speed Limits, 2004)

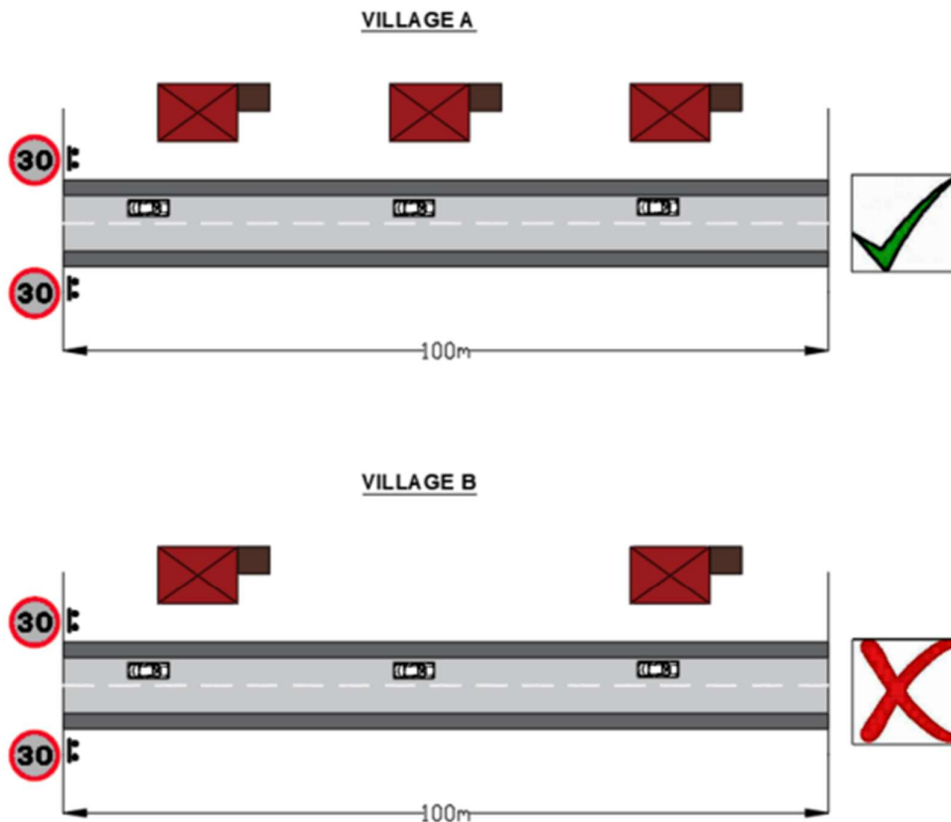


Figure 1 example of measure of density

Method of Analysis

The speed limit assessment process requires the calculation of time over distance to establish an average speed for each section of road being reviewed rather than the use of point speed data at a single location as would be collected by a traffic count survey. Generally, a total of seven journeys

in each direction are made for each section of road under review and an average speed calculated from this analysis. The method of journey time analysis is considered a more robust analysis of vehicle speeds over the full length of each section to determine average speeds throughout the route rather than to rely on the use of point speeds which only offer a reading for vehicle speed at a single point of the route. This method ensures data is recorded for free-flowing traffic conditions.

Collision Data

The measurement of collisions is undertaken by establishing the number of recorded collisions that have taken place that have resulted in personal injury. Damage only and unrecorded incidents are not a material consideration. Collision data covering a 6-year period is used for assessment purposes, which is sourced from the Police Stats19 database

The use of personal injury collisions is universal across the United Kingdom not only in the assessment of speed limits but also in identifying schemes to improve highway safety. This accords with the principles set out in the Road Safety Code of Good Practice. (A Road Safety Good Practice Guide for Highway Authorities, 2006)

Legal Traffic Regulation Order Process

There must be a legal basis for any speed limit change, it must meet the required criteria otherwise the restriction can be challenged in court. As a moving vehicle offence, the enforcement authority for speed limits is the Police, therefore agreement and support must be sought from them before any changes are implemented.

The implementation of any new or change to an existing speed limit requires the legal procedure to introduce a Traffic Regulation Order (TRO) to be followed. This process requires formal advertisement and consultation providing members of the public with an opportunity to comment on the proposal. The associated costs with conducting this legal process are in the region of £3,000 (current cost as at October 2022) and it can take between twelve to eighteen months to complete.

2.0 Data Collection

2.1 Site observations

For the purpose of the speed limit review, the assessed route has been divided into four sections. The characteristics of the route varies along its length, therefore reviewing these sections separately allows each section to be assessed based on the most appropriate criteria for the nature and setting of that part of the route. The nodes have been taken as the speed limit terminals at extremity of the village and the two principal road junctions within the length under consideration

Section 1

This section starts at the 60/40mph terminal sign south-eastwards towards West End and terminates at the Charlcutt / Foxham junction. There are a number of dwellings along its length. Almost all have off road parking. There is also a road surfacing business and farms. Some sections have verges and some have no verges. There are no footways. There are pasture fields between some of the dwellings bordered by hedges. The existing speed limit is 40mph.

Section 2

This section commences at the T-junction, Charlcutt / Christian Malford / Foxham and ends at the junction with the road to Thornend near The Foxham Inn. The carriageway is rather narrow, there are flat grass verges, some of them very wide. There are dwellings along the section but mostly they are spaced out along the length. Between the houses there are pasture fields. The highway boundary is mostly hedges. The existing speed limit is 40mph.

Section 3

This section extends from the junction with the road to Thornend eastwards to the 40/60mph speed limit terminal. Properties on this section include the parish church of St. John the Baptist, the village hall and post office, an antiques furniture shop, dwellings and a farm. The houses are sometimes separated by pasture fields. The carriageway is rather narrow and there are frequently wide grass verges. The existing speed limit is 40mph.

Section 4

This final section commences at the junction with sections 2 and 3 near The Foxham Inn and continues northwards to the 40/60mph speed limit terminal signs. It is a straight section of road with grass verges, some of them very wide. There are some dwellings but also pasture fields. The existing speed limit is 40mph.

2.2 Journey time data

Journey time data has been collected. The method employed is to follow other vehicles, in free flowing traffic conditions, as they travel the route matching their speed. This gives an insight into how drivers using the route behave in terms of driven speeds.

Each section was driven 7 times in both directions, following a variety of vehicles/drivers, and the journey time for that section recorded. It should be noted that the length of each section varies.

<u>Journey Run Number</u>	<u>Section 1 60/40mph terminal to T- junction at West End</u>	<u>Section 2 T-junction at West End to The Foxham Inn junction</u>	<u>Section 3 The Foxham Inn Junction to 40/60mph terminal east</u>	<u>Section 4 The Foxham Inn junction north to the 40/60mph terminal</u>
1	54.64	36.70	39.52	20.66
2	52.01	44.02	44.35	21.94
3	55.94	37.80	41.17	21.19
4	57.92	38.93	38.84	20.54
5	56.04	39.62	43.75	22.98
6	106.53	33.89	40.19	20.21
7	51.22	35.33	43.15	20.66
8	46.79	36.35	42.75	19.98
Average Times:	53.97	37.46	41.75	20.87

Table 1: Journey Time Data

Note: The fastest & slowest results from each section timing will be disregarded when calculating the average time for that particular section to produce more reliable results by disregarding outliers.

2.3 Traffic speeds and volumes

The journey time data shown in section 2.2 is used to calculate mean (average) speeds of vehicles on the route. Table 2 shows the mean speeds for each section and the accompanying calculation data.

Vehicle volumes are recorded using a radar device mounted to street furniture. This device captures the number and classification of vehicles as they pass. The speed data collected by this device is not used for the speed limit assessment process as it gives point speeds only.

There were two sites used for the radar device. One device was located near West End Stables at Foxham West for a 7 day period in August 2023 recording an annual daily traffic volume (AADT) of 778 vehicles. The other location was near Gate Farm at West End, Foxham during the same time period recording an AADT of 684 vehicles. This accounts for both directions of travel. These traffic flows are used in the table on the drawing in Appendix A at the end of this report.

Road Sections	Description	Average Journey Time (secs)	Section Length (Metres)	Speed (Metres per Second)	Mean Speed (Miles per Hour)
Section 1	60/40 terminal to T-junction at West End	54.0	690	12.8	28.6
Section 2	T-junction at West End to The Foxham Inn junction	37.4	548	14.6	32.7
Section 3	The Foxham Inn junction eastwards to 40/60mph terminal	41.8	712	17.1	38.1
Section 4	The Foxham Inn junction northwards to 40/60mph terminal	20.9	357	17.1	38.3

Table 2: Mean Vehicle Speeds

2.4 *Collision data*

An interrogation of the Police collision database indicates there have been no reported personal injury collisions in the 72 months preceding this report in any of the Sections under consideration.

2.5 *Local concerns*

The Parish Council, with support from their local Council member, has asked Calne LHFIF to instruct Wiltshire Council to undertake a review of the speed limit through the village of Foxham. The Parish believe that the village should be covered, or part covered, by a 30mph speed limit. The current posted speed limit is 40mph.

3.0 **Analysis**

It is set out in Circular 01/13 that 'Drivers are likely to expect and respect lower limits and be influenced when deciding on what is an appropriate speed, where they can see there are potential hazards, for example outside schools, in residential areas or villages and in shopping streets.'. The DfT therefore state that a principal aim for determining appropriate speed limits should be to provide a consistent message between the speed limit and what the road looks like and for changes in speed limit to be reflective of changes in the road layout and character.

The following are important factors when considering what is an appropriate speed limit.

- history of collisions, including frequency, severity, types and causes

- road geometry and engineering (width, sightlines, bends, junctions, accesses and safety barriers and so on)
- road function (strategic, through traffic, local access et cetera)
- composition of road users (including existing and potential levels of vulnerable road users);
- existing traffic speeds
- road environment, including level of road-side development and possible impacts on residents (e.g. severance, noise, or air quality)

It is recognised within the circular that different road users perceive risks and appropriate speeds differently, with drivers often not having the same perception of the hazards of speeds as people on foot, cycles or horseback. The needs of vulnerable road users must be taken into account.

The guidance does however also state '*Speed limits should not be used to attempt to solve the problem of isolated hazards, for example a single road junction or reduced forward visibility such as at a bend, since speed limits are difficult to enforce over such a short length. Other measures, such as warning signs including vehicle activated signs, carriageway markings, junction improvements, superelevation of bends and new or improved street lighting, are likely to be more effective in addressing such hazards. Similarly, crossings or, in rural areas, the provision of adequate footways can be a more effective means of improving pedestrian safety than lowering a speed limit over a short distance*'.

The guidance also advises that if a speed limit is set unrealistically low for a particular road function and condition, it may be ineffective and drivers may not comply with the speed limit. If many drivers continue to travel at unacceptable speeds, the risk of collisions and injuries would increase.

It may well be that a speed limit need not be changed if the collision rate can be improved or wider quality of life objectives can be achieved through other speed management measures, or other measures. These alternative measures should always be considered before proceeding with a new speed limit.

It is considered that each section of the assessed route on the C118, C111 and C132 would be classed as part of the rural road network when considering the criteria set out in the circular.

The following table sets out the speed limits for single carriageway roads in rural locations as would be applicable to these C roads at Foxham.

Speed limit (mph)	Where limit should apply:
60	Recommended for most high quality strategic A and B roads with few bends, junctions or accesses.
50	Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses. Can also be considered where mean speeds are below 50 mph, so lower limit does not interfere with traffic flow.
40	Should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users.

Table 3: Rural Speed Limit Criteria - Circular 01/13

In relation to the criteria above, the four sections under consideration meet the descriptors for a 40mph speed limit, both in terms of characteristics and recorded mean speeds. The lack of recorded injury collisions indicate that the speed limits are working satisfactorily. However, Circular 01/13 also has a section on villages (section 7.3), where a 30mph speed limit is recommended. The density of properties and accesses on Section 1 and most of Section 2 suggests that a 30mph would be acceptable.

Sections 3 and 4 have fewer properties and accesses than Sections 1 (and most of Section 2) and there have been no recorded injury collisions in the recent six years. The criteria for a 30mph speed limit on these rural roads, as set out in TAL 1/04 (see pg. 5 of this report), is therefore not met. It is recommended that the existing 40mph speed is acceptable.

These conclusions are shown on the table on the drawing at the end of this report, In Appendix A

The section terminal points on a speed limit review are selected for a number of reasons. They do not have to become the actual speed limit terminals. The team have considered the 30/40mph terminal point in Sections 2. The properties and accesses referred to in Section 2 that led to the recommended 30mph speed limit end with property "Gate Farm". It is therefore recommended that this becomes the 30mph terminal point (see plan in Appendix A). The northern terminal point for the 30mph speed limit will be the same location as the current 40/60 terminal.

4.0 Recommendation and Costs

The costed recommendation set out in this report is the introduction of a 30mph speed limit in Sections 1 & 2. The likely associated costs for implementation are set out below.

<u>Description</u>	<u>Cost</u>
Traffic Regulation Order (TRO)	£2,500
Temporary Traffic Management	£2,000
Signing	£3,000
Associated electrical costs	Not applicable
Road Markings	£2,000
Village Gates	£1,500 (per gate)

Table 4: Cost estimate

5.0 References

GOV.UK. 2013. *Setting local speed limits*. [online] Available at: <<https://www.gov.uk/government/publications/setting-local-speed-limits/setting-local-speed-limits>> [Accessed 3 August 2022].

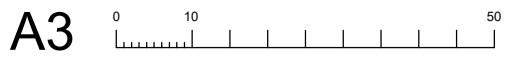
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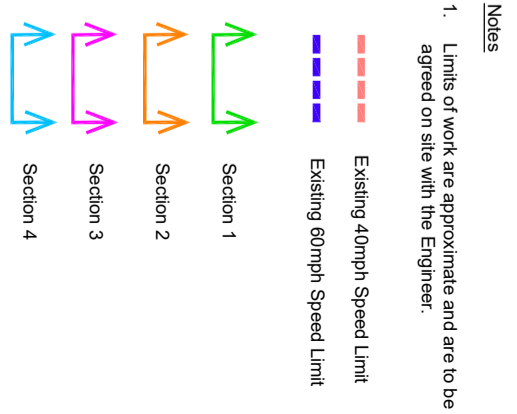
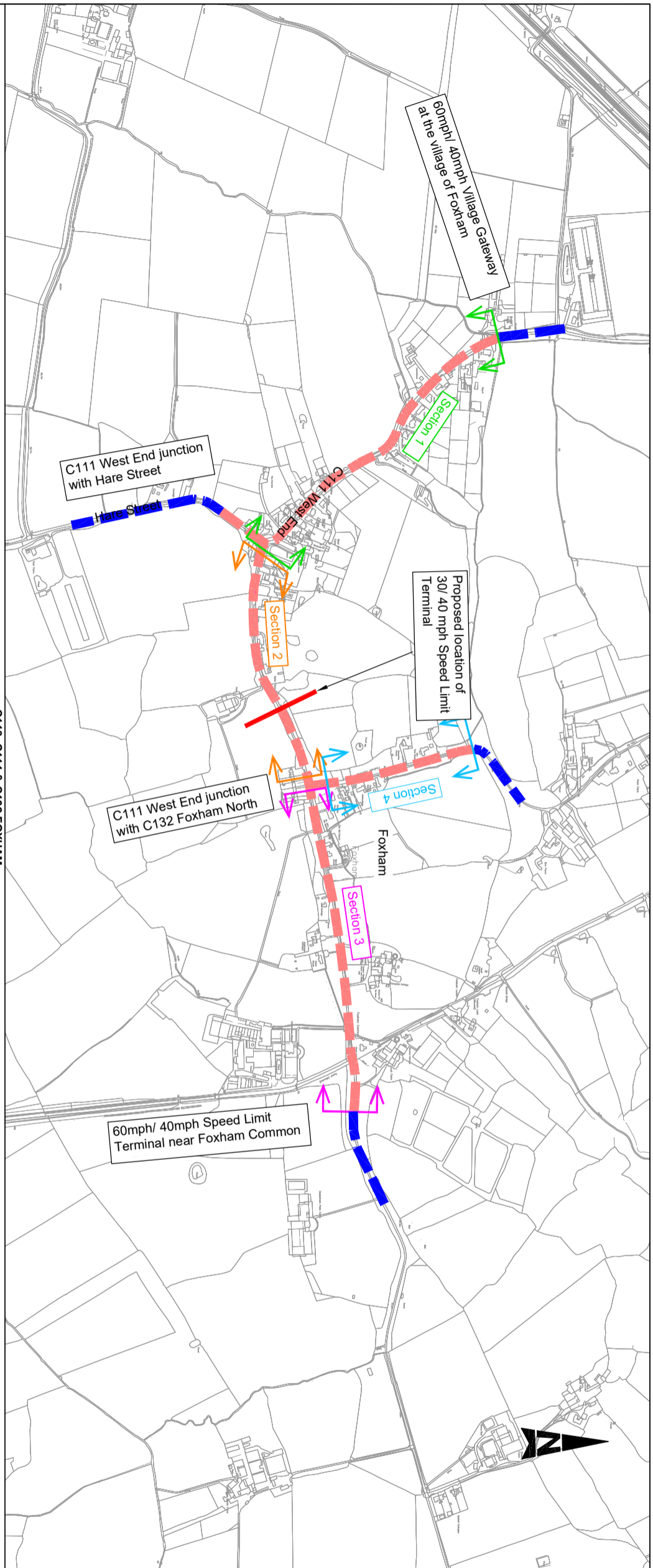
Masseguridadvial.com. 2006. *A Road Safety Good Practice Guide for Highway Authorities*. [online] Available at: <https://masseguridadvial.com/FILES/Complete_Guidance_EN.pdf> [Accessed 3 August 2022].

6.0 Appendix A – Speed limit assessment plan

DO NOT SCALE



A3



Notes
 1. Limits of work are approximate and are to be agreed on site with the Engineer.

Road Sections	Description	Section Length (Metres - Taken from AutoCAD OS Tile)	Existing Speed Limit (Miles per Hour)	AADT (Average Annual Daily Traffic - Taken from Traffic Counts)	Collisions		Mean Speed (Miles per Hour)	Assessed Speed Limit (Miles per Hour)	Recommended Speed Limit (Miles per Hour)	Comments
					All	KSI (Killed or Seriously Injured (Fatal or Severe))				
Section 1 - 3900C118_1/00049	60mph / 40mph Village Gateway at Foxham to 40mph / 60mph change of speed limit on C111 West End at the junction with Hare Street	690m	40	778	0	0	28.6	60	30	This section meets the requirement of a village in accordance with TAL1-04 and DTF Circular 01-13 131-140. It is therefore recommended that speed limit to reduce to 30mph.
Section 2 - 3900C111_1 / 0004	40mph / 60mph change of speed limit on C111 West End at the junction with Hare Street to junction with C132 Foxham North	548m	40	684	0	0	32.7	60	30	This section meets the requirement of a village in accordance with TAL1-04 and DTF Circular 01-13 131-140. It is therefore recommended that speed limit to reduce to 30mph.
Section 3 - 3900C111_1 / 00010	C111 West End junction with C132 Foxham North to 60mph / 40mph Speed Limit Terminal near Foxham Common	712m	40	684	0	0	38.1	60	40	The existing speed seems to be working satisfactory so it is recommended that the speed limit remains at 40mph.
Section 4 - 3900C132_1/00001	West End Junction with Foxham north to the 40/50mph speed terminal sign	357m	40	684	0	0	38.3	60	40	The existing speed seems to be working satisfactory so it is recommended that the speed limit remains at 40mph.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
 IN ACCORD TO THE HAZARDOUS SUBSTANCE REGULATIONS 2002, THE FOLLOWING INFORMATION IS PROVIDED:
 CONSTRUCTION: (NONE IF APPLICABLE)
 MAINTENANCE/CLEANING: (NONE IF APPLICABLE)
 USE: (NONE IF APPLICABLE)
 DECOMMISSIONING/DEMOLITION: (NONE IF APPLICABLE)

Postal Area: SN15 4NE to SN15 4NU
 USRN: 44200810, 44200804, 44200832
 OS Grid Ref: 396628 177686 to 398229 177289
 Philips Street Atlas: P72 B7 to E7
 Road Speed Limit: 40mph

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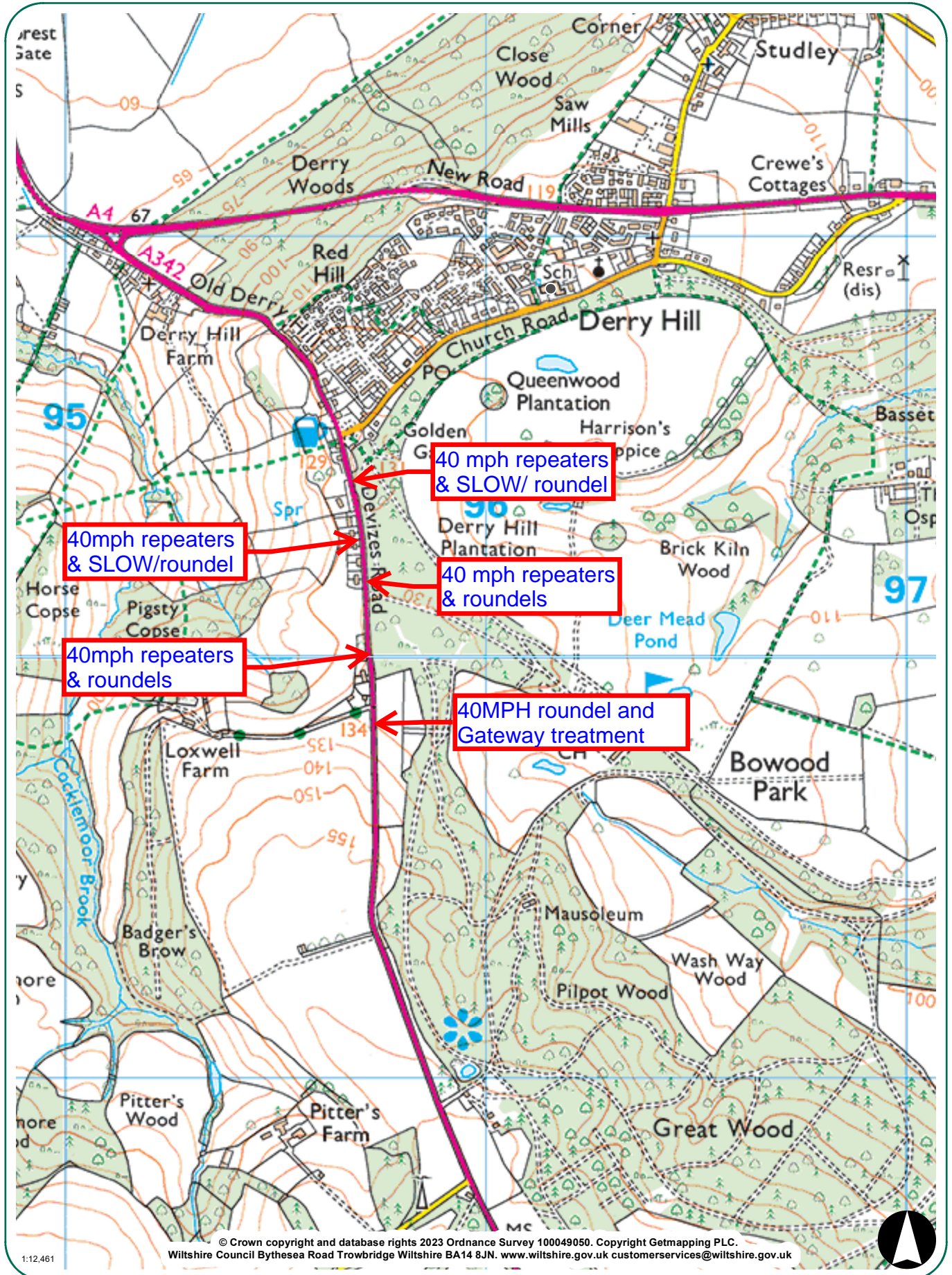
Wiltshire Council

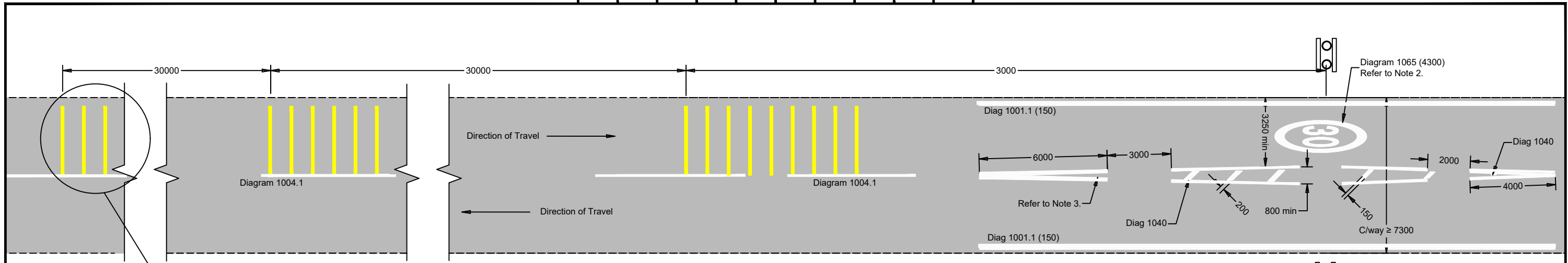
Client
Speed Limit Reviews 2023 - 2024

Sheet Size	Original Scale	Designed/Drawn	Checked	Approved
A3	N.T.S	FC	AP	KNB
Drawing Number	Date	Date	Date	Date
5221679 - ATK - DR - 020	30/08/2023	06/09/2023	06/09/2023	06/09/2023
Status	Revision	By	Date	Rev
S2				1.0

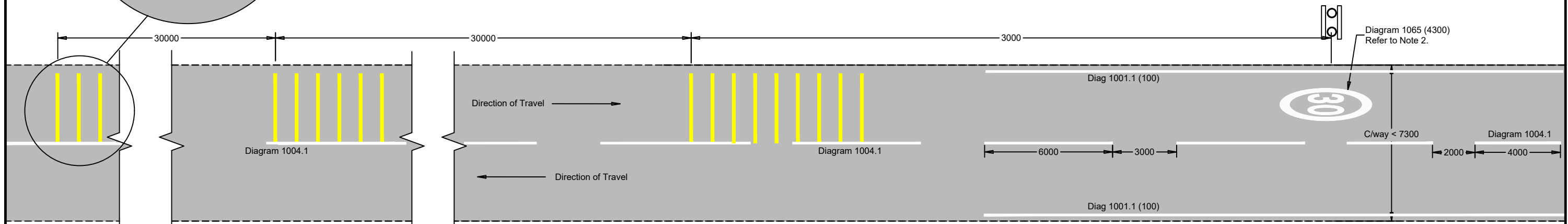
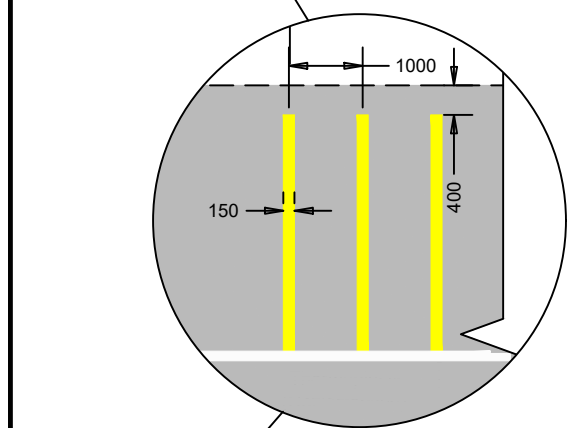
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 100048050, 2014

ArcGIS Web Map





GATEWAY TYPE C - ROAD WIDTH ≥ 7.30M



GATEWAY TYPE D - ROAD WIDTH < 7.30M

- NOTES**
- 30 / 40 Carriageway roundels to diagram 1065 will typically be 4300mm. On higher speed roads i.e. Dual carriageways a 7500mm roundel should be used.
 - Refer to Chapter 5 of 'The Traffic Signs Manual - Road Markings 2018' Table 2-7 for taper detail.
 - Traffic signs and road markings shall comply with 'The Traffic Signs Regulations and General Directions 2016'.
 - All road markings shall meet the requirements specified in Chapter 5 of the 'The Traffic Signs Manual' Road Markings 2018'.

- All road markings shall be formed in thermoplastic material complying with BS EN1436: Class A.
- Existing road markings to be removed to suit proposed layout.
- Use of this drawing does not absolve the client from his responsibilities under 'The Health & Safety: The Construction (Design & Management) Regulations 2015'

REV				
Rev	Revision details	Chkd	Appd	Date
Drawn: MJR		DRAWING STATUS		
Checked: DMT				
Approved: GTR		ISSUE		
Date: 23/03/19				
File Ref: L:/trafficengineeringteam/				

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Consultant: **ATKINS**
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Project Name:
 WILTSHIRE COUNCIL - HIGHWAYS & TRANSPORT
 STANDARD HIGHWAY CONSTRUCTION DETAILS

Drawing Title:
 SERIES 1200 TRAFFIC SIGNS & ROAD MARKINGS
 SPEED LIMIT GATEWAY OPTIONS (WITHOUT COLOURED SURFACE)

APPROVED
CONTRACTOR TO ENSURE LATEST DETAILS ARE USED

Original Sheet Size : A3
 Scale : NOT TO SCALE Dimensions : mm

Drawing No. Rev:
 WC-HCD-1200-D004 0

Route 403 Cross Council Working Group Update to Calne Area LHFIG – October 2023

The Working Group was established in 2022 to “preserve and enhance the 403 Sustrans Route between Chippenham and Avebury as a multi-user route for active travel and leisure, well-being and commuting purposes, and to promote its use to, and care by, the local community.”

The Group now comprises representatives from Calne Town Council, Calne Without Parish Council, Bremhill Parish Council, Cherhill Parish Council, Chippenham Town Council, Wiltshire Council’s Rights of Way Team, Sustrans, Sustainable Calne and the Chippenham Cycle Network Development Group.

Progress since the previous update (July 2023) includes:

- The route diversion to the east of Yatesbury has is now reflected on the official Sustrans online map. The Group is sourcing a supplier of metal finger signs to mark the diversion on the ground.
- Hills Waste Management have undertaken to cut back overgrown hedges following the end of the nesting season. The Group is investigating options for improving the track surface through this section.
- The Group has been trying to make contact without success to contact Valencia Waste Management, the new owner of the meadow immediate east of Low Lane, with a view to promoting surface improvements.
- Wiltshire Council’s Rights of Way Team is exploring opportunities for further surface improvement work along the disused railway line.
- Further work continues to improve accessibility along the disused railway line. One gate has been tied back with the approval of the landowner. Another has been removed for repair, with the possibility that this show that it is not required. Current focus is on accessibility into Castlefields Park.
- An information board has been installed by the Friends of the River Marden on the railway line near Bodnage Wood. The Group has made further progress on developing an information board to help promote the route to potential users.
- Calne Without Parish Council are planning works to improve access from the railway line onto footpath CALW13, which crosses the railway line just north of the Millenium Bridge.

Cllr John Barnes
Calne Without Parish Council

