

# AGENDA

**Meeting:** Devizes Area Board  
**Place:** Needham House, Victoria Rd, Devizes, SN10 1FA (In the community room, turn right in reception and the room is on your right)  
**Date:** Monday 17 February 2025  
**Time:** 6.30 pm

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

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**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.

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Please direct any enquiries on this Agenda to Tara Hunt, direct line 01225 718352 or email [tara.hunt@wiltshire.gov.uk](mailto:tara.hunt@wiltshire.gov.uk)

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

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## Wiltshire Councillors

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

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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](#).

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

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

## **Area Board Officers**

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

Engagement and Partnership Lead, Central – [caroline.lequesne@wiltshire.gov.uk](mailto:caroline.lequesne@wiltshire.gov.uk)

Senior Democratic Services Officer – [tara.hunt@wiltshire.gov.uk](mailto:tara.hunt@wiltshire.gov.uk)

| Items to be considered  | Time   |
|---|--------|
| <p style="text-align: center;"><b><u>Welcome and Introductions</u></b></p> <p>To welcome those present to the meeting.</p> <p>1 <b>Apologies for Absence</b></p> <p>To receive any apologies for absence.</p> <p>2 <b>Minutes (Pages 1 - 26)</b></p> <p>To approve and sign as a correct record the minutes of the meeting held on 18 November 2024.</p> <p>3 <b>Declarations of Interest</b></p> <p>To receive any declarations of disclosable interests or dispensations granted by the Standards Committee.</p> <p>4 <b>Chairman's Updates</b></p> <p>The Chairman will give any updates on outcomes and actions arising from previous meetings of the Area Board.</p> | 6.30pm |
| <p>5 <b>Information Items (Pages 27 - 64)</b></p> <p>The Area Board is asked to note the following Information items:</p> <ul style="list-style-type: none"> <li>• Community First</li> <li>• Wiltshire Council <a href="#">Consultation Portal</a></li> <li>• Wiltshire Council Information Items: <ul style="list-style-type: none"> <li>○ Cost of Living update</li> <li>○ Wiltshire Local Elections 2025</li> <li>○ Devolution to Wessex update</li> <li>○ Family and Community Learning (FACL) Impact Report 2023-24</li> </ul> </li> </ul>  | 6.40pm |
| <p>6 <b>Partner and Community Updates (Pages 65 - 74)</b></p> <p><u>Verbal Updates</u></p> <p>To receive any verbal updates from representatives, including:</p> <ul style="list-style-type: none"> <li>• Wiltshire Police – Inspector Simon Garret</li> <li>• Police and Crime Commissioner - Philip Wilkinson OBE</li> <li>• Town and Parish Councils</li> </ul> <p><u>Written Updates</u></p> <p>The Board is asked to note the following written or online updates attached to the agenda:</p> <ul style="list-style-type: none"> <li>• Dorset and Wiltshire Fire and Rescue Service (DWFRS)</li> </ul>   | 6.45pm |

online update:

<https://www.youtube.com/watch?v=bVJRnk705PM>

**7 Area Board Review - Priorities and Achievements 7.10pm**

To receive updates on the Area Board priorities (listed below) and to celebrate achievements of the Area Board over the last 4 years.

- Addressing climate change and protecting the environment (Lead Cllr – Cllr Tamara Reay)
- Improve opportunities for children and young people (Lead Cllr – Cllr Dominic Muns)
- Valuing and supporting our vulnerable and older people (Lead Cllr – Cllr Simon Jacobs)
- Increasing the safety of our community (Lead Cllr – Cllr Kelvin Nash)
- Support those in greatest need and improve their resilience (Lead Cllr – Cllr Iain Wallis)

**8 Open Floor 7.40pm**

Residents are invited to ask questions of their Area Board councillors.

**9 Local Highways and Footpaths Improvements Group (LHFIG) 7.50pm**  
(Pages 75 - 94)

To note the minutes and consider the following funding recommendations arising from the last LHFIG meeting held on 14 January 2025.

Recommendations:

- Potterne High Street - Topographical survey, £2,500.00 (LHFIG £1,875, Potterne PC £625)
- Bishops Cannings - Speed assessment, £3,100 (LHFIG £2,325, Bishops Cannings PC £775)
- Devizes SID infrastructure - 3 sockets 1 post, £3,000 (LHFIG £2,250 Devizes TC £750)
- Poulshot Footpath to A361 – Develop a proposal for a substantive bid, £4,500.00 (LHFIG £3,375 Poulshot PC £1,125)
- Waiting restrictions - 2025 batch £6,500.00 (LHFIG £4,875, Seend PC £125, DTC £1,500)

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

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

7.55pm

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

11 **Area Board Funding (Pages 95 - 100)**

8.00pm

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 |
|----------------------|--------------------|--------------|
| £11,271.59           | £1,000.00          | £2,539.15    |

**Balance if all grants awarded in full:**

| Community Area Grant | Older & Vulnerable | Young People |
|----------------------|--------------------|--------------|
| £973.59              | £0.00              | -£960.85     |

**Area Board Initiatives:**

| Ref/Link                | Grant Details   | Amount Requested |
|-------------------------|---|------------------|
| <a href="#">ABG2212</a> | Devizes Area Board Initiative towards furnishing the new youth space (from Community Area Grant budget) | £1,800.00        |

**Community Area Grants:**

| Ref/Link                | Grant Details  | Amount Requested |
|-------------------------|--|------------------|
| <a href="#">ABG2105</a> | Rethink Mental Illness towards Retro Relics Mens Shed  | £500.00          |
| <a href="#">ABG2112</a> | Devizes Canoe Club towards supporting Olympic hopes at Devizes Canoe Club                          | £2,500.00        |
| <a href="#">ABG2187</a> | Bromham Community Hub towards Bromham Community Hub Information Technology                         | £5,000.00        |
| <a href="#">ABG2205</a> | The Devizes to Westminster Canoe Race towards Devizes to Westminster Canoe Race Promotional Banner | £498.00          |

**Older & Vulnerable Grants:**

| Ref/Link | Grant Details | Amount Requested |
|----------|---------------|------------------|
|----------|---------------|------------------|

|                         |   |         |
|-------------------------|---|---------|
| <a href="#">ABG2166</a> | Devizes MS Support Group towards Devizes MS Support Group Outing    | £500.00 |
| <a href="#">ABG2169</a> | Quakers Walk Community Biodiversity Group towards a Wildlife Garden | £500.00 |

### Young People Grants:

| Ref/Link                | Grant Details  | Amount Requested |
|-------------------------|--|------------------|
| <a href="#">ABG2162</a> | West Lavington Youth Club towards West Lavington Youth Club            | £3,000.00        |
| <a href="#">ABG2171</a> | Spurgeons Childrens Charity Wiltshire Family Hub towards Street Sports | £500.00          |

### Delegated Funding

The Board is asked to note the following funding award made under the Delegated Funding Process, by the Strategic Engagement & Partnership Manager, between meetings due to matters of urgency:

- [ABG2193](#) - AB Initiative, Area Board Grant Plaques, £150.00 (from Community Area Grant budget)

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

### 12 Urgent items

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

### Close and Future Dates

**8.30pm**

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

- 20 May 2025, extraordinary meeting to elect a Chairman and Vice Chairman following the local authority elections on 1 May. To take place on the rising of Full Council at County Hall, Trowbridge.
- 30 June 2025
- 6 October 2025
- 1 December 2025
- 2 March 2026

For information on applying for a grant or grant application deadlines for these meetings, contact the Engagement and Partnership Lead, Central, [caroline.LeQuesne@wiltshire.gov.uk](mailto:caroline.LeQuesne@wiltshire.gov.uk).

# MINUTES

**Meeting:** Devizes Area Board  
**Place:** Needham House, Victoria Rd, Devizes, SN10 1FA  
**Date:** 18 November 2024  
**Start Time:** 6.30 pm  
**Finish Time:** 8.30 pm

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Please direct any enquiries on these minutes to:

Tara Hunt,(Tel): 01225 718352 or (e-mail) [tara.hunt@wiltshire.gov.uk](mailto:tara.hunt@wiltshire.gov.uk)

Papers available on the Council's website at [www.wiltshire.gov.uk](http://www.wiltshire.gov.uk)

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## **In Attendance:**

### **Wiltshire Councillors**

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

### **Wiltshire Council Officers**

Dominic Argar – Assistant Multimedia Officer  
Tara Hunt – Senior Democratic Services Officer  
Caroline LeQuesne – Engagements and Partnerships Lead - Central  
Richard Rogers – Strategic Engagement & Partnership Manager

### **Partners**

Wiltshire Police  
Devizes Town Council

**Total in attendance: 38**

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| <u>Minute No..</u> | <u>Summary of Issues Discussed and Decision</u>   |
|--------------------|---|
| 100                | <p><u>Apologies for Absence</u></p> <p>No apologies for absence were received from Area Board Cllrs.</p> <p>Apologies were received from:</p> <ul style="list-style-type: none"> <li>• Wiltshire Police Chief Constable, Catherine Roper.</li> </ul>  |
| 101                | <p><u>Minutes</u></p> <p>The minutes of the last meeting were presented for consideration, and it was,</p> <p><b>Resolved:</b></p> <p><b>To approve and sign the minutes of the meeting on 16 September 2024 as a true and correct record.</b></p>  |
| 102                | <p><u>Declarations of Interest</u></p> <p>The Chairman stated that he had an Other Registerable Interest (ORI) in agenda item 11, the Area Board Grants, in particular the grant application from Devizes Opendoors, as he was a trustee of the organisation. As set out in the constitution, he would withdraw from the meeting in his capacity as a Cllr for that grant but could remain in the room. He could speak as a member of the public but would not take part in any discussion or vote on the matter.</p>   |
| 103                | <p><u>Chairman's Updates</u></p> <ul style="list-style-type: none"> <li>• <b>Update on Devizes Gateway Station</b><br/>At the Chairman's invitation, Cllr Tamara Reay as Cabinet Member for Transport gave the update, stating that Network Rail had published the Wiltshire Rail Strategic Study which set out the basis of strategic rail planning in Wiltshire. It was noted that previous pieces of work such as the Devizes Gateway Restore Your Railway project under the previous government had fed into this. The Network Rail study recommended a number of interventions, such as enhancements to tracks and signalling in Westbury and Melksham, enhancing local services on the TransWilts route (via Melksham), building new stations at Devizes and Corsham, and developing direct rail services between Wiltshire and key hubs. This was positive news, as it was an industry document which was supportive of the Devizes Gateway station. However, it was early days, and things were likely to change, with renationalisation on the horizon. Wiltshire Council would engage with the Department for Transport (DfT) to try to progress matters. Further details could be seen online here:<br/><a href="https://www.wiltshire.gov.uk/news/council-welcomes-wiltshire-rail-">https://www.wiltshire.gov.uk/news/council-welcomes-wiltshire-rail-</a></li> </ul> |



|     |   |
|-----|---|
|     | <p><a href="#">strategic-study</a>.</p> <p>Simon Fisher, clerk to Devizes Town Council (DTC) also added that DTC had committed some funding to support some of the work. Their previous rail expert had been commissioned again to work with DTC and ensure that Devizes was involved in the process. In response to a question, it was stated that all villages, parishes and stakeholders would be kept up to speed.</p> <p>Cllr Reay thanked everyone for their hard work on the project.</p> <ul style="list-style-type: none"> <li>• <b>Fire in Northgate Street, Devizes</b><br/>The Chairman announced that there had been a fire about a week previously at a takeaway in Northgate Street. It was highlighted that no one had been hurt and that a number of people living above the shop and to either side had been evacuated. The building had been deemed structurally unsafe, and those evacuated who needed accommodation had been accommodated now. Thanks were given to everyone who had helped, in particular the emergency services, council officers (Highways and Social Services) and to those that had donated to fundraising to assist those affected who had lost their belongings. It was noted that road closures were in place, and building control were assessing the building and would make a decision on what was safe to do. It was hoped that at least 1 lane could be opened, and traffic could be traffic light controlled. The public were asked to avoid driving up Snuff Street as this was a pedestrian zone. In response to questions, it was noted that the building was listed, so this could delay matters and safety was the main consideration.</li> </ul> <p>Not related to the fire, but Members queried when the traffic lights on Bath Road might be removed, the Chairman thought that this would be on 12 December but would confirm outside of the meeting.</p> <p>The Chairman stated that Wessex Water would be finished with their works in Station Road by the end of the week.</p> |
| 104 | <p><u>Information Items</u></p> <p>The Board noted the Information Items as set out in the agenda pack and supplement 2, these were:</p> <ul style="list-style-type: none"> <li>• Community First (pages 13 – 27 and supplement 2)</li> <li>• BSW Together (Integrated Care System) (pages 29 – 30 and supplement 2)</li> <li>• Vaccine Confidence Training Sessions (supplement 2)</li> <li>• Wiltshire Council Information Items: <ul style="list-style-type: none"> <li>○ Wiltshire Council <a href="#">Consultation Portal</a> (website link)</li> <li>○ Cost of Living Update (pages 31 – 32 and supplement 2)</li> <li>○ Public Health Annual Report (pages 33 – 35)</li> </ul> </li> </ul>   |

Police update

The Chairman highlighted that Chief Constable Catherine Roper had sent apologies for the meeting.

The Chairman invited Inspector Simon Garret of the Devizes Neighbourhood Policing Team to give an update. The inspector announced that it was his first ever Area Board meeting and that he was the new inspector for Devizes, Marlborough and Pewsey. Sergeant Chris Wickham was also in attendance.

The inspector detailed some of the crime statistics in his presentation (available in the agenda pack) crime rates were fairly stable, with a modest increase of 6 crimes. There had been a drop in theft, which could possibly be attributed to some of the known, frequent shoplifters being in prison. There had been 11 sexual offences, for all but one, the suspect was known to the victim. For the other, enquiries were ongoing to identify the suspect.

There had been a rise in burglary compared to the same period last year. FAT rates (percentage of crimes solved) were detailed, Wiltshire was above average when compared to similar forces. There had been a crime series where 5 properties were burgled in one series. 2 juveniles had been arrested in relation to this, 1 had been remanded into custody and the other was on bail. Burglary was a crime priority for the team.

In the community the team had been working on Safer Business action week, targeting shoplifting. There was a focus on rural crime, with officers providing prevention advice and targeting hare coursing. The team had been working on the Fatal 5 prevention to educate people to reduce Road Traffic Collisions.

The team had also been looking at the night time economy, undertaking licensing checks and targeting Anti Social Behaviour (ASB). Plenty of speeding enforcement had been undertaken, at locations including Caen Hill, Long Street, Victoria Road and Brickley Lane. Theft from vans was a priority, as organised criminals had been targeting work vans and stealing high value tools.

It was announced that the Devizes Public Spaces Protection Order (PSPO) went live on 15 November 2024, following a 2 year journey. It covered the town centre and surrounding areas, and police could confiscate open alcohol containers and disperse groups of 2 or more who were acting antisocially. Educational work and signposting with street drinkers was also being undertaken.

In relation to response times when calling 101, call rates were high, with 49,500 calls being received by the contact centre in October 2024. The call centre tried to deal with calls promptly and professionally and was in a much better place when compared to a year ago. Staff had been recruited, and training provided, however it took time for staff to gain experience, so things should keep improving.

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|     | <p>In response to an earlier question regarding traffic in Devizes, it was highlighted that as a result of the fire and other roadworks there were a number of road closures in place, so traffic was being diverted. Members highlighted Whistley Road, where there was no formal diversion route, it was simply a short cut that people took which had been exacerbated by the fire road closures and wondered if anything could be done. The Inspector stated that he would take that away and look at it. Attendees highlighted Conscience Lane in Rowde as another road the police may want to look at. Cllr Kelvin Nash as Chairman of the LHFIG stated that there was a project in Devizes to address speeding issues, however, there were roads that were often congested, and when they were not congested there were speeding issues, such as London Road. This resulted in average speeds not hitting the required level for enforcement. It was stated that any speeding enforcement that could take place would be good. The Inspector highlighted that they had to balance work on traffic and speeding with all their other priorities, but again would look at this.</p> <p>Congratulations were passed on to the Inspector and his team for catching some scrap metal thieves very quickly. In response to a question, it was confirmed that the police and the military police cooperated and worked together. Additionally, crimes within Salisbury Plain could be reported to 101.</p> <p>Bike thefts were discussed, as some recent data had shown that this crime was quite high in Devizes. However, it transpired that the data may have been old, as this did not match police data which showed there had been a spike last summer, but numbers had dropped now. This could in part be due to the person thought to be responsible no longer being in the area. Noel Woolrych a regular attendee and CCTV operator in Devizes, confirmed that there had been a drop in bike thefts recently and that there was good CCTV coverage on most of the bike racks.</p> <p>In response to a question on organised begging, usually from people outside of the area, it was stated that people should report this when they see it happening and it was a national issue.</p> <p>Feedback from attendees was given on the online reporting system, which was found to be quite complicated, and it had taken 5 working days for contact to be made by the police following the report, However, once contact was made service was excellent and the issue was resolved.</p> <p>In response to a question on staffing levels at the contact centre, it was confirmed that the police were now at full capacity. However, some training was still to be undertaken. Retention of staff was also very important.</p> <p>The Chairman thanked the police for their update.</p> |
| 106 | <p><u>Partner and Community Updates</u></p> <p><b>Town and Parish Council Updates</b></p>  |

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|     | <ul style="list-style-type: none"> <li>• <b>West Lavington Village Hall</b> thanked the Board for the grant awarded at the last meeting for radiant heating, which was now being installed.</li> <li>• <b>Devises Town Council (DTC)</b> – Simon Fisher, DTC clerk gave an update to the meeting. In relation to The Shambles, which was one of the projects consulted upon during the summer, lots of feedback had been received, and some concerns had been raised. DTC would do a follow up response, and there was impetus to get the project moving. A fuller update could be given in the new year.</li> </ul> <p>There had been complaints received regarding the path at Quakers Walk between the 2 estates, DTC were trying to resolve issues.</p> <p>Works were being undertaken on the Town Hall with scaffolding in place, DTC were confident that this was not affecting traffic flows. Works would continue until March 2025 and the building would then be watertight.</p> <p>The Christmas lights switch on was planned for 29 November 2024. This year there would not be fireworks, however, something exciting was planned in its place, so people were encouraged to come along see.</p> <p>DTC was working on a tourism strategy for Devises, highlighting that Devises was a very special place to visit. A successful session had been held with Wiltshire Council and other stakeholders.</p> <p>Members announced that on 6 December 2024 twinning would be relaunched for Devises.</p> <p>Simon announced that he was retiring so DTC were recruiting to his position. This would be his last area board as DTC clerk. Members thanked Simon for all his hard work over the years and he received a round of applause.</p> |
| 107 | <p><u>Area Board Priorities</u></p> <p>Lead councillors gave updates about the progress that had been made towards their priority areas:</p> <ul style="list-style-type: none"> <li>• <b>Improve opportunities for children and young people.</b><br/>Cllr Dominic Muns highlighted that both West Lavington Youth Club, and Bromham Youth Club, which the Area Board had supported in the past, were doing well. West Lavington had also secured funding from other streams.</li> </ul> <p>Simon Fisher, Devises Town Council (DTC) clerk, highlighted that DTC also had an aspiration to support young people. There were 3 strands to their work, increased engagement with young people, acknowledging and</p>   |

regarding young people, and to develop a safe space for them. Quite a lot of work had gone into this, but it was acknowledged that they were struggling. The Mayor of DTC added that DTC wanted to use a vacant property in Devizes, and within this building the idea was on the ground floor to create a youth hub/youth café/meeting service, on the middle floor to create a space for youth providers such as health services and mentors, and on the top floor a space for education facilitators for young people in Alternative Provision (AP) so that those young people could be educated in Devizes, rather than having to travel far and wide. This was proving difficult, despite willingness from the various providers, as many of these organisations were already working at full capacity. The challenge was to see how DTC could lead on the project and also fund the project. This project was to be discussed by the DTC Commercial Committee the following evening. It was hoped that DTC could open the building for young people and youth services for an open day soon, to refresh research and consultation.

In response to a question on whether Area Board funding had changed and that some projects, such as youth work, could be funded over a 3 year period, Richard Rogers, Strategic Engagement & Partnerships Manager (SEPM), stated that Area Boards could only commit funding to the financial year in which they were operating. Area Boards could state that they wished to fund projects in the future but could not commit to it as funding was dependent on budgets received (which were unknown until awarded), and these were awarded each financial year. In some areas they had started using Wiltshire Council leisure centres for youth cafés as they did not have to pay for use and were looking at working with other groups such as Community First. They were open to new ideas but were constrained by budgets and criteria. Having said that the Area Board model was being looked at again, and this review would presumably include funding.

Attendees expressed that they wanted the Devizes youth hub to be successful, and with Simon retiring they were concerned that this might not happen, and that planning for the open day should take place as soon as possible with the aim to get the project off the ground early next year. Simon confirmed that he had identified a member of DTC staff to pick up on the project. Caroline LeQuesne, Engagement and Partnership Lead, Central, stated that there was the Devizes Youth Network which involved many youth groups might also be able to help in some way.

In response to a question from Members on funding it was explained that the building identified was currently empty. The rent that could have been gained by renting out the building was outweighed by the community benefit of the project. A grant had been awarded by the High Street Fund; however, this may be lost due to delays progressing the project. Resources were the main issue in that regard. It was agreed that those involved in the discussion could pick it up outside of the meeting.

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|     | <p>It was also announced that a video on Fostering was available to view here <a href="https://fostering.wiltshire.gov.uk/everything">https://fostering.wiltshire.gov.uk/everything</a>.</p> <ul style="list-style-type: none"> <li>• <b>Valuing and supporting our vulnerable and older people.</b><br/>Cllr Simon Jacobs stated that work in this arena was undertaken with the Men’s Shed, Rotarians, Lions and DOCA, and pondered whether any of these groups could help with the youth hub idea as part of the partnership working idea.</li> <li>• <b>Increasing the safety of our community.</b><br/>Cllr Kelvin Nash highlighted that the meeting had already heard from the police, and it was great news that the PSPO was in place.</li> <li>• <b>Support those in greatest need and improve their resilience.</b><br/>The Chairman stated that he had no further update since the last meeting. The SEPM stated that there was information available at the meeting regarding the Cost of Living and Wellbeing in Devizes. These are appended to these minutes.</li> </ul> |
| 108 | <p><u>Open Floor</u></p> <p>There were no questions.</p>   |
| 109 | <p><u>Local Highways and Footpaths Improvements Group (LHFIG)</u></p> <p>Cllr Kelvin Nash as Chairman of the LHFIG gave a brief update to the meeting. It was highlighted that more work was to be done within the urban area and that safety improvements were planned at Black Dog crossroad.</p> <p>On the proposal of Cllr Nash, seconded by Cllr Laura Mayes, it was:</p> <p><b>Resolved:</b></p> <ul style="list-style-type: none"> <li>• <b>To note the discussions from the LHFIG meeting of 22 October 2024.</b></li> <li>• <b>To approve £3,100 for a 20mph speed limit assessment in Potterne.</b></li> <li>• <b>To approve £14,000 for traffic calming works in Worton High Street.</b></li> </ul>   |
| 110 | <p><u>Air Quality and Sustainable Transport (AQST)</u></p> <p>Cllr Tamara Reay gave an update on the latest AQST meeting which had taken place on 15 November. Key headlines were included in the slides, which are appended to these minutes. Thanks were given to all representatives who had attended the meeting.</p> <p>Regarding London Road, as part of the Local Cycling and Walking Infrastructure Plan (LCWIP) data had been collected and options were to be drawn up in December which would then go out to consultation in January/February 2025.</p>   |

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|     | <p>It was good news that Devizes Air Quality had continued to improve; increasingly efficient vehicles were thought to be the reason for this. This may mean that the Devizes Air Quality Management Area may be revoked by the Department for Environment, Food and Rural Affairs (DEFRA).</p> <p>Wiltshire Connect, which was a demand responsive transport service, had improved patronage. Improvements were being made to the service which already covered Devizes, Pewsey Vale and Tidworth.</p> <p>Walking and Cycling - in relation to bike security which had been discussed at the AQST meeting and earlier in this meeting, bike lockers were being looked at. Data would be checked with the police as data given at the meeting seemed to show a significant problem with bike theft in the Devizes area.</p> <p>The draft Local Transport Plan 4 (LTP4) would be discussed by Cabinet on 19 November 2024 and if approved would go out for an 8 week consultation soon.</p>  |
| 111 | <p><u>Health and Wellbeing Network</u></p> <p>Caroline LeQuesne, Engagement and Partnerships Lead gave an update on the Devizes Health and Wellbeing (HWB) Network meeting which had taken place on 5 November 2024. The slides used are appended to these minutes.</p> <p>The officer gave details on the Neighbourhood Collaboratives which had been set up by Bath and North East Somerset, Swindon and Wiltshire Together (BSW Together) Integrated Care System (ICS). The aim was to be more collaborative, work together to improve health inequalities, discourage silo working and connect the NHS and communities.</p> <p>In order to reduce health care inequalities, the Core 20 plus 5 approach was being used. This targeted the most deprived 20% of the population as identified by the Index of Multiple Deprivation and some ICS chosen groups who experienced poorer than average health access, experience or outcomes, who might not be captured by the Core 20 alone. These were Gypsy Roma Travellers and Boater groups and Manual workers (specifically those in minority groups). The Plus 5 was the key clinical areas of health inequalities, which for adults were:</p> <ul style="list-style-type: none"> <li>• Maternity</li> <li>• Severe mental illness</li> <li>• Chronic respiratory disease</li> <li>• Early cancer diagnosis</li> <li>• Hypertension</li> </ul> <p>The Plus 5 key clinical areas of health inequalities for children and young people were:</p> <ul style="list-style-type: none"> <li>• Asthma</li> </ul> |

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|     | <ul style="list-style-type: none"> <li>• Diabetes</li> <li>• Epilepsy</li> <li>• Oral health</li> <li>• Mental health</li> </ul> <p>The BSW steering group would interact with neighbourhood collaboratives with 6 core principles:</p> <ul style="list-style-type: none"> <li>• Partnership working</li> <li>• Co-production</li> <li>• Whole community approach to addressing equality gaps in health and wellbeing</li> <li>• Integration to create the community led vision</li> <li>• Enabling volunteers and staff to thrive</li> <li>• Creating a movement for change</li> </ul> <p>The Devizes Collaborative had completed their readiness review and a launch programme, and their first project would be 'Improving Emotional Resilience in Young People'.</p> <p>The project was in its early stages and a BSW Together representative would attend a meeting when the project was further progressed.</p> <p>The Devizes HWB Network was a small group although anyone with an interest was welcome to attend. People could contact <a href="mailto:Caroline.LeQuesne@wiltshire.gov.uk">Caroline.LeQuesne@wiltshire.gov.uk</a> for more information.</p> <p>In response to a question regarding whether the Neighbourhood Collaborative could be aligned with the Devizes youth hub project discussed earlier in the meeting, the officer explained that Neighbourhood Collaboratives did not come with any funding. How the groups overlapped would need to be assessed. A lot of the same groups were already involved in the youth hub project and the Neighbourhood Collaborative.</p> |
| 112 | <p><u>Area Board Funding</u></p> <p>The Chairman presided over the item and the Area Board noted the budgets remaining for allocation at the meeting and in noted what the remaining budgets would be if all grants were awarded in full at the meeting.</p> <p>The Area Board heard from grant applicants in attendance who gave a brief overview of, and were questioned about, their project. The applications were taken in a slightly different order to that published in the agenda due to the Chairman's declaration of interest.</p> <p><b>Community Area Grants:</b></p> <ul style="list-style-type: none"> <li>• Devizes and District PHAB requested £200.00 towards minibus seating</li> </ul>   |



cushions.

Representatives of Devizes and District PHAB explained the project and spoke in support of the application.

Cllr Philip Whitehead proposed a motion to award the grant in full, this was seconded by Cllr Simon Jacobs.

**Decision:**

**Devizes and District PHAB was awarded £200.00 towards minibus seating cushions.**

***Reason – The application met the Community Area Grants Criteria 2024/25.***

**Young People Grants:**

- Bromham Youth Club requested £3,230.20 towards running costs for Bromham Youth Club.

Representatives of Bromham Youth Club explained the project and spoke in support of the application.

Cllr Laura Mayes proposed a motion to award the grant in full, this was seconded by Cllr Dominic Muns.

**Decision:**

**Bromham Youth Club was awarded £3,230.20 towards running costs for Bromham Youth Club.**

***Reason – The application met the Youth Grants Criteria 2024/25.***

- Omnes ad Unum requested £2,500.00 towards their organ scholarship and teaching programme.

Representatives of Omnes ad Unum explained the project and spoke in support of the application. It was explained that the project would start in March 2025 and that the scheme would be open to all schools in the area. The main organ at St John's Church was being reconstructed after a fire. Transport or assistance for transport would be provided. The programme was open to all regardless of faith or religion.

In response to questions from the Board, it was explained that the project would start using the existing working organ, and it was hoped that work on the main organ would be completed by May 2025, so at that point they would swap to using the repaired main organ.

The Chairman proposed that the grant be awarded in full, and this was seconded by Cllr Simon Jacobs.

**Decision:**

**Omnes ad Unum was awarded £2,500.00 towards their organ scholarship and teaching programme**

***Reason – The application met the Youth Grants Criteria 2024/25.***

**Area Board Initiatives**

- Devizes Area Board Initiative requested £500 towards the Devizes Area Board Christmas Evening (from Older & Vulnerable budget).

Cllr Kelvin Nash explained the project, stating that it would take place on the last Friday before Christmas and was aimed at the elderly and vulnerable. The event was supported by St James's Church and would involve the town band and the military wives choir.

The Chairman proposed a motion to award the grant in full, which was seconded by Cllr Philip Whitehead.

**Decision:**

**The Devizes Area Board Initiative was awarded £500 towards the Devizes Area Board Christmas Evening**

***Reason – The application met the Older & Vulnerable Grants Criteria 2024/25.***

**Older & Vulnerable Grants:**

Due to his interest declared earlier in the meeting, the Chairman withdrew from the meeting in his capacity as a Cllr at this point, and the Vice-Chairman, Cllr Dominic Muns presided over the grant. The Chairman did not take part in the debate or vote, and did not speak as a member of the public.

- Devizes Opendoors requested £4,780.00 towards providing the support needed to reduce social exclusion for vulnerable older adults in Devizes.

A representative of Devizes Opendoors explained the project and spoke in support of the application.

Members noted that there were not enough funds remaining in the Older & Vulnerable budget to award this grant in full. Richard Rogers, Strategic Engagement & Partnerships Manager (SEPM) explained that some of the

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|     | <p>funding previously awarded could come from the capital budget (Community Area Grant budget) so there would be enough left in the Older &amp; Vulnerable Budget to award this grant in full if the Board were minded to do so.</p> <p>The officer also stated that £3,000 previously awarded to The Patch, Potterne (at the <a href="#">Devizes Area Board on 20 November 2023</a>) towards the establishment of the former village school as a community asset would be coming back to into the Community Area Grants pot as the project had not progressed.</p> <p>Having noted the officer's comments, Cllr Dominic Muns proposed a motion to award the grant in full, which was seconded by Cllr Philip Whitehead.</p> <p><b>Decision:</b></p> <p><b>Devizes Opendoors was awarded £4,780.00 towards providing the support needed to reduce social exclusion for vulnerable older adults in Devizes.</b></p> <p><b><i>Reason – The application met the Older &amp; Vulnerable Grants Criteria 2024/25.</i></b></p> <p><i>Cllr Muns handed back to Cllr Iain Wallis to continue presiding over the meeting as Chairman.</i></p> |
| 113 | <p><u>Urgent items</u></p> <p>There were no urgent items.</p> <p>The Chairman announced future meeting dates as listed on the agenda, thanked everyone for attending and closed the meeting.</p>   |

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## Cost of Living Support

Devizes Area Board is working in partnership with key local organisations to bring you the most up to date cost of living support



### Food support

#### Devizes and District Foodbank

Providing emergency food to people in a crisis in the SN8, SN9 and SN10 areas. To access this foodbank you require a foodbank voucher from a local agency such as Wiltshire Council, Citizens Advice or health services. You can bring this to the foodbank at Unit 4, Glenmore Business Centre, Waller Road, Devizes, SN102EQ or **Tel: 07807 973605**.  
[info@devizesdistrict.foodbank.org.uk](mailto:info@devizesdistrict.foodbank.org.uk)

#### The FUEL Programme

A project that offers children that receive benefits related free school meals the opportunity to take part in fun activities and receive a meal during school holidays  
[www.wiltshire.gov.uk/leisure/fuel-programme](http://www.wiltshire.gov.uk/leisure/fuel-programme)

#### Devizes Community Fridge

This is a space where surplus food is shared for free, bringing people together to eat, connect, learn new skills, and reduce food wastage. There is no need for a referral and people using the fridge can take what they need and give what they can. It is located in the Shambles and is open Fridays between 10.30am and 12.30pm

#### Plot 35 Devizes

A community group which combines the environment, health and food through 2 allotments at Windsor Drive. They meet every Tuesday and Friday from 10am to 3pm. To join or find out more **Tel: 07534 017228**

### Financial support

#### Devizes CAP Debt Centre

Christians Against Poverty (CAP) provide free debt advice to anyone in need. Our service brings support, relief and hope to people in the Devizes area and surrounding villages.

[www.stjamesdevizes.org/cap-debt-centre](http://www.stjamesdevizes.org/cap-debt-centre)  
Tel 07485 327 144

#### Acorn Community Bank

Acorn is a credit union that encourages its members to manage their money carefully, saving when they can and borrowing sensibly when they need to

[www.acorncommunitybank.co.uk](http://www.acorncommunitybank.co.uk)  
Tel 0303 030 0147

#### Wiltshire Citizens Advice

Provides advice about budgeting, debt advice and the extra help you can receive if you're struggling with the cost of living

[www.citizensadvicewiltshire.org.uk](http://www.citizensadvicewiltshire.org.uk)  
Tel 0800 144 8848

#### Household Support Information

Information to support households in the most need who would otherwise struggle with energy bills, food and water bills

[www.wiltshire.gov.uk/benefits](http://www.wiltshire.gov.uk/benefits)

# Devizes Community Area



## Wellbeing support

### Devizes Opendoors

Providing hot meals, warm drinks, surplus food, clothing, shoes, toiletries, toilet and showering facilities, advice and one to one support for those who are homeless or at risk of being. Open Monday, Wednesday, Thursday and Friday mornings,  
**Tel: 01380 819909 for enquiries**

### Age UK Wiltshire

A charity working in the community to support older people, their families and carers by inspiring, supporting and enabling older people

**[www.ageuk.org.uk/wiltshire](http://www.ageuk.org.uk/wiltshire)**  
**Tel 0808 196 2424**

### Waste Not Want Not

Waste Not Want Not is a charity supplying household goods at low prices to anyone whose household income is below £35,000 p.a. and all senior citizens. Funding is raised each year keeping prices as low as possible.

**<https://waste-not-want-not.org.uk>**  
**Tel 01249 447140**

### Alabare

A confidential service supporting the mental health and emotional wellbeing of residents in our community

**[www.alabare.co.uk](http://www.alabare.co.uk)**  
**Tel 0808 280 3528**

### Wiltshire Council

Information and guidance on energy, council tax, benefits, housing support, warm spaces and community food providers and mental health support

**[www.wiltshire.gov.uk/cost-of-living](http://www.wiltshire.gov.uk/cost-of-living)**  
**Tel 0300 456 0100**

### KFR Devizes

Refurbish furniture and white goods so that quality items are available to households with limited income.

**[www.kfr.org.uk](http://www.kfr.org.uk)**  
**Tel 01380 720200**

### Wiltshire Wellbeing Hub

Providing confidential advice, information and signposting from the council's friendly team in relation to the current high cost of living

**[Email wellbeinghub@wiltshire.gov.uk](mailto:wellbeinghub@wiltshire.gov.uk)**  
**Tel 0300 003 4576**

### Wiltshire Libraries

Libraries are situated in Sheep Street Devizes, Church Street Market Lavington, as well as a mobile library to the villages. In addition to their recognised services they provide a range of other support functions including regular activities for the under 5's, free access to computers and the internet, printing facilities as well as a warm place to go to

**[www.wiltshire.gov.uk/libraries](http://www.wiltshire.gov.uk/libraries)**  
**Tel: 01380 826190**

### Warm and Safe Wiltshire

Energy saving advice, help relating to insulation, heating and draught-proofing and advice on available grants

**[www.warmandsafewiltshire.org.uk](http://www.warmandsafewiltshire.org.uk)**  
**tel 0800 038 5722**

### Carer Support Wiltshire

Supporting unpaid carers to access services, information, education, training and breaks from their caring role

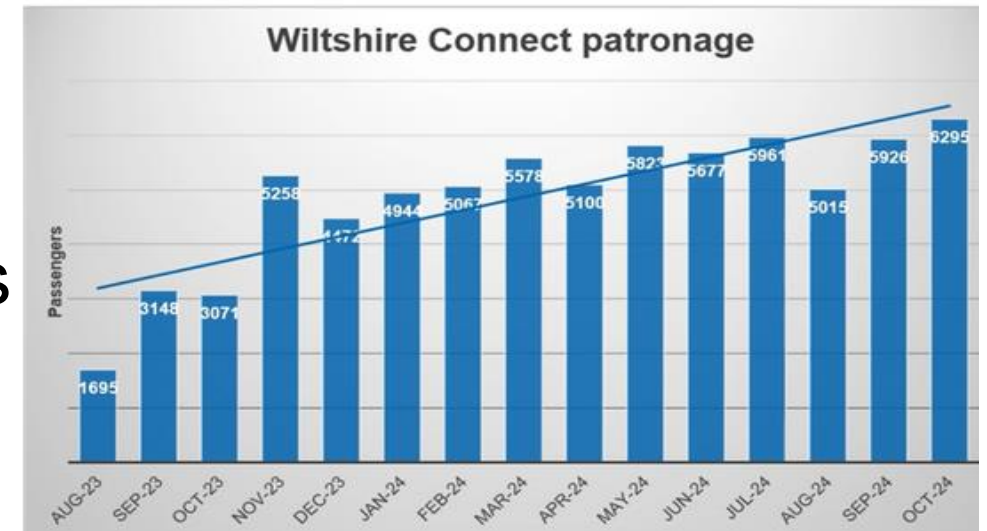
**[www.carersupportwiltshire.co.uk](http://www.carersupportwiltshire.co.uk)**  
**tel 0800 181 4118**

# 11) Devizes Air Quality & Sustainable Transport

**London Road** – Data regarding traffic and usage has been collected. Options to be drawn up Dec 24 with consultation to start Jan / Feb 25

**Air Quality** – Has continued to improve due to lower emissions from vehicles and this may lead to the need for a Devizes air quality management area being revoked.

**Wiltshire Connect** – Patronage has continued to increase with improvements being made including better connection to Pewsey Station in the morning



**Bus Services** - The 49 bus service now runs more frequently including hourly on Sundays. It also runs into the evening and goes into Trowbridge

**Walking and Cycling** – Looking at putting in bike lockers in town centre as well as a bike tool station.

**Rail Update** – Network Rail have published their strategic study that identifies the need to increase capacity at Westbury and strengthens the case for a station at Devizes and Corsham

**Local Transport Plan** – Draft LTP4 will be discussed by Cabinet this week and then go out for consultation in December



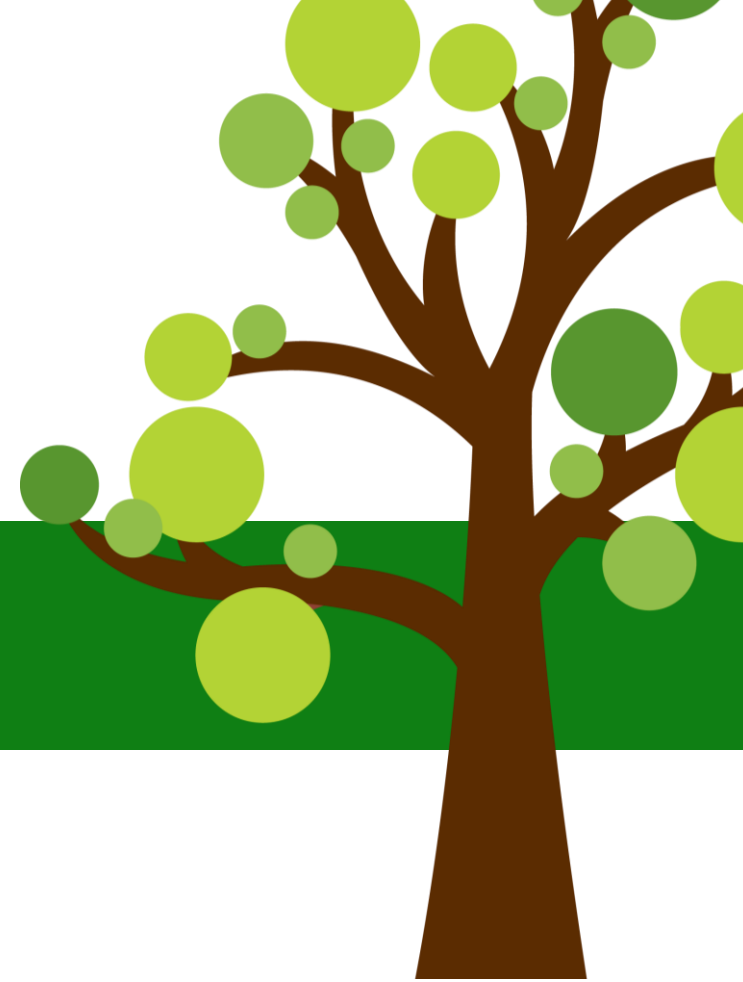
# Health and Wellbeing

- Neighbourhood Collaboratives
- Health and Wellbeing group
- Your turn

# Neighbourhood Collaboratives

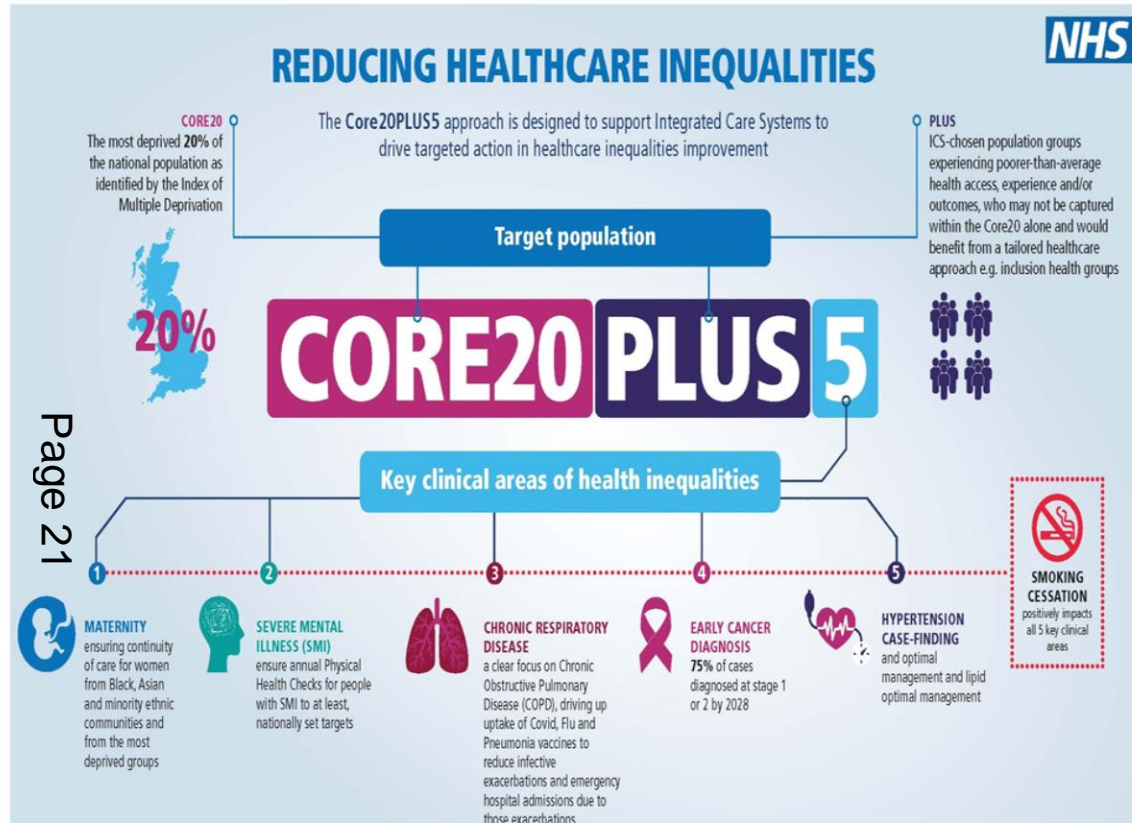
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**Wiltshire Council**

# Health Inequalities- Adults



## Core 20

- Most 20% of deprived communities

## PLUS

- Gypsy Roma Traveller and Boater
- Manual Workers  
(specifically, those in minority groups)

## 5 (clinical areas)

- Maternity
- Severe mental illness
- Chronic respiratory disease
- Early cancer diagnosis
- Hypertension

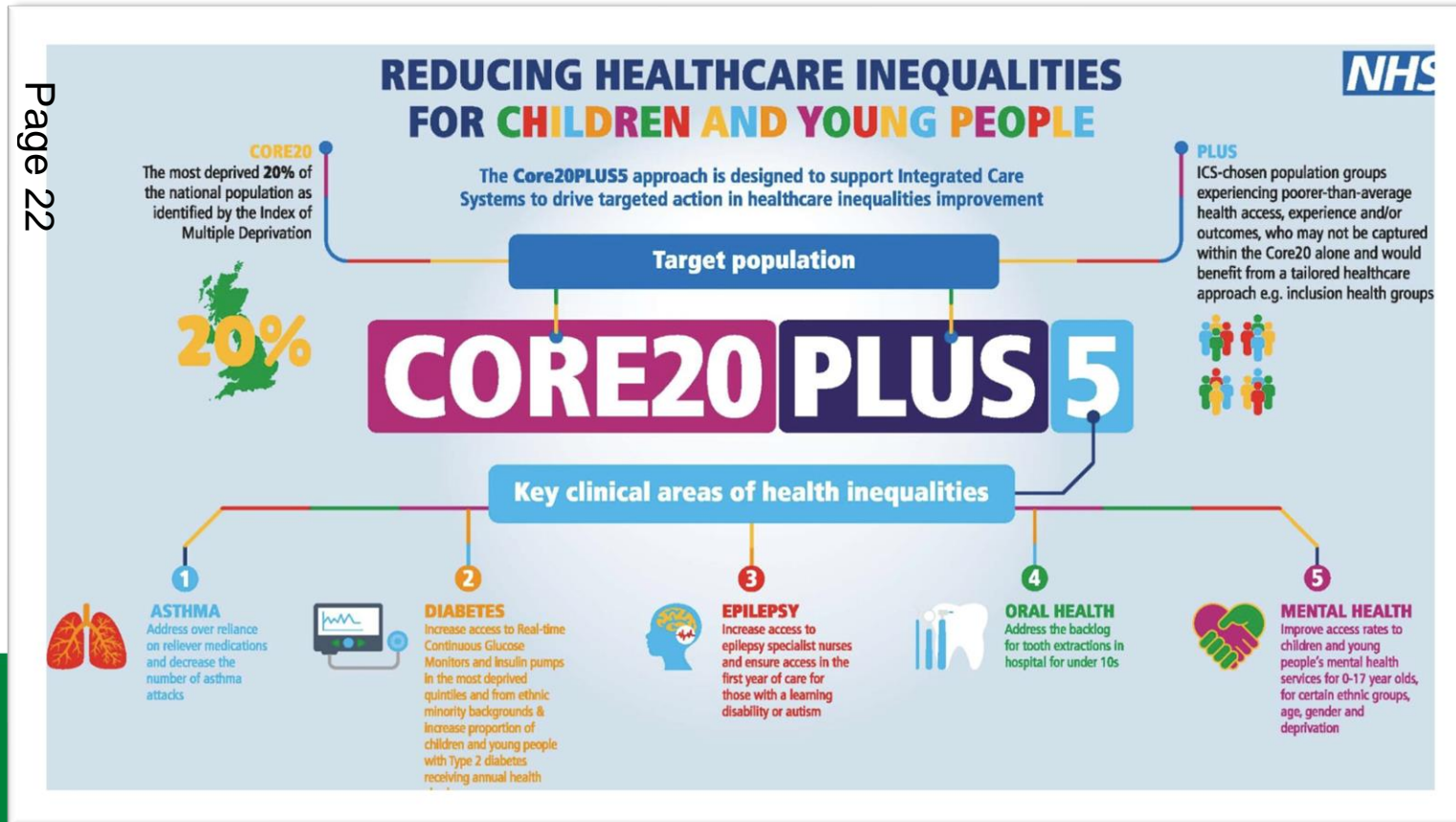
# Children and Young People

## Core 20

- Most 20% of deprived communities

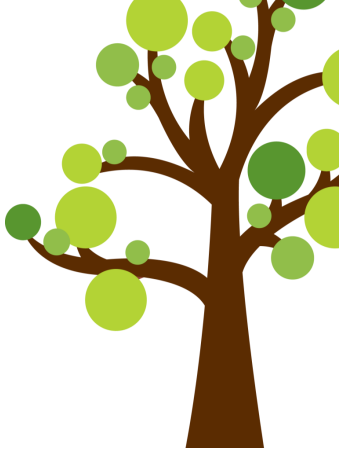
## PLUS

- Gypsy Roma Traveller and Boater



## 5 (clinical areas)

- Asthma
- Diabetes
- Epilepsy
- Oral health
- Mental health



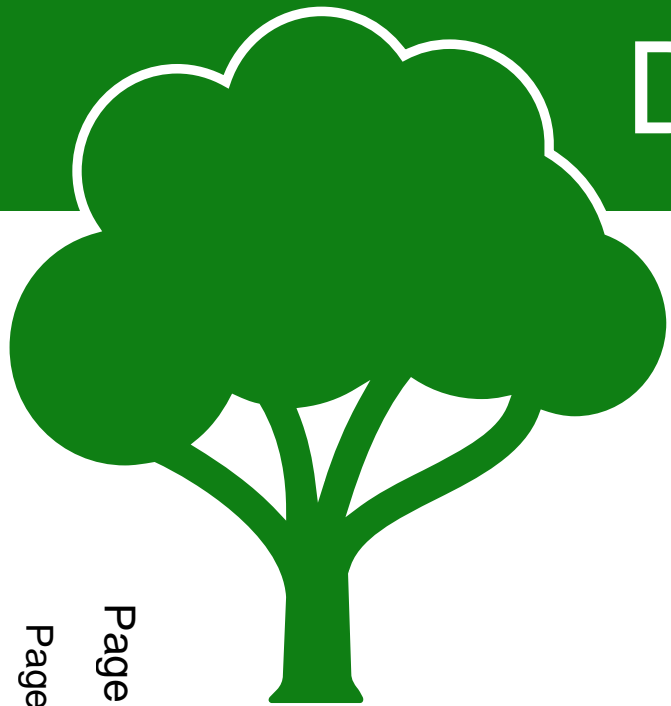
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SIX CORE PRINCIPLES

- 1. Partnership working
- 2. Co-production
- 3. Whole community approach to addressing equality gaps in health and wellbeing
- 4. Integration to create the community led vision
- 5. Enabling volunteers and staff to thrive
- 6. Creating a movement for change

# Devizes Collaborative



Readiness review



Launch programme



1<sup>st</sup> Project –Improving Emotional Resilience in Young people

# Devizes Health and Wellbeing Group

- Knowing what's out there
- Getting there
- Connecting the community through everyday conversations

# What would you tackle ?



## Oxenwood 2025 School Holiday Clubs

Join us at Oxenwood Outdoor Education Centre for an action-packed, school holiday adventure with our new holiday clubs launching in Spring 2025.

**Activities include:**

**Paddle sports** - From April onwards and will include an introduction to Stand up Paddleboard and canoeing. The equipment to be used, the dangers that could be encountered (and how to not get in that situation in the first place!) paddle strokes and self-rescue. Ensuring you get the skills necessary to enjoy and safe and fun day on the water

**Mountain biking** - Learn the skills necessary to conduct repairs and identify faults with your bike, skill-based sessions designed to make better riders of all abilities, journeys out from the centre teaching the skills for moving across country safely and added basic navigation.

**Bushcraft** - Could you fend for yourself without any home comforts? How would you get on if you were lost or stranded in unknown territory? This day will teach you to get to grips with a few vital survival skills that could keep you alive and get you home in one piece. Learn how to prepare yourself for the unexpected, find water and make it safe, prepare and cook game, build a shelter, make fires for warmth and cooking and live in harmony with nature. You will also learn how to make distress signals for rescue or to navigate your way home.

**Targets and trajectories** - This day will involve various shooting techniques, utilising archery, olympic style air rifle, snap barrel air rifle and BB guns. The day will cover how to safely use all systems, how to zero your rifles, utilise alternate point of aim, how to fire from different positions and learn how to achieve the maximum points on offer every time!

**History / theme days** - The British Isles boasts a long and proud history and what better way to explore this history as becoming part of it! During our history day you will find out what its like to be drilled into shape as a Roman Legionnaire or discover how the Vikings became a feared invader of our islands, this immersive experience will ensure you leave here ready to invade and pillage!

**Multiple activity day** - This will incorporate all activities available during the week, condensed to give the attendees a taste of each. This will incorporate, bushcraft, mountain biking, riles shooting, Ar chery and climbing. A fun multi activity day for a range of ages.

|               | Monday        | Tuesday       | Wednesday                | Thursday            | Friday                   |
|---------------|---------------|---------------|--------------------------|---------------------|--------------------------|
|               | 09:00 - 16:15 | 09:00 - 16:15 | 09:00 - 16:15            | 09:00 - 16:15       | 09:00 - 16:15            |
| 8 - 11 years  | Mountain Bike | Bushcraft     | Targets and trajectories | History / Theme Day | Multi activity day       |
| 12 - 16 years | Bushcraft     | Mountain bike | History / Theme Day      | Multi activity day  | Targets and trajectories |

**Price:** £30 per person, per day

**Ages:** 8 - 11 years old  
12 -16 years old

**Lunch:** Attendees should bring a packed lunch.

For more information or to reserve your place email: [info@oxenwood.org.uk](mailto:info@oxenwood.org.uk)

## Village Halls Week 2025

Village Halls Week is an annual campaign led by Action with Communities in Rural England (ACRE). As the ACRE network member for Wiltshire and Swindon, Community First will be supporting local village halls and community buildings as part of the 2025 #VillageHallsWeek campaign which will take place between 17<sup>th</sup> - 23<sup>rd</sup> March 2025. The aim of Village Halls Week in 2025 is to encourage and support the efforts of volunteers to keep these important rural community buildings open.

In England alone, it is estimated that over 80,000 people regularly volunteer their time with village halls, from those on management committees who oversee the day-to-day use of the building and its finances, to those who organise events and group activities for the benefit of the local community.

Community First Village Halls Advisor Heather will be attending several local events throughout the week and we will be sharing information about the campaign on our social media channels. ACRE has also set up a page where halls and buildings can share what is happening in their local area:

<https://acre.org.uk/village-halls-week-2025-local-events/>

**Please keep an eye out for more information in March and help support the campaign by liking, sharing and commenting to show your support for our local village halls.**

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## Wiltshire Association of Local Councils (WALC) Conference

The Wiltshire Association of Local Councils (WALC) celebrated its annual Conference at the Corn Exchange in Devizes on Tuesday 5th November.

The conference featured a keynote address from Andrew Towlerton, National Planning Advisor at the SLCC, on the updated National Planning Policy Framework.

As part of the event, Andy Reeves, Principal Officer at Central Swindon North Parish Council, discussed his experiences of asset transfer from Swindon Borough Council and Perry Holmes, Director of Legal & Governance Our Wiltshire (Wiltshire Council), talked about improving decision-making through improved Councillors' conduct.

Conference workshop contributors included:

- Becky Maddern, talking about accessible and inclusive play parks
- Jason Salter, Head of the Passenger Transport Unit at Wiltshire Council, setting out the Council's commitment to developing public transport in the county
- Trevor Cherrett and Steve Vaux our Rural Housing Enablers, looking at affordable homes in small rural communities.
- Justin Robinson led a practical session on preparing for next year's local elections.
- Chris Manuel from the Wiltshire and Swindon Local Resilience Forum, explored what Town and Parish Councils can do to help prepare their communities against the risk of flooding.
- Andrew Towlerton considered how best to prepare and review a Neighbourhood Plan.

Thanks go to all our speakers and Community First staff who supported the day. Many thanks to everyone who attended and took part in the sessions and workshops.

## Voice It, Hear It - Help shape the future of health and social care services.

Voice It, Hear It, is a new project that unifies the collective strength of its partners to support the voice and engagement of people in Wiltshire. The project is delivered by Community First, Wessex Community Action, Wiltshire Service Users' Network, Age UK Wiltshire, Alzheimer's Support and Celebrating Age Wiltshire. Working alongside Wiltshire Council and the Bath and North East Somerset, Swindon and Wiltshire Integrated Care Board (BSW ICB), Voice It, Hear It engages with people living and working in Wiltshire to co-produce, co-design and co-develop health and social care services in Wiltshire.

The team works alongside people with physical disabilities, sensory needs, mental health conditions, learning disabilities, neurodiversity, long-term conditions, complex needs, older people and dementia. Empowering and facilitating them to have their say and get involved in shaping how health and social care services work for them now and in the future.

### How you can be involved:

**Register with us** - Complete our registration form and let us know how you would like to be involved. This helps us reach the right people for consultations and ensures diverse representation from a range of audiences. When we engage and consult, we provide summarised insights that you can use to inform your own work, advocate for change, or shape the services you provide. Your voice really does matter! You can make a difference.

<https://survey.zohopublic.eu/zs/7DDXym>

**Stay up to date** - Sign up to our email list to stay up to date with the latest engagement and consultation opportunities. You'll receive updates on newly published reports, which could serve as helpful evidence for future funding applications or advocacy work. We'll also keep you posted on what Wiltshire Council has achieved as a direct result of your feedback, options, and proposed actions - ensuring accountability and transparency.

<https://mailchi.mp/3d305f3b4ab7/voice-it-hear-it-sign-up-form>

### How you can help us:

- **Spread the Word:** Inform your clients and members when we are seeking input on their experiences.
- **Stay Informed:** You can find the most up-to-date information on consultations through our Voice It Hear It page on Wiltshire Together (<https://wiltshiretogether.org.uk/voice-it-hear-it>)
- **Shape Sessions:** Help us design consultations or share relevant information you have already gathered that could inform the engagement process.
- **Encourage Registration:** Invite other groups and organisations you work with to register with us, building a stronger network that reaches deeper into our communities.
- **Share Information:** Distribute engagement event details, flyers, postcards, and surveys that promote our engagement opportunities.
- **Support Participation:** Assist those you work with attending events and workshops, completing surveys, providing feedback, or signposting them to someone who can offer further support.

### Current Engagements:

#### Learning Disability Strategy Aims Engagement

Do your clients wish to share their views on whether the aims are appropriate or if anything is missing from the strategy?

- Encourage your members to book a 1-to-1 telephone consultation: [voice@communityfirst.org.uk](mailto:voice@communityfirst.org.uk)
- Invite us to run a workshop or group chat in person or online via [voice@communityfirst.org.uk](mailto:voice@communityfirst.org.uk)

### Young People 18-25yrs with Learning Disabilities and Autism on Technology Enabled Care

We're exploring what tools young people might use or would like to use for maintaining and creating greater independence. Can you help us engage with young people? Email: [voice@communityfirst.org.uk](mailto:voice@communityfirst.org.uk)

Share this information in your newsletters and social media posts.

For more information about Voice It, Hear It visit: [www.communityfirst.org.uk/voice](http://www.communityfirst.org.uk/voice). You can also follow us on Facebook by searching 'Voice It, Hear It.'

## Recruiting Community Health Champions

Does Your Organisation Support Inclusion and Health Equity? We're seeking your help to identify potential Health Research Champions from among your members, staff, or volunteers.

This is a fantastic opportunity for individuals to gain new skills, make a real difference in health research, and promote inclusion and diversity in the field.

### What Do Health Research Champions Do?

- **Raise Awareness:** Help others learn about health and care research and encourage participation.
- **Speak to Groups:** Share information with community and patient groups.
- **Promote Research Opportunities:** Inform people about studies, like those on Be Part of Research and Join Dementia Research.
- **Engage with the Public:** Join events, media interviews, or school visits to promote health research.

### Why Encourage Your Members to Get Involved?

Becoming a Health Research Champion provides:

- **Skill Development:** Champions receive full training, adding valuable skills to their personal and professional toolkit.
- **Personal Growth:** A chance to connect with others, learn, and grow while making a tangible impact.
- **Increased Impact:** Champions play a vital role in shaping more inclusive health research and improving treatments for all.

Our Motto: *"No Research About Us, Without Us."*

Let's ensure health research reflects everyone's voice and needs. Together, we can promote equity in health and care research. Share this opportunity within your organization and help us identify individuals from the global majority or people with disabilities who would like to take part. For more information or to connect potential champions with us, please contact [askyring@communityfirst.org.uk](mailto:askyring@communityfirst.org.uk).

We're happy to share more details about the role, the available training, and how we'll support champions every step of the way.

To register your interest as a Community Health Champion - please complete the online form:  
<https://www.cognitofrms.com/communityfirst2/healthresearchchampionregistrationform>

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## Employability Programmes

Referrals for the Building Bridges Programme in Wiltshire are temporarily paused. We are still accepting referrals for the Building Bridges Swindon programme and via the Wiltshire Housing Support and Rough Sleeper Team. For more information, please visit: [www.buildingbridgessw.org.uk](http://www.buildingbridgessw.org.uk) or email: [hello@buildingbridgessw.org.uk](mailto:hello@buildingbridgessw.org.uk)

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### Briefing prepared by:

Ellie Ewing

Marketing and Communications Manager (Community First)

[eeving@communityfirst.org.uk](mailto:eeving@communityfirst.org.uk)



Area Board Briefing Note

|                              |  |
|------------------------------|--|
| <b>Service:</b>              | <b>Cost of Living</b>  |
| <b>Date prepared:</b>        | <b>8 Jan 2025</b>  |
| <b>Further enquiries to:</b> | <b>Will Oulton</b>   |
| <b>Direct contact:</b>       | <a href="mailto:William.oulton@wiltshire.gov.uk">William.oulton@wiltshire.gov.uk</a> |

**Cost of Living**

All community areas are reminded that there is a wide range of support for those who need it over winter to help with the cost of living, stay warm, socialise and access services.

Financial support is available to some groups and more than £2.7m has been allocated from the Government's Household Support Fund to support low-income households that would otherwise struggle to buy food, pay essential utility bills or meet other essential living costs. This funding will primarily be used to help people in crisis in partnership with local charities. More information about the Household Support Fund can be found at <https://www.wiltshire.gov.uk/article/10672/HSF6-overview-eligibility-and-how-funds-can-be-used>.

There is [cost of living advice and support](#) available on the Wiltshire Council website, covering a range of topics including advice on energy costs, housing and a directory of warm spaces throughout the county.

Wiltshire Council's libraries continue to be warm spaces where residents can sit and stay, chat with the volunteers and connect with people. There are activities including board games, crafts and book chat groups available and some libraries also offer hot drinks. Library staff can also refer people to Warm and Safe Wiltshire for advice and support. All the usual library services, including free access to books, newspapers, computers, Wi-Fi and digital support, continue as normal. The council also provides a home library service for people who are housebound or struggle to get to a library. Anyone interested in this service should contact their local library.

The council's Wiltshire Wellbeing Hub continues to be available to anyone who needs it. Anyone can access the Hub, originally established during the pandemic, and it can provide confidential advice, information, and signposting from the council's friendly team. The Hub is available on normal working days Monday to Thursday from 9am to 5pm and Friday from 9am to 4pm. People can email [wellbeinghub@wiltshire.gov.uk](mailto:wellbeinghub@wiltshire.gov.uk) or phone 0300 003 4576.

For more details about any of the council's services this winter, people should contact their local library or visit [www.wiltshire.gov.uk/libraries](http://www.wiltshire.gov.uk/libraries).

For more information and support on the cost-of-living crisis, people should visit [www.wiltshire.gov.uk/cost-of-living](http://www.wiltshire.gov.uk/cost-of-living).







## Wiltshire local elections 2025

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### Background

- Local elections are taking place on Thursday 1 May 2025 and the polls will be open from 7am-10pm
  - They include the Wiltshire Council unitary election and the town and parish elections
  - There are 98 unitary councillor seats available
- 

### Key dates

- People have until 11 April to **register to vote** if they're not already. More details can be found at <https://www.gov.uk/register-to-vote>.
  - People have until 5pm on 14 April to **apply for a postal vote**. More details can be found at <https://www.gov.uk/apply-postal-vote>.
  - People have until 5pm on 23 April to **apply for a new proxy vote**. More details can be found at <https://www.gov.uk/apply-proxy-vote>.
  - People have until 5pm on 23 April if they want to apply for a **Voter Authority Certificate** (if they don't have photo ID) <https://www.gov.uk/apply-for-photo-id-voter-authority-certificate>.
  - **Pre-election period** gets underway from 11 March (the period of time immediately before elections or referendums when specific restrictions on communications activity are in place).
- 

### Voter ID

- Voters need to show photo ID to vote at polling stations for the local elections.
  - Accepted forms of photo ID include passports, photographic driving licences, biometric immigration documents, and certain concessionary travel passes. A comprehensive list can be found at [www.electoralcommission.org.uk/voting-and-elections/voter-id](http://www.electoralcommission.org.uk/voting-and-elections/voter-id).
- 

### Electoral areas and boundaries for elections taking place from 1 May 2025

Following Community Governance Reviews, some of the electoral areas in Wiltshire will change for these elections. An interactive map of the current and new boundaries

can be viewed at <https://www.wiltshire.gov.uk/article/8167/Wiltshire-Electoral-Boundaries>.

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### **Information for prospective candidates – webinar on 11 February**

- On 11 February from 6pm-7pm Wiltshire Council is hosting a webinar to give prospective candidates and agents all the information they need ahead of May's local elections. It will be an opportunity for those considering standing for election and their representatives to hear from our election team directly, including the Returning Officer, and have any questions answered. More information and how to sign up is at <https://www.wiltshire.gov.uk/local-elections>.
  - Publication of the Notice of Election takes place on 11 March 2025
  - The period for people to submit nominations is from 10am on 12 March until 4pm on 2 April (nominations can be delivered between the hours of 10am and 4pm on working days)
- 

### **Working at the election**

For anyone interested in applying to work to support the delivery of elections in Wiltshire, they should visit <https://www.wiltshire.gov.uk/election-jobs>.

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### **Key websites:**

<https://www.wiltshire.gov.uk/local-elections> - Wiltshire Council local elections page  
<https://www.gov.uk/register-to-vote> - register to vote  
<https://www.gov.uk/apply-postal-vote> - apply for a postal vote  
<https://www.gov.uk/apply-proxy-vote> - apply for a proxy vote  
[www.electoralcommission.org.uk/voting-and-elections/voter-id](http://www.electoralcommission.org.uk/voting-and-elections/voter-id) - Voter ID information  
<https://www.wiltshire.gov.uk/article/8167/Wiltshire-Electoral-Boundaries> - Wiltshire boundaries  
<https://www.electoralcommission.org.uk/> - Electoral Commission

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### **Additional information**

If anyone would like any information about the local elections, they should visit <https://www.wiltshire.gov.uk/local-elections>

People can also email [elections@wiltshire.gov.uk](mailto:elections@wiltshire.gov.uk) with any queries or questions.

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## Devolution to Wessex

Devolution is the handing down of powers and decision making from central government to councils. Government published a [White Paper](#) on how they wish to achieve Devolution in England on 16 December 2024.

The White Paper says that government will create in statute a new type of authority, a 'Strategic Authority'. Government wants universal coverage of Strategic Authorities and where progress is slow will have the power to mandate these. Strategic Authorities will bring together leaders of the constituent councils. The deepest powers and funding for Strategic Authorities will only be available to those where the Leaders of constituent councils are joined by a directly elected Mayor.

Funding will include long term investment, regeneration, transport and housing funds. Powers for strategic authorities will include:

- **Transport:** bus franchising; rail network influence; station control; key road network
- **Skills:** Adult Education Budget; Get Britain Working; Local Skills Improvement Plans;
- **Housing and Planning:** Spatial Development Strategies and when in place call-in powers on strategic developments plus a mayoral Community Infrastructure Levy; Homes England programmes and Affordable Housing Programme funding
- **Environment:** retrofit funding; Local Power Plans; Local Nature Recovery Strategies
- **Business:** Growth Hub Funding; Office for Investment; UKRI regional innovation influence
- **Public Service Reform:** aligning geographies (police and fire); mayors on Integrated Care Partnerships; health improvement; right to request devolution

Alongside the establishment of Strategic Authorities government will be moving to fully unitary councils across the country. Reorganisation will commence in remaining two tier areas (parts of the country which still have district councils).

When agreeing geographies for Strategic Authorities, Government will be considering:

- **Scale:** The default assumption is for a combined population of 1.5 million or above.
- **Economies:** sensible economic geographies
- **Contiguity:** Any proposed geography must be contiguous across its constituent councils
- **No 'devolution islands':** Geographies must not create devolution 'islands' by leaving areas which are too small to go it alone or which do not have natural partners.
- **Delivery:** Geographies should ensure the effective delivery of key functions including Spatial Development Strategies, Local Transport Plans and Get Britain Working Plans.
- **Alignment:** The government will seek to promote alignment between devolution boundaries and other public sector boundaries.
- **Identity:** A vital element of successful devolution is the ability for local residents to engage with and hold their devolved institutions to account – and local identity plays a key role in this

Applications to a Devolution Priority Programme were sought by government by 10 January. Wiltshire Council sought inclusion in this programme along with other councils in the Wessex area – BCP (Bournemouth, Christchurch and Poole), Dorset and Somerset – representing a combined population of 1.9 million. An extraordinary [full council](#) was held on 9 January where Wiltshire councillors voted 65-7 to join the programme, whilst noting some reservations alongside the clear direction of travel from government. The paper sets out the background to the debate.

On 5 February, government announced the areas that would proceed as part of the Devolution Priority Programme. Wessex was not amongst them and now the individual councils will be working with central government to consider the next steps to ensure the area does not miss out on the proposed benefits.

A statement from the Leaders of the four councils is available online:

[Wessex not accepted into Devolution Priority Programme - Wiltshire Council](#)

## **FAQs**

### **Why did the councils support an elected mayor for Wessex?**

The government has made it clear that it is committed to devolution that includes mayors and that there will be a significant premium in terms of funding and representation associated with this. This model aims to ensure clear, accountable leadership to drive economic growth, improve public services, and invest in vital infrastructure, working closely with the leaders of the constituent councils.

Mayoral devolution offers the opportunity to develop a long-term investment plan for the critical infrastructure our counties need with the ability to bring in additional private sector investment. Should mayoral devolution be agreed, residents would have the opportunity to vote for a mayor.

### **What about Swindon?**

Discussions to date included Swindon Borough Council but they are currently exploring a range of options. Wiltshire, Somerset, BCP and Dorset councils remain open to the possibility of working with Swindon as part of Wessex.

### **How would the Wessex proposal work in practice? What type of authority would actually be created if devolution is agreed for Wiltshire?**

We expect the governance framework for mayoral strategic authorities to be based on the mayoral combined authority structures provided for in existing legislation. In almost all circumstances decisions will be taken by council leaders and 'majority voting, including the mayor'. A mayor would chair meetings of the Strategic Authority. Scrutiny arrangements will be in place alongside audit and local public accounts committees.

### **Will Wiltshire Council be merging with BCP, Dorset and Somerset if the Wessex devolution proposal is agreed?**

No. There are no plans to share additional services between the three councils. The aim of devolution is to unlock additional funding streams from central government and that we would work collaboratively with BCP, Somerset and Dorset on new initiatives.

If the devolution proposal is approved by government, local councils in Wiltshire, BCP, Dorset and Somerset will continue to exist and have the same responsibilities as they do now. Current legal, tax-raising and public service responsibilities of individual councils will remain with those councils. Any formal proposals will be subject to consultation.

### **What will happen next?**

The areas selected for participation under the Devolution Priority Programme will hold mayoral elections in May 2026. The rest of the country that does not already have mayoral authorities is waiting to hear the next steps from central government. The government will be bringing forward the English Devolution Bill to ensure strategic authorities are introduced across the country.

## Area Board Briefing Note

### Family and Community Learning Impact Report 2023-24

|                              |   |
|------------------------------|---|
| <b>Service:</b>              | <b>Family and Community Learning</b>  |
| <b>Date prepared:</b>        | <b>23/01/2025</b>   |
| <b>Further enquiries to:</b> | <b>Family and Community Learning Team</b><br><b>Call: 01225 770478</b><br><b>Email: <a href="mailto:familyandcommunitylearning@wiltshire.gov.uk">familyandcommunitylearning@wiltshire.gov.uk</a></b><br><b>Website: <a href="https://workwiltshire.co.uk/family-and-community-learning/">https://workwiltshire.co.uk/family-and-community-learning/</a></b><br><b>Facebook: <a href="https://en-gb.facebook.com/Wiltsfamilylearning">https://en-gb.facebook.com/Wiltsfamilylearning</a></b> |
| <b>Direct contact:</b>       | <b>Laura Trowbridge</b><br><b><a href="mailto:Laura.Trowbridge@wiltshire.gov.uk">Laura.Trowbridge@wiltshire.gov.uk</a></b>  |

This Impact Report demonstrates how Wiltshire Council’s Family and Community Learning team are using adult community learning to transform lives through learning all across Wiltshire. It highlights learner stories to show how the service reach adults across the county who face a range of barriers and challenges, and help them to take positive steps to improve their lives.

Working with over six hundred individuals last academic year, and reaching a range of isolated and marginalised communities, the Family and Community Learning team offer free courses on topics such as:

- confidence building and wellbeing,
- skills for adults such as English language and budgeting,
- family learning to help parents to support their child’s emotional wellbeing,
- courses for adults with additional needs to develop independent living skills.

This work is made possible through strong partnerships with community groups, charities, schools, day opportunity services, supported living settings, army welfare service and many more organisations. Family and Community Learning would like to reach out to all the areas of Wiltshire to help us to engage with adults and parents/carers who would benefit from learning with us. Please read the inspirational stories in the Impact Report and share what we do with at least one organisation in your community who could work in partnership with Family and Community Learning.





Family and Community Learning

*Discover Opportunities - Develop Skills - Achieve Ambitions*

# FAMILY AND COMMUNITY LEARNING

## Transforming lives through learning across Wiltshire

- 2023 / 2024 -



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Learner at our 2023-2024 Learner Awards



# ADULT COMMUNITY LEARNING AS A NATIONAL PRIORITY

Adult Community Learning “draws in those furthest from the workplace - people who have often had poor experiences of education and life - to begin learning again. It is educational seed capital that can lead to tremendous things. This can include helping someone learn to read, improving their numeracy and digital skills, or building their confidence. All of this can support learners to progress onto training programmes that can lead to a good job further down the line. That is real social justice in action, giving people the means to improve their prospects.”

Robert Halfon, ex-Minister for Apprenticeships and Skills, 21 March 2024



Learners at their supported living setting.

# ADULT COMMUNITY LEARNING AS A LOCAL PRIORITY

## Wiltshire Council's Business Plan Objectives and Family and Community Learning

**The people of Wiltshire are empowered to live full, healthy and enriched lives.**

Family and Community learning provides mechanisms to reduce isolation, support recovery of mental health and support interaction. Our courses offer opportunities for development of the health and independence of our communities.

**Our local economy thrives and is supported by a skilled workforce.**

Family and Community Learning provides courses for individuals who want to acquire skills that support their working lives. This can include those in need of new skills, people who are economically inactive or individuals new to Wiltshire who need help and support to work.

**We lead the way in how councils and counties mitigate the climate challenges ahead.**

Family and Community Learning provides courses which can help individuals and families to navigate the changes and challenges which will impact on the world of work as well as our communities.

# TRANSFORMING LIVES THROUGH LEARNING ACROSS WILTSHIRE

The Family and Community Learning Service is part of Wiltshire Council's Targeted Education Service. We receive Adult Skills Fund funding through a contract with the ESFA for Tailored Learning. We use this funding to directly deliver high-quality courses to engage individuals of different ages and backgrounds to gain new skills, reconnect with learning, learn how to support their children, and better prepare them for progression to further learning, employment or volunteering.

Family and Community Learning provides support and development for individuals and groups within Wiltshire for whom formal learning may have been a barrier in the past, and works to build confidence and realise potential. Learning programmes provided are for adults aged 19+ across Wiltshire, in a wide range of community venues, many in the county's areas of highest need, as well as online.



**Learners at a respite service studying our Exploring Baking course to develop independent living skills.**

# OBJECTIVES

The Family and Community Learning programme mission statement is:

**Growing a lifelong love of learning with communities in Wiltshire**  
**Discover opportunities – Develop skills – Achieve ambitions**

We aim to transform people's destinies by supporting their progression, relevant to their personal circumstances, including:

- improved confidence and willingness to engage in learning
- acquisition of skills preparing people for training, employment or self-employment
- improved digital, financial literacy and/or communication skills
- equipping parents/carers to better support and encourage their children's learning
- improved / maintained health and/or social well-being

# OUR LEARNERS

Learners learn with us online or in community venues around Wiltshire. Our learners are supported to set goals for their learning in their learning journey and to share their aspirations with their tutor. All learners receive information, advice and guidance to support them to take their next steps after learning with us.



**English for Speakers of Other Languages (ESOL) learners**

# OUR 2023-2024 LEARNERS

In 2023-2024 we worked with 605 individual learners, across a range of online and face-to-face courses around Wiltshire, meeting and exceeding our target by an additional 21%. Learners made 1105 enrolments. Community learners made up the majority of our learners, with 750 enrolments onto Community Learning courses, and 355 enrolments onto Family Learning courses.

**605**

Individual learners  
(target 500)

**1105**

Learner enrolments  
(target 1100)

**844**

Learner referrals  
(target 700)

**3%**

Learner withdrawals  
(target <5%)

**32%**

Learners with  
disability

**29%**

Learners from  
BME backgrounds

**58%**

Learners qualified  
below Level 2

**74%**

Learners on means  
tested benefits

**33%**

Male learners

■ Community Learning enrolments  
■ Family Learning enrolments



**750**

Community Learning  
enrolments

**355**

Family Learning  
enrolments



Learners with their certificates

## OUTCOMES FOR LEARNERS

We provide learners with impartial, high quality, careers education, information, advice and guidance (CEIAG) about their future options for learning, training and employment. We track the destination and progression of our learners to:

- Demonstrate how we are contributing to their future success, and
- Show how effective their learning is in providing future employment or education.



Learner achievement

99% of our learners achieved their course learning outcomes and met the success criteria (last year 97%).



Completed course

96% of learners completed the course that they enrolled on with us (last year 94%).



Learners started work

13% of our learners started paid work after completing a course with us (last year 10%).



Achieved progression outcome

80% of learners went on to further study, volunteering, work or other positive next steps (last year 57%).



Enrolled on progression course

56% enrolled on a second-step progression course with us (last year 47%).



Into Work Award Winner

## IMPACT ON LIFESTYLE

Adult learning is a fantastic catalyst for learners to take positive steps with their lives. Beneficial outcomes for our learners range from moving on to work, volunteering or further study, to making new friends, becoming involved in their community, building confidence and becoming healthier.

## Our learners report developing a wide range of skills on their courses



*I had an interview at a pre-school yesterday and they have offered me the job. Thank you for all your help and guidance. I was asked questions that I wouldn't have known the answers to if I hadn't have attended your course. Hopefully after my 3 month probation they are looking at me doing my level 2 qualification." Jess - Working in Schools course*

# OUR 2023-2024 COURSES

Our courses are designed with our partner organisations and learners.

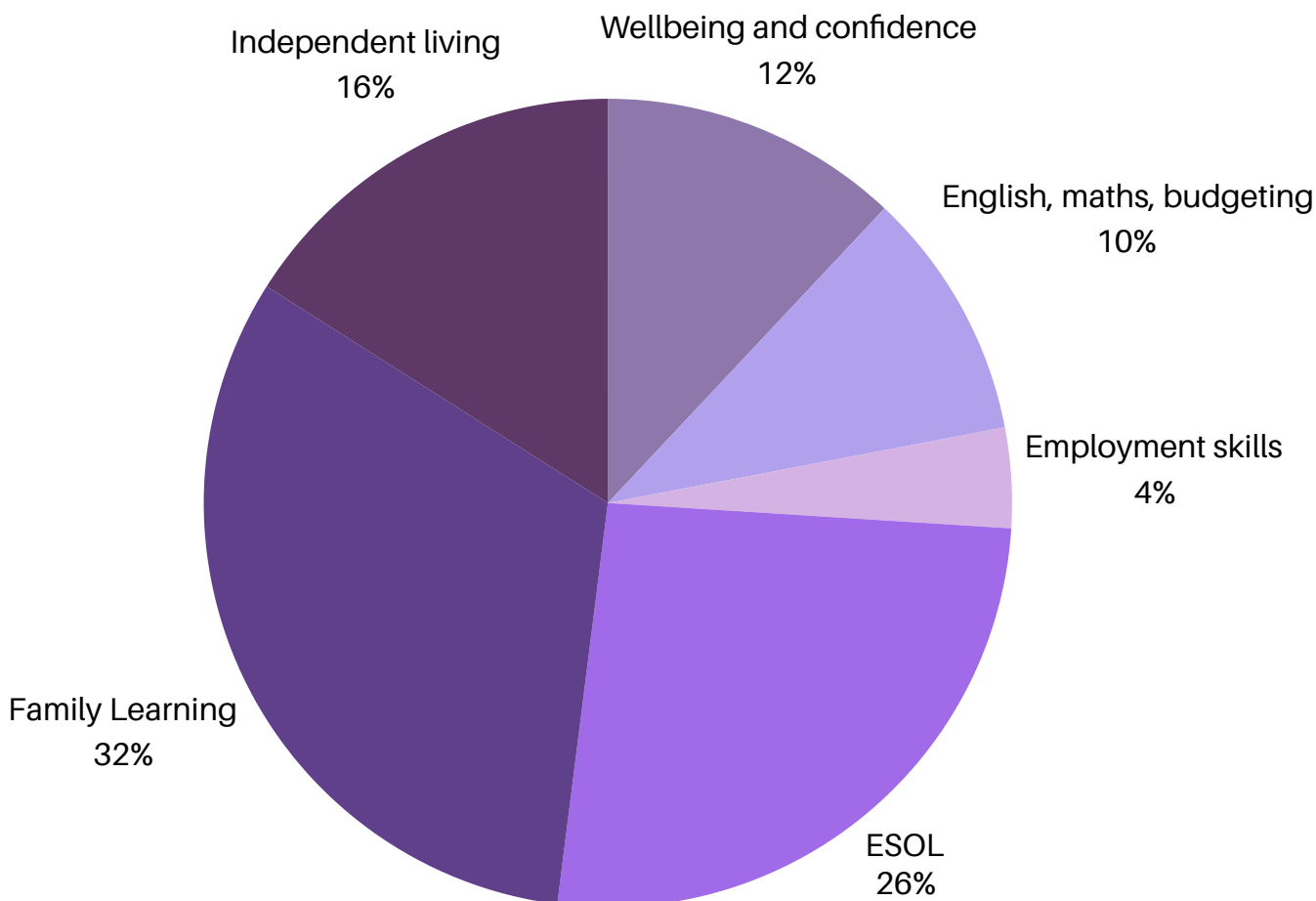
Courses cover four key areas:

- Wellbeing and confidence building
- Skills for adults - English, maths, ESOL, employment skills
- Family learning
- Independent living skills for adults with additional needs



Learners and tutor in an MOD community building in Tidworth

## 2023-2024 ENROLMENTS BY COURSE TYPE





# PARTNERSHIPS AND CURRICULUM

Partnerships with other organisations are central to our engagement with learners. We work closely with our partners to design, plan and deliver courses to meet the needs of adults across Wiltshire. Our partners know the needs of their learners well, and by collaborating together we are able to reach learners who may not otherwise access learning. Our partners work with us to support course delivery, or refer learners to us for the help that we offer through learning.

Our Curriculum Development Steering Group is made up of partners, both from external organisations and from within Wiltshire Council, and meets three times a year to give feedback and influence our curriculum and course design. We welcome new partners to these meetings regularly.

We work with a range of partners including:

Adult Social Care, Resettlement Team, JCP and employment support organisations, Schools, Children’s Centres, Wiltshire Parent Carer Council, MOD, homeless charities, Prevention and Wellbeing team, Social Prescribers, and more.



**A support worker assists a learner at a respite care setting partner organisation**

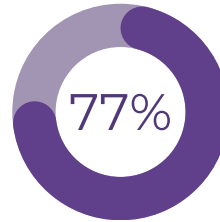
“We are so grateful for all the wonderful work you do for us. It is clear to see the positive impact it has on the customers and staff.”

Sarah, Senior Support Worker  
Medley Day Opportunities Centre

# LEARNER REFERRALS



**Nepalese learners celebrating completing their course**



**Partner referrals**

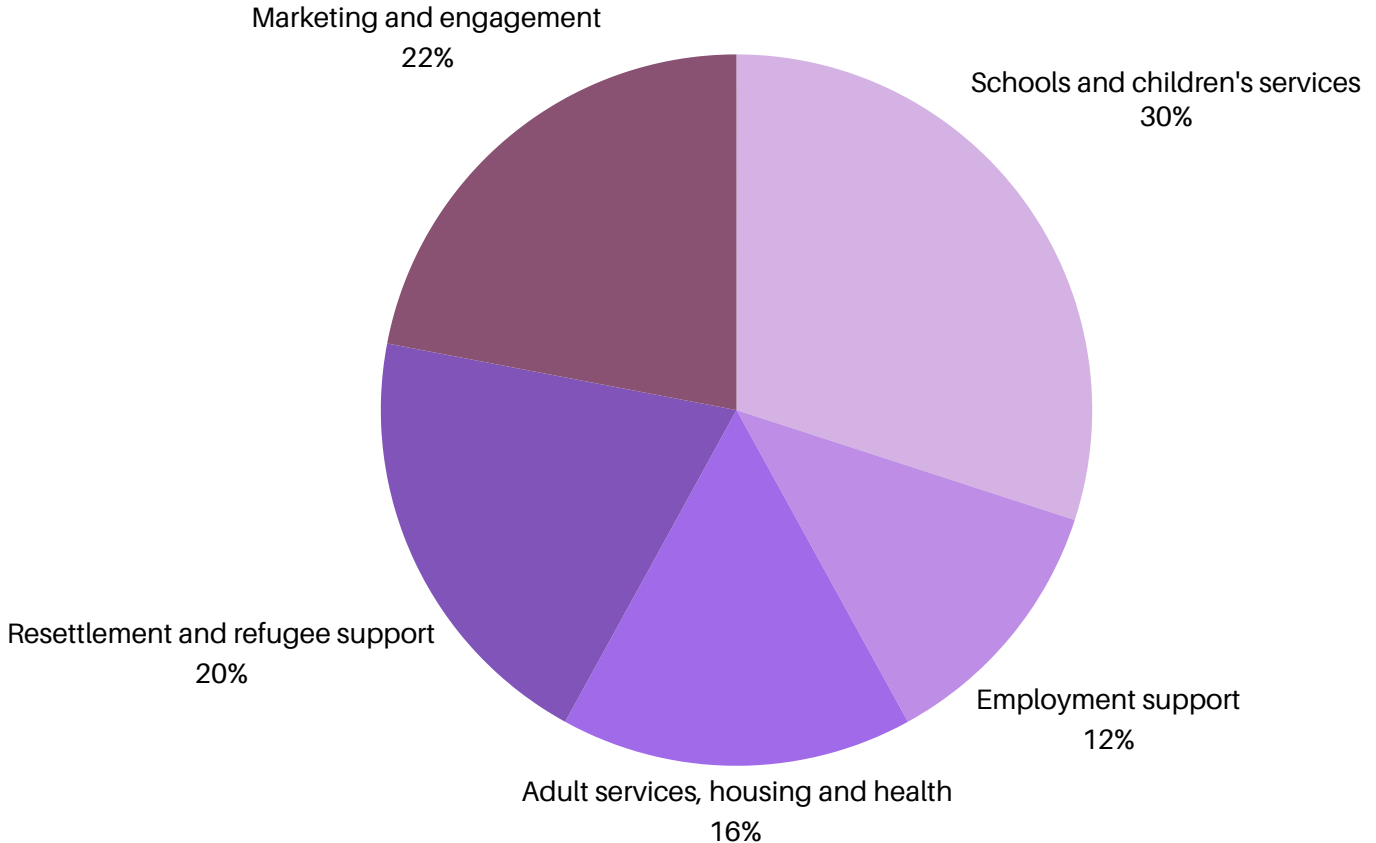
77% of learner referrals came from partner organisations.



**Engagement referrals**

23% of referrals came from engagement with our staff, social media, marketing events or word of mouth.

## 2023-2024 LEARNER REFERRAL SOURCE



# PARTNERSHIP WORKING

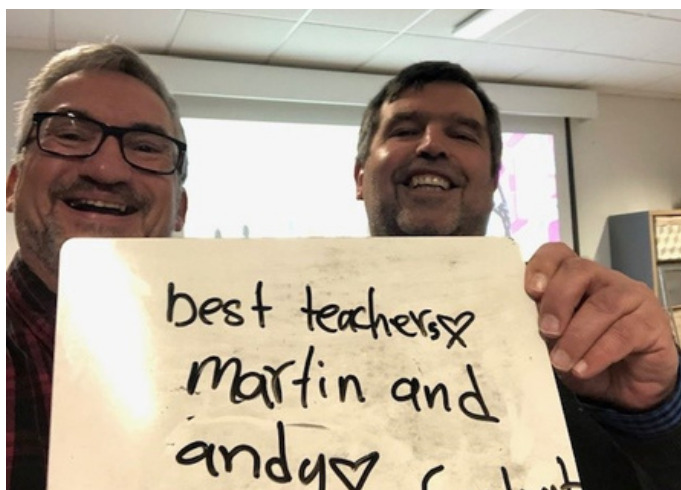
## ESOL

An area of curriculum growth over recent years has been our work supporting adults across Wiltshire to develop their English language skills, and we delivered 38 of these courses in 2023-2024, with a quarter delivered online, and three-quarters delivered face-to-face.

Wiltshire has the largest number of Afghan resettlers in the UK. We worked with volunteer support groups, the MOD and their contractors, and Wiltshire Council Resettlement colleagues to offer ESOL courses for Afghan resettlers in military areas.

*"Thanks a lot Mr. Andy, teaching outstanding and helping in CV updating.*

*Mr. Martin, thanks a lot for teaching and helping in issues out of the ESOL class and giving excellent advice for job finding."*  
*Obaidullah*



**Tutors Andy and Martin with a note from their class**

## Adults with SEND

Our range of Smart courses to support adults with additional needs to develop independent living skills were delivered at day opportunity services, a supported living setting, a respite care facility, as well as online courses too. We have grown our course offer as a result of feedback from partners about their customers' needs, and now offer bite-size courses to engage learners, and longer courses to develop skills, knowledge and confidence.

*"When I first came to the Smart courses, I was worried about talking to anyone and I didn't like going out, now I like talking to everyone and I feel happy."*  
*Smart learner*

## Wellbeing partnerships

We work with a variety of partners to support learners' confidence and wellbeing, including homeless support charities, prevention and wellbeing services, mental health charities, health services and the DWP. Our partnerships support learners to develop their knowledge and understanding of how to make positive changes for a healthy body and mind.



**Tutor Gill and Janice Deputy  
DEAL/Disability Employment  
Advisor from JCP Salisbury**

## Our range of wellbeing courses support learners to take positive steps to a healthier future.

We have developed our partnerships with our local Job Centre Plus Disability Employment Advisors. They recognise the role that wellbeing plays in a person's work readiness, and together we have run a series of courses to support JCP clients who are on a health pathway to develop their skills to support their wellbeing. On our recent course in Trowbridge, 50% of the learners progressed onto work either during or after the course, highlighting the value and impact of this working relationship;

*"I just wanted to tell you that we have another good news story from this Wellbeing Group. [A learner] applied for jobs and was shortlisted for 2 jobs. She went for an interview ... and has got the job, she starts end of August 2024!"*

Janice, Deputy DEAL/Disability Employment Advisor, DWP

*"Gill was a fantastic tutor. She went slowly with us and made us bond as a group which I have not had before. She gave us good pieces of information to save and use in our own time. She helped us work out what works for us to help with our anxiety. I would really like to work with Gill again, thank you so much for such a useful group." Wellbeing course learner*

# FAMILY LEARNING PARTNERSHIPS

Referrals for our Family Learning courses has been an area of growth for us this academic year, with strong partnership relationships developed with schools and colleagues within Wiltshire Council.

We developed a new course Understanding School Anxiety alongside the Educational Psychology team, who also support our tutor with delivery of the online session for parents and carers. This is a sensitive topic, with families often desperate for help; we collaborate carefully with schools and other referring partners to ensure that our course reaches those who would most benefit from it.

We partnered with a range of primary and secondary schools to deliver courses in their local communities. For example, we worked with Kingsbury Green Academy, their local feeder primary schools and other charities and support services for children and families in Calne to offer a series of courses with the shared objective: "Together we help you to support your child". This project will be continuing next academic year to build on the progress made to date.



**Together**  
we help you to support your child

#TogetherWeHelp  
#TogetherCourses

All courses are held in Calne Library from 10am - 12pm  
Welcoming, friendly, relaxed, helpful, supportive & refreshments!

**Our range of Family Learning courses help parents and carers to feel confident supporting their child's learning and wellbeing. Last year we delivered 64 Family Learning courses, covering 13 topics, with 80% taught online, and 20% held at schools and community venues.**

*"I would like to re-iterate how successful our partnership with you was when you came in to lead Family Learning courses for our parents of children with SEN... I can happily feedback that the parents who attended have continued to support each other and this was a by-product of holding it in person in school with likeminded parents struggling with the same issues."*  
*Philippa, Headteacher at Winterbourne Earls Primary School*



# CELEBRATION EVENT



We were delighted to welcome our learners and partner organisations to our annual learner awards event in November 2024. We celebrated the achievements and inspiring stories of our 2023-2024 learners, with seven fantastic award winners and many nominees, learners, and their families and friends.



## LEARNERS WERE NOMINATED FOR THE FOLLOWING CATEGORIES

- New Directions Award
- Learning for Health and Wellbeing Award
- English Language Award
- Overcoming Challenges Award
- Independent Living Award
- Into Work Award
- Outstanding Individual Learner of the Year Award

*Councillor Laura Mayes,  
Cabinet Member for Education and  
Skills said:*

*"Congratulations to all our learners and those who attended this awards ceremony. It was a brilliant evening. So many inspiring stories, showing how people have taken on learning and it has transformed their lives. Congratulations to you all – not just for the awards, but for everything you do. The Family and Community Learning Team is doing amazing work and this special event demonstrates the value that learning can have for everyone."*

# OUR 2024 AWARD WINNERS



## **New Directions Award Winner: Emily Rogers**

Emily found learning rebuilt her confidence and allowed her to reflect and take a new career path, leading to a dream job working with children.



## **Learning for Health and Wellbeing Award Winner: Julian Lawson**

Julian brought positivity to every class; he became a peer mentor and helped other learners feel relaxed and motivated.



## **English Language Award Winner: Alsadiq Idriss Adam**

Alsadiq has shown dedication to learning; travelling long distances due to housing challenges as a refugee, he stayed committed to his English classes.



## **Overcoming Challenges Award Winner: Stephen Traveller**

Steve demonstrated great commitment to his family, using strategies he learnt to support his granddaughter, and supporting others in the group.

# OUR 2024 AWARD WINNERS



## **Independent Living Award Winner: Tony Bishop**

Tony came to learning after the loss of his mother; now in supported living, he is using the skills he has learnt, and aspires to adopt a cat in the future.



## **Into Work Award Winner: Maria Barandalla-Fernandez**

Maria came to learning after a career break raising her family; she showed her resilience by using all she learnt to secure work in the sector that she wanted.



## **Outstanding Individual Learner Award Winner: Christina Corderoy**

Christina was nominated for her amazing attitude to learning. She has transformed a green space at her children's school, and inspired others to learn.



# OUR 2024 AWARD NOMINEES

|   |  |  |
|---|--|--|
| <b>New Directions Award</b>                             | <b>Anne Mayers<br/>Emily Rogers</b>  |  |
| <b>Learning for Health and Wellbeing Award</b>          | <b>Jordan Lamprell<br/>Sharon Gifford<br/>Julian Lawson</b>  |  |
| <b>English Language Learner Award</b>                   | <b>Alsadiq Idriss Adam<br/>Nanda Kumari<br/>Khadija Stirling<br/>Nassima Belmehdi</b>  | <b>Sharifa Zara<br/>Nazia Malakzai<br/>Nabila Khanmuradi<br/>Lailuma Noori</b>                                       |
| <b>Overcoming Challenges Award</b>                      | <b>Johnathan Hamblin<br/>Debbie White<br/>Victoria Sennett<br/>KC<br/>Stephen Traveller<br/>Vanessa Lescott<br/>Christina Corderoy</b> | <b>Clare Woodley Cadey<br/>Kate Abbitt<br/>Nicola Campbell<br/>David Harries<br/>Waheeda Shirzad<br/>Zakia Nazri</b> |
| <b>Independent Living Award</b>                         | <b>Gail Gogarty<br/>Tony Bishop</b>  | <b>Jonathon Evans<br/>Farhat Atikan</b>  |
| <b>Into Work Award</b>                                  | <b>Jess Norriss<br/>Maria Barandalla-Fernandez</b>   | <b>Araminta Clibborn<br/>Robert King<br/>Bibi Zohra Hamdard</b>  |
| <b>Outstanding Individual Learner of the Year Award</b> | <b>Khadija Stirling<br/>Christina Corderoy<br/>Chloe Hope</b>  |  |

# IMPACT FOR LEARNERS - CASE STUDIES



Learners and tutor Wafa at our celebration event.

## ESOL

Zakia's learning journey exemplifies the transformative power of education for herself, her family, and her community. Arriving from Afghanistan with no reading or writing skills in any language, Zakia began her studies with the ESOL pre-entry course, where she initially struggled to even write her name. However, her determination and dedication quickly became evident as she progressed through our ESOL courses, mastering the alphabet, reading and writing simple sentences, and improving her handwriting. Every Thursday, she proudly shares the new words she practiced at home and the home learning she has done with her children, demonstrating her commitment to learning for herself and her whole family. Zakia's positive attitude and perseverance have not only led to her own success but have also inspired her peers and encouraged her children to engage more in their studies. Zakia was nominated for our learner award for Overcoming Challenges by her tutor Wafa.

*In 2023-24 we delivered 38 ESOL courses, with 283 enrolments, in 12 different areas of Wiltshire, as well as online.*

*This is a 74% increase in ESOL courses delivered compared to 2022-2023, and a 52% increase in enrolments against the same period.*

# SMART COURSES

Anne faced significant challenges due to the closure of community activities and the isolation brought on by COVID-19, leading her to become withdrawn.

Encouraged by staff and family, Anne took a leap of faith and enrolled in the Time Smart course, where she initially struggled but soon thrived in a quiet group. This change boosted her confidence, allowing her to engage actively and showcase her sense of humour. Anne's transformation has made her a proud and capable individual again, and she now expresses interest in continuing her learning journey. Anne was nominated for our New Directions award by her tutor Jan.



*In 2023-3034 we delivered 21 Smart courses where learners develop independent living skills. We had 178 enrolments on these courses. We have also added a number of single-session courses to enable us to offer courses in respite care facilities. We delivered 75% more of these courses in 2023-2024 than the previous academic year, and enrolled 40% more learners.*

*In 2023-2024 we held 64 Family Learning courses, online or at venues around Wiltshire. We had 355 Family Learning enrolments, representing 32% of our enrolments for the year, an increase from 20% the previous academic year. This increase has been driven by our widening course offer, including courses for parents and carers of teenagers to support with transitions to adulthood.*

# FAMILY LEARNING

Kate, a dedicated learner and mother of three, was nominated by her tutor Jenny for our Overcoming Challenges award. Kate has faced significant health challenges, as well as struggles with confidence. Despite these difficulties, she has consistently engaged in various courses at her children's school, excelling in a Families Reading Every Day course with her daughter. Her confidence grew further during the Grow Your Community courses, where she passionately contributed to environmental efforts, including supporting the Hedgehog Street initiative. She also led her class in writing a letter to the local MP, which received a positive response. Kate's perseverance and growth have led her to secure a full-time job at her children's school, which she enjoys immensely.

# WELLBEING

Struggling with her wellbeing, Jordan joined the Exploring Positive Emotions course, where she found a supportive group that helped her recognise and validate her feelings. As she progressed through subsequent courses, her confidence grew significantly. Initially unsure of her skills, Jordan soon realised her capabilities and began to envision a future where she could return to work. Her journey illustrates the transformative power of self-reflection and learning. Her tutor Vanessa nominated her for the Learning for Health and Wellbeing Award.



*In 2023-2024 we had 482 enrolments on courses to support wellbeing and confidence, or for parents and carers to support their child's wellbeing, representing 44% of our enrolments, (and an increase from 155 enrolments or 23% in 2022-2023). We ran 13 different types of courses, including new courses for parents and carers, and new courses for adults with additional needs.*

# SKILLS FOR WORK

Jess began her journey with a Confidence and New Directions course, where her tutor noted significant progress in her confidence as she engaged more in sessions. Building on this, Jess enrolled in the Working in Early Years course, using her learner journey to reflect on applying her new knowledge to support her daughter. By the time she joined the Working in Schools course, Jess had transformed into an active, supportive participant, sharing insights and reflecting on her learning's impact on her daily life. A visit from an early years advisor inspired her to pursue volunteering in the field, marking a significant boost in her confidence and ambition. Ultimately, Jess secured a job at a pre-school. She was nominated for the Into Work award by her tutor Shelley.

*In 2023-2024 we ran five different types of courses to support adults to develop skills for work, covering themes such as identifying skills and qualities and preparing for job searching, as well as sector-specific courses on customer service, working in schools, and working in early years.*

# Festival of Learning



## FESTIVAL OF LEARNING 2023 FINALIST TUTOR JENNY HAM

Our tutor Jenny Ham has been recognised for her exceptional work with disadvantaged adult learners across Wiltshire at the national Festival of Learning Awards.

Jenny said, "I'm motivated by my learners, seeing them learn, progress and achieve. When you can make a difference to people's lives, there is no better feeling.

"My teaching isn't all about the knowledge that I share with learners. It is important to understand their journey in life and to support them to dream as big as they can."

*Laura Mayes, Wiltshire Council Cabinet Member for Education and Skills said: "Jenny's commitment to her learning and development shines strongly. She uses the knowledge and skills that she gains to inform her teaching and the support that she gives her learners. Jenny puts her heart and soul into teaching, and we are very proud of her and what she supports her learners to achieve."*

*"Jenny is a wonderful, inspiring, supportive tutor. She makes learning fun and helped me feel safe, which is vitally important for someone like me who suffers from anxiety. She was always patting me on the back and helping me believe in my abilities." Learner Sarah*

*"Jenny is a wonderful teacher because she will go the extra mile. If you still don't understand, she will not stop until she has found a way for you to learn. Without having Jenny, I wouldn't be able to help my children." Learner Claire*

# ELIGIBILITY

Courses are no cost to learners who meet our eligibility criteria, which has changed slightly since August 2024. Learners must be aged 19+ on 31 August of the academic year, have a Wiltshire postcode and either have lived in the UK/EU for 3 years or meet certain residency requirements.

They must also be able to tick one of the following criteria:

- On a lower income, earning less than £25,000 a year.
- In receipt of benefits (other than child benefit).
- Care leaver, refugee, foster carer, carer, military family / ex-armed forces personnel, have a learning difficulty or disability, have school-aged children who receive means-tested free school meals.
- Not in work and looking to go into work, now or in the future.

# CONTACT US

Please get in touch to discuss working with us, making a referral or joining a course:

Website: <https://workwiltshire.co.uk/family-and-community-learning-courses/>

Email: [familyandcommunitylearning@wiltshire.gov.uk](mailto:familyandcommunitylearning@wiltshire.gov.uk)

Telephone: 01225 770478

Facebook: <https://en-gb.facebook.com/Wiltsfamilylearning/>

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# Area Board Report - Devizes

Neighbourhood Policing Team  
November and December 2024



Agenda Item 6

# Your Neighbourhood Policing Team

**Inspector:** Simon Garrett

**Neighbourhood Sergeant:** Sgt Chris Wickham

**Neighbourhood Officers:**

PC Chris Rideout (Devizes Town)

PC Sarah Hardwidge (Devizes Town)

PC Nicola Crabbe (Pewsey & Devizes Rural)

PC Jason Steele (Marlborough)

**PCSOs:**

Amy Jones, Andrew Maclachlan, Debbie Lowe

Kelly Watts, Paula Yarranton (Devizes Rural)

Emily Johnson, Melissa Camilleri (Marlborough Rural)

Mark Braithwaite (Marlborough Town)

Jonathan Mills (Pewsey)





# Our Community Commitment

## ENGAGE REGULARLY WITH COMMUNITIES BY HOLDING FACE TO FACE EVENTS

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

## ENGAGE REGULARLY THROUGH ONLINE CHANNELS

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

## INCREASE AND BROADEN OUR ENGAGEMENT ACROSS NEED TO REACH COMMUNITIES

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

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

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

## CONSULT AND ENGAGE WITH COMMUNITIES ON KEY DECISIONS

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

**Our mission:** Keeping Wiltshire Safe











**Our priorities:**

Safer public spaces

Violence

Burglary

# October and November 24 Crime Summary - Devizes

|   |  | Last Year | Last 2 months |
|---|--|-----------|---------------|
| Violence Against The Person             |  113 | 134 ↓     | 126 ↓         |
| Theft Offences                          |  58   | 39 ↑      | 42 ↑          |
| Arson And Criminal Damage               |  48   | 32 ↑      | 29 ↑          |
| Public Order Offences                   |  48   | 40 →      | 29 ↑          |
| Miscellaneous Crimes Against the Person |  14   | 13 ↑      | 11 ↑          |
| Vehicle Offences                        |  12   | 12 →      | 11 ↑          |
| Burglary                                |  18  | 6 ↑       | 25 ↓          |
| Drug Offences                           |  9  | 4 ↑       | 15 ↓          |
| Sexual Offences                         |  8  | 17 ↓      | 11 ↓          |
| Possession Of Weapons                   |  3  | 1 ↑       | 2 ↑           |

Crimes  
**300**

Incidents  
**305**

- Crime picture is stable considering data from the last 2 months and same time in 2023.
- Increase in theft and arson/damage when compared to both last yr and previous 2 months
- Increase in burglary and drug offences compared to 2023 but reduction compared to previous 2 months
- Reduction in violent and sexual offences

# September and October Burglary Stats- Devizes

Crimes  
**6**



- Wiltshire continues to have the lowest recorded burglary of a home crimes per 1000 households, currently sitting at 1.863 compared to MSG average of 2.868 (iQuanta data to Sep-24)
- Overall crime FAT outcome rate reports at 17.8% for the 12 months to Nov 24. This is an 8 month exceptional high ( The last 8 months have all been above the (24-month) average) This represents 7060 crimes where the victim has received a positive outcome.
- Attendance rate of 98.3% during Nov/Dec

# In the community



- Rural crime operation during December
- Facebook Live
- Burglary prevention advice
- Mobile Police Station
- Community engagement
- Adverse weather
- Key burglary suspect receives custodial sentence
- Male found guilty of attempted murder
- Warrants conducted
- Night-time economy operation
- PSPO update

# Local Priorities & Updates

| Priority                                    | Update  |
|---|---|
| Burglary offences                           | There has been a rise in burglary statistics due to an ongoing dwelling burglary series that is being investigated by the Force's Burglary Team. 1 Suspect is in custody, and another is subject to bail conditions which are being actively policed. Officers will continue to patrol and target vulnerable locations associated with unconnected buildings. |
| Street Drinking and ASB in the Market place | Public Space Protection order expected to be launched on 15 <sup>th</sup> November. Police now have powers to confiscate alcohol and disperse ground of people acting in an antisocial manner. Further partnership work is ongoing to support those impacted and to ensure consistent policing of the order.  |
| Theft from vans                             | The south of England is seeing an increase in the theft of high value tools from vans. This appears to be a very organised nationwide group committing these offences. Locally officers are liaising with counterparts in other forces and giving crime prevention advice to the community.   |
| What do you want us to focus on             | <a href="mailto:devizesareanpt@wiltshire.police.uk">devizesareanpt@wiltshire.police.uk</a> <b>Subject – Devizes area Priorities.</b>  |

# Useful Links

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

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

# Get Involved

Keep up to date with the latest news and alerts in your area by signing up to our **Community Messaging service** – [www.wiltsmessaging.co.uk](http://www.wiltsmessaging.co.uk)



## Follow your NPT on social media

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

Find out more information on your NPT area at:  
[www.wiltshire.police.uk/area/your-area/wiltshire/devizes/](http://www.wiltshire.police.uk/area/your-area/wiltshire/devizes/)





# Wiltshire Council

## Devizes Area Board - LHFIF Project 17th April 2024

### Financial Position

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

*\*Order values are subject to change*

Total number of "Live" projects **34**

Number of "New" projects this r **0**

Number of "In Progress" project **11**

Number of projects "Awaiting SI **2**

Number of projects "Awaiting U **13**

Number of projects to be remov **8**

Number of projects recently "Cc **15**

*\*Not including merged projects*

### Live projects by Town/Parish

*\*Not including merged or completed*

|                  |    |
|------------------|----|
| Devizes          | 11 |
| Seend            | 5  |
| Bulkington       | 0  |
| Wedhampton       | 2  |
| Worton           | 1  |
| Bishops Cannings | 2  |
| Bromham          | 1  |
| Great Cheverell  | 1  |
| Market Lavington | 4  |
| Poulshot         | 0  |
| Urchfont         | 0  |
| West Lavington   | 1  |
| Easterton        | 1  |
| Little Cheverell | 0  |
| Marston          | 0  |
| Rowde            | 0  |
| Stert            | 0  |

### Project Key

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

## ACTIVE PROJECTS

|      | Previous Status | New Status      | Project ID | Town / Parish | Project Title  | Project Proposal  | Most Recent Actions & Recommendations  | Additional Detail & Comments   |
|------|-----------------|-----------------|------------|---------------|--|---|--|--|
| A0.1 |                 | New Project     |            | Poulshot      | New Footpath   | Create a new footpath between Poulshot (North) to the A361 and main route bus stops   | <b>This project will require a substantive bid, and the next round of applications will be received in Dec 2025. Competition for funding will be significant. Funding from other sources such as S106/CIL will strengthen any bid, as will a demonstrable footfall. The cost of constructing a new footpath could be in the region of £1k per metre, so a phased approach might be more affordable. The group approved a spend of £4500 to develop a proposal. Depending on competing projects, funding may be allocated from the 24/25 or alternatively the 25/26 budget. Either will work for the timescales for this project.</b>   | The A361 re-engineering and provision of traffic signals on junctions to Poulshot and Rowde is at least 12 away. |
| A1   |                 | Awaiting Slot   |            | Seend         | Seend Cleeve<br>Parking restrictions<br>Barge Bridge | A review of additional parking restrictions in the vicinity of the Barge Bridge, Seend Cleeve (Requested 6th March 2024)      | <p>The project was not received via a Highways Improvement Request form and therefore no action or budget could be agreed.</p> <p>The group discussed the issue and problems with waiting restrictions and "residents only" parking. GR to take a look at the area and the group will discuss again at the next meeting when the form has been submitted.</p> <p>Appropriate requests received, draft proposals have been prepared and have been considered and supported by Seend PC.</p> <p>The group is happy to proceed with the proposal. Likely cost c£3.5k - Seend PC will contribute 25%<br/>Linking with Spout Lane was ruled out, but it may be possible to combine with a project in Devizes.</p> <p>Cost estimate: £3,500 together with proposed restrictions in New Park Road, Devizes (£2,625 LHFIG &amp; £875 contribution (£437.50 Seend PC &amp; £437.50 Devizes TC)</p> <p>Update from the TRO team - this scheme currently in queue yet unable to confirm likely consultation date due to a mapping software update.<br/><b>Software update complete, project now in a queue. TRO process likely to be early 2025 and estimated timescales for implementation in the Spring</b></p> |  |
| A2   | Awaiting Update | Awaiting Update |            | Seend         | Spout Lane, Seend<br>Residents parking               | An Investigation into the possibility of providing allocated Residential Parking, Spout Lane Seend (Requested 6th March 2024) | <p>The project was not received via a Highways Improvement Request form and therefore no action or budget could be agreed.</p> <p>The group discussed the issue and problems with waiting restrictions and "residents only" parking. GR to take a look at the area and the group will discuss again at the next meeting when the form has been submitted.</p> <p>Appropriate requests received, draft proposals have been prepared and have been considered by Seend PC. Amendments were requested and further consideration needed by the PC.</p> <p>Further consideration is required... a resident's parking scheme <u>cannot</u> be used also by people living in boats in this location as not classed as a permanent address.</p> <p>Waiting restrictions can be considered. Seend PC and Tamara to explore alternative off-road parking opportunities for residents.</p> <p><b>Alternative off-road parking has not been identified. Waiting restrictions to deter 24hr parking appear to be the preferred way forward. PC to liaise with JM/GR re location(s) and timing of restrictions.</b></p>  |  |

|    |                              |                 |         |          |   |  |  |
|----|------------------------------|-----------------|---------|----------|---|--|--|
| A3 | Awaiting implementation date | In Progress     | 6-24-11 | Seend    | Bell Crossroads   | <p>Issue 1 – Install two further Bollards on the village side of the A361/Bell Hill Junction to match the two already installed on the Bell Inn Side.</p> <p>Issue 2 – Install four bollards (two either side) on A361/Bollands Hill junction to help pedestrians navigate this dangerous junction safely.</p> <p>Both these improvements will have a significant benefit for pedestrians navigating these two junctions</p> | <p>Group agreed to proceed with provision of bollards. PC will contribute 25%<br/>Cost estimate: £2,400<br/>(£1,800 LHFIG &amp; £600 Seend PC)</p> <p>Agreed to change bollards from lightweight to a more substantial material.<br/>GR will look at the possibility of resetting the kerb height to 110mm</p> <p>Works order for bollards has been placed with contractor - installation expected end Feb.</p>  |
| A4 | Awaiting Update              | Awaiting Update | 6-24-19 | Seend    | A361 Bell Crossroads  | <p>Lack of junction visibility on approach to Bell Crossroads. Ongoing for many years, however the rate at which accidents are occurring at this location has increased significantly during the past 18 months. Installation of speed activated electronic</p>  | <p>This is a matter for Collision Reduction, but the group agreed to keep on the LHFIG agenda for visibility</p> <p>No reported incidents in past 3 months - continue to monitor</p>   |
| A5 | Awaiting Update              | Remove          | 6-24-20 | Seend    | A361 High Street  | <p>Risk of Pedestrians being hit by vehicles mounting the pavement between School Road and Dial Close. Ongoing for many years, however a recent incident that resulted in a vehicle mounting the pavement, colliding with a street lighting cabinet and a pedestrian having to step</p>  | <p>PC to discuss possible solutions with GR. Feasibility study required (estimated cost c£4.5k)<br/>JM reported that the footpath is too narrow to install a compliant barrier<br/>**JM/GR to write a statement from LHFIG to PC**</p>   |
| B1 | In Progress                  | In Progress     |         | Worton   | Worton High Street  | <p>Addition/reinstatement of two crossings on the high street to allow pedestrians to safely navigate from one end of Worton to the other with a pavement which stops at various points each side of the road.</p>   | <p>The group discussed the proposal and in principle it was supported. A raised crossing is unlikely to be supported due to the impact to vehicles and surrounding properties. JM and GR to work-up a plan of the crossing points for the next meeting (the PC to be sent it for comment before the meeting). The group will then discuss.</p> <p>Draft proposals have been prepared and have sent to Worton PC for comment. GR to revise proposal to a two priority scheme and liaise with Worton PC.</p> <p>PC unanimously support the revised scheme and confirm their 25% contribution. The group approved the new scheme. Estimate £14k (£10.5k LHFIG &amp; £3.5k Worton PC)<br/>Installation brought forward from October 2025 to end June / early July 2025</p> |
| C1 | Awaiting Update              | In Progress     | 6-24-14 | Potterne | Reduction of speed limits   | <p>Reducing the speed limit through areas of our village. We would like to reduce the speed limit on Whistley Road from the boundary gates as you travel towards Potterne from Caen Hill from 30mph to 20 mph, the distance between 5 Lanes and the boundary gates from 60mph to 30mph and to reduce Potterne High Street from 30mph to 20mph.</p>   | <p>PC to present their case to the group</p> <p>There was a discussion around weight restriction, but this is very difficult to enforce. Signage stating 'unsuitable for long/wide vehicles' does not require a TRO.</p> <p>The group approved a spend of £3100 for a 20mph speed assessment on Whistley Road.<br/>Metro counts have been requested</p>  |
| C2 | Awaiting Update              | Awaiting Update | 6-24-15 | Potterne | Improve pedestrian route near George & Dragon and reduction of speed limit. | <p>There is no safe pedestrian route along Potterne Wick Road which is a national speed limit. There are a number of blind bends resulting in dangerous encounters for pedestrians with vehicles. Reduction of speed limit to 30 mph from the A360 to the last property along the road. A painted safe pedestrian route from the</p>   | <p>PC to present their case to the group</p> <p>Single carriageway working in Potterne High St was discussed. Such a scheme would be costly and would require a Substantive bid. Preliminary design works would be required and could cost around £6-7k. Jamie Mundy to discuss with PC. PC to bring this back to the January meeting.</p> <p>A proposal for a build out and walkway on the A360 was presented - cost estimate to implement c£15-20k</p> <p>The group agreed to go ahead with a topographical survey c£2500</p>  |

|     |                 |                 |          |          |   |  |   |  |
|-----|-----------------|-----------------|----------|----------|---|--|---|--|
|     | New Project     | Awaiting Update |          | Potterne | Waiting Restrictions  | Eastwell Rd - Blounts Court yellow lines   | <b>The group supported provision of yellow lines on this junction. Work to be incorporated with another suitable project.</b>   |  |
|     | New Project     | Awaiting Update |          | Potterne | The Butts Dropped Kerb  | Provision of a dropped kerb opposite Rookes Lane   | <b>JM/GR to check feasibility, specifically footpath width.</b>   |  |
| D1  | In Progress     | In Progress     | 6675     | Bromham  | Bromham<br><br>A342 Speed Restriction<br><br>(Priority No.03) | <p>Bromham Parish Council would like to put in motion a speed restriction on the A342 from South of the Calne A3102 50/40mph speed restriction to the St Edith's Marsh 30 MPH restriction.</p> <p>This length of the A342 is now a 60MPH road with frequent occurring accidents which can be backed up by local police and a freedom of information request for the crash map information for accidents. This stretch of road starting at the Calne junction has the following: Farm shop, Residential properties, Chittoe junction - poor visibility. The Audi Garage, Residential properties, The A3102 Melksham junction with Collins Veg. Shop - minor accidents happen here on a regular basis not always police recorded- V P Collins Vegetables at 81 Devizes Road can support this. ACCIDENT SPOT; Double bends. ACCIDENT SPOT; New Farm and Digester entrance to A J Butlers Farm -between the double bends. Cross road junction to Highfield village centre and Roughmoor. Roughmoor 9 residential properties plus A J</p> | <p><b>GR explained there is a wider speed assessment on the A3102 which could envelope the A342 and this task outside of LHFIG, however, might be 2-3yrs away.</b></p> <p><b>DM suggested this project stays within LHFIG to achieve a faster solution.</b></p> <p><b>Traffic Regulation Orders currently being drafted ahead of formal consultation.</b><br/><b>JM to advise when we have been given the dates for the advert period.</b></p> <p><b>Update from the TRO team (17/07) the scheme is currently 7th in queue, so would expect consultation in the Autumn.</b></p> <p><b>Consultation imminent - will be combined with another speed limit proposal for the A3102</b></p> <p><b>The consultation on the proposed speed limit changes closed on 9th December 2024. As correspondence of support and objection were received, a report to Cabinet Member will be required for a delegated decision.</b><br/><b>JM to draft Cabinet report.</b></p> | <p>Speed Limit Assessment discussed at Nov 19 Meeting. Bromham PC to consider and advise if the wish to proceed with requesting a speed limit assessment. GR sent further information to PC 17.12.19. Awaiting BPC response on whether to proceed &amp; contribution.</p> <p>GR confirmed the speed limit review is underway and results will be available later. Once those are back and the assessment carried out, decisions on progressing any recommendations will need to be made. Speed Limit review has been completed. Information has been sent to the Parish Council (04/04). Review has made some recommendation for changes. To be discussed.</p> <p>BPC have responded and outlined they are not prepared to fund all of the recommendations made by the review. These are to implement 40mph south of Sandy Lane then 50mph to St Edith's Marsh. GR</p> |
| E1  | Awaiting Update | In Progress     | 06-22-30 | Devizes  | Devizes<br><br>Bath Road - Dropped Kerb Request               | <p>At a recent meeting of the Town Council's Planning committee, it considered are request for a dropped kerb in Bath Road by the Murco Petrol filling station, following the submission of a Highway Improvement Request Form from a resident of Mayenne Place.</p> <p>Within the request, the applicant states the pavement outside the petrol station on the</p>  | <p><b>DTC to confirm budget contribution and proposed location.</b><br/><b>This fits the LHFIG and wider Council criteria and objectives.</b><br/><b>This scheme is in the programme for June 2024.</b><br/><b>UPDATE: This has been moved back in the Milestone programme to the end of the calendar year.</b></p> <p><b>Work scheduled for 6th to 8th January 2025 - delayed due to bad weather, but work now in progress and completion imminent.</b></p>  | <p>GR advised a budget of £2,000 for installation of a pair of dropped kerbs.</p> <p>DTC to confirm contribution approval and rough plan/location description</p>  |
| E10 | New Project     | In Progress     | 6-24-29  | Devizes  | Proudman Road with Stockwell Road and Matilda Way             | Residents have raised road safety concerns following a series of near misses on the junction of Proudman Road with Stockwell Road and Matilda Way. There is a tendency for vehicles from Windsor Drive, heading down the hill in Proudman Road to continue into Stockwell Road or Matilda Way without due regard to any other traffic. The absence of any road markings is a contributing factor to poor driving   | <b>JM suggests this is included with the implementation of the waiting restrictions in the Spring.</b>  |  |

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| E2 | Awaiting Update | In Progress     | 06-22-34 | Devizes | Devizes<br>Downlands Rd<br>Request for Dropped Kerbs                           | Dropped kerbs (pedestrian access). Due to my recent lack of mobility I am in need of dropped kerbs to be able to cross the road and its become apparent that there are none in Downlands road. I believe the council have a responsibility to provide safe access for all residents regardless of physical ability.<br><br>Dropped kerbs installed at intervals around Downlands Road to enable freedom of movement.  | A full proposal has been developed and forwarded to KN for consideration by DTC. Outline proposal circa £15,000 for all locations (rather than £2k as initially estimated). Awaiting DTC confirmation of £3,750 contribution (rather than £500 initially outlined) Complete apart from two sites where the utility info received was incorrect and underground services were too shallow to acheive the required levels for the dropped kerbs.<br>DTC to confirm whether they want an alternative position or to abandon the remaining locations.<br>DTC have put forward Pans Lane junctions with Walden Lodge Close and The Breach, which would complete an accessible route to the Town Centre.<br>Group agreed to go ahead, works funded by Downlands surplus. Timescales TBC   | GR advised a budget of £2,000 for installation of a pair of dropped kerbs.<br><br>DTC to confirm contribution approval and rough plan/location description |
| E3 | In Progress     | In Progress     | 06-23-05 | Devizes | Devizes<br>Wick Lane / Pans Lane<br>Waiting Restriction                        | Cars are frequently park near the roundabout at the junction of Wick Lane and Pans Lane. At this location, there is an informal crossing point leading to the rear pedestrian entrance to Wansdyke Primary School. Vehicles are often left right up to the crossing point which significantly reduces sight lines and increasing the risk of accident as primary school children and families cross the road to the school gates.<br><br>Sometimes vehicles are left across the crossing point making a bad situation significantly worse.<br><br>Parking restrictions at this location are | IW had not noticed this problem at weekends. The problem is specifically caused by school parents (as with most other school locations in the country). Drivers must not park next to roundabouts or across dropped kerbs. KN undertaking work on school travel plan with the school who should address the matter with their parents. Project to be removed from October Agenda.<br>Project will be built into Devizes area TRO. IW and DM requested commitment from the school to help enforce the restrictions.<br>GR to ensure waiting restrictions are sent to Simon Fisher at DTC<br>This request was added into the town review, which is due to advertised in April/May 2024.<br>Consultation ended 3rd June. Objections were received, therefore a Cabinet Report will need to be prepared.<br>Cabinet Member report has been drafted, and will be presented for approval.<br>Cabinet Report signed off 27th December. JM to progress works order with lining contractor - JM to advise date for implementation once known.<br>Amendments were: timing of loading bay restrictions outside Dominos and minor | Project includes townwide parking restriction changes. Changes need to be made to the bay outside Domino's - loading bay 9am to 4pm                        |
| E4 | Awaiting Update | Awaiting Update | 6-24-07  | Devizes | Pedestrian island (Bollards), Market Place                                     | The Market Place signage is misleading – particularly at night, when the white lines indicate the South facing vehicle direction should be directed toward the central island.<br><br>Motorists obviously find this confusing.  | DTC to review road markings and if necessary suggest suitable amendments for LHFIG consideration.<br>Planters solution could be a possibility, however DTC are required to provide a method statement to demonstrate safe working practices in the highway whilst attending to the planters.<br>As an interim solution. Highways will install plastic bollards  |  |
| E5 | Awaiting Slot   | Awaiting Slot   | 6-24-08  | Devizes | Commuter parking issues, New Park St, from Victoria Road to Quakers Walk gates | Request for parking restrictions. DTC held a site meeting with JM to discuss the issue and look at potential soultions.   | Draft Proposal has been prepared and has been considered and supported by Devizes TC. GR stated this project could be linked to waiting restrictions in Seend to achieve economy of scale.<br>Cost estimate: £3,500 together with proposed restrictions in Seend Cleeve (£2,625 LHFIG & £875 contribution (£437.50 Seend PC & £437.50 Devizes TC)<br>Update from the TRO team - this scheme currently in queue yet unable to confirm likely consultation date due to a mapping software update.<br>Software update complete, project now in a queue. TRO process likely to be early 2025 and estimated timescales for implementation in the Spring  |  |
| E6 | New Project     | In Progress     | 6-24-24  | Devizes | Salisbury Street   | Neighbours and local businesses are continuously obstructing the dropped kerb rear access to the properties garage. This is causing dangerous visibility issues and at times making it impossible to use the rear access.   | Given that road marking works are scheduled nearby, the work can be included at no additional cost to the group.  |  |

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| E7 | New Project     | Remove          | 6-24-25  | Devizes         | Junction of Brickley Lane and Elm Tree Gardens   | Addition of dropped kerbs on both sides of Elm Tree Gardens much closer to (ideally at) the junction with Brickley Lane – perhaps even consider extending the pavements on each side of Brickley Lane itself to the edge of the  | Given the size and scale of the grassed verges on the corner of this junction, the group felt that simply adding a waiting restriction would not resolve the issue. This item will be removed from the LHFIFG agenda.   |  |
| E8 | New Project     | Awaiting Update | 6-24-26  | Devizes         | Brickley Lane, after Longcroft Avenue junction heading towards town on same side as junction | Extend the yellow lines across the dropped kerb and beyond, as per others in area. DTC supports this request.  | The group agreed to go ahead on the basis that the work can be added to the 2025 round of waiting restrictions in the area, c£6000  |  |
| E9 | New Project     | Remove          | 6-24-27  | Devizes         | End of Mill Lane   | Currently delivery vehicles are sometime stopping too close to the main gate of the site to gain entry and a result cannot sometimes see the barrier, which recently resulted in one of the barriers being stuck. Delivery vehicles also need to book into the gate house, which having a visual stop line will prevent  | JM advises that the adopted highway doesn't go all the way to the gates, so the company could legitimately place a line on their land without WC consent or cost to LHFIFG.   |  |
|    | Remove          | Awaiting Update | 06-22-36 | Devizes         | Devizes<br><br>Various Roads - Request for SID Infrastructure                                | There has been a steady increase in concern over the issues of speeding over several years, and in some areas the Town Council has already reported these concerns to the LHFIFG<br><br>At a recent meeting of Devizes Town Council, it was agreed that an investigating into the possibility of installing Speed Indicator in Devizes (SIDs) should be undertaken. As part of that discussion, a number of roads were identified where such devices would potentially be suitable and are listed under the Location of Issue section in this report. Bath Road, London Road, Nursteed Road, | <b>DTC to confirm that an active CSW is in place in each area before the project could be supported. This project will be removed until an active CSW is in place in the target areas.</b><br><br><b>Whilst Highways guidance recommends CSW involvement, the group accepts the evidence that speeding is an issue. DTC to provide locations for SIDs (within a 50m radius). The £3k indicative cost for the provision of 3 sockets and 1 SID post was approved by the group.</b> |  |
| F1 | Awaiting Update | Awaiting Update | 6-24-09  | Great Cheverell | School Lane which runs down to the B3098, Westbury Road.                                     | B3098 is a significant road used by many vehicles and is often an alternative route from the A360. The pavement has become almost completely overgrown   | <b>Bank retention is needed. GR to raise this matter with Andy Cadwallader, Local Highways</b><br>Andy Cadwallader has raised some questions with Jacky Abbot - awaiting response.<br><b>JM/GR to clarify.</b>  |  |
| G1 | New Project     | Remove          | 6-24-30  | Easterton       | B3098 Easterton High Street  | Safety railings are in very poor condition, rusting badly, some of the posts have nearly rotted through and are held in place by the horizon rails. Paint loss causing poor visibility at nighttime and during flood situations, meaning drivers may not see the river's edge.   | <b>Has been passed to Area Highways Engineer for comment.</b><br><b>This is a highways maintenance issue, not a top priority but in need of attention.</b><br><b>Dom Muns to work with the PC and escalate with highways maintenance.</b>   |  |

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| H1 | Awaiting Update | Awaiting Update | 06-22-39 | Market Lavington               | Market Lavington<br>High St / Church St - Request for Pedestrian Improvements | Market Lavington has grown over the years in a linear fashion placing more and more houses "outside" the village centre with a need for pedestrians to walk along the pavements to access amenities. In the past, these narrow pavements were less used because the bulk of residents lived "inside" the High Street/Church Street area, now the opposite is true. The pavements are extremely narrow at the edges of the village, which places pedestrians in danger of coming into contact with vehicles. Pedestrian flow is also significant going out of the village in each direction and importantly, the majority of this foot traffic is to either the primary or secondary school. This places even more vulnerable pedestrians close to passing traffic. For parents with pushchairs, the pavements east and west in and out of the | <p>The group acknowledged the issue which impacts hundreds of residents. The lack of accessibility for wheelchair / mobility scooter users is a focus for WC.</p> <p>The cost of a substantive bid preparation project is likely to be £10,000-£15,000 which is 30-50% of the group's budget.</p> <p>DM has suggested that the group supports this bid. TR suggested that the AQaST fund might also contribute. DM to provide FD with dates and details of the upcoming AGaST meeting. MLPC to send a representative to pitch the project and try to secure additional funding.</p> <p>MLPC still seeking options to fund a substantive bid (CIL?). Task to remain on agenda.</p> | This is a vital project for our comm |
| H2 | Awaiting Update | Remove          | 6-24-12  | Market Lavington               | Footpath MLAV2 (part) through Canada Woods                                    | <p>In April following heavy rainfall a section of footpath MLAV2 suddenly slipped away down towards the adjacent river. Footpath MLAV2 runs through Canada Woods, and is the only accessible footpath linking both ends of the woodland.</p> <p>The Parish Council would please like the support of LHFIFG with a contribution of</p>   | <p>Land ownership needs to be established. GR to consult with Rights of Way officer, Paul Millard. It is thought Wiltshire Council has some obligation. Paul Millard to liaise with the PC.</p> <p>After further consideration it has been determined that footpath repairs are the responsibility of the land owner. Cost of repair is c£13k<br/>Dom Muns will work with the PC to prepare an area board funding request.</p>  |                                      |
| H3 | New Project     | Awaiting Update | 6-24-03  | Market Lavington               | Speeding concerns - Parsonage Lane, Market Lavington                          | <p>The section of Parsonage Lane from its junction with the High Street / Church Street, down to the entrance of Bouverie Drive is one-way, and subject to a 20mph speed limit. There are regular reports of vehicles driving the wrong way up the road, and numerous reports of vehicles which exceed the speed limit.</p> <p>A recent road traffic survey carried out by Wiltshire Council on Parsonage Lane (from the 29th of January to the 4th of February 2024), reported that 91.68% of vehicles exceeded the speed limit during the survey period, with a combined 85%ile speed of 29.9mph (6 vehicles</p>  | <p>Parsonage Lane is a cut through, mostly used by local traffic.</p> <p>An effective solution would most likely require 3 pairs of speed cushions c£20k<br/>Min distance between cushions is 100m<br/>Community Speed Watch could also be a solution.</p>  |                                      |
| H4 | New Project     | Awaiting Update | 6-24-13  | Market Lavington and Easterton | Kings Road, Market Lavington and Easterton                                    | <p>Kings Road runs through both the Parishes of Easterton and Market Lavington. Councillors have concerns about the safety of Kings Road users, including pedestrians, horse riders, and other road users. We will be submitting a</p>  | <p>PC to request Metro Counts and explore the possibility of additional private funding from businesses</p> <p>Dom Muns to liaise with both PCs</p>   |                                      |

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| H9 | New Project | Remove | 6-24-31  | Market Lavington | Various locations  | There are three locations in the village where there is no pavement at the side of the road, leaving pedestrians etc. at the mercy of drivers often travelling at speed and/or on the wrong side of the road at the narrower locations. 1) Northbrook – Narrow road, with pavement only part-way down, corner at the bottom, regularly used by pedestrians and dog walkers etc. 2) Spin Hill – to access footpath MLAV13 requires crossing one of the main roads in and out of the village as it enters a cutting, and there is little or no bank for pedestrians to step onto in the event of on-coming traffic. 3) Top of Spin Hill / Ledge Hill – This is on a sharp corner of one of the main roads in and out of the village, and the entrance to a well-used footpath. It was also the site of a  | <p><b>NB. To erect a warning or regulatory sign on a new sign post costs between £300 and £800 dependant on size.</b></p> <p><b>PC happy to remove from agenda and explore alternative resolutions</b></p>  |   |
| I1 | New Project | Remove | 6-24-21  | West Lavington   | A360 narrow section  | The main A360 narrows and winds around All Saints Church, The Old Vicarage and the Old Post Office. All of which are listed. The road is narrow and will not allow 2 HGV's or buses to pass each other. With the increase in traffic over the last years, the road is frequently  | <p><b>The issue was discussed, but there is no obvious solution. Apriority system would be too long, and such a system would generate new issues such as speeding within the system, increased idling whilst waiting, and there would be multiple uncontrolled vehicle access points within the system.</b></p>   |   |
| J1 | In Progress | Remove | 06-21-09 | Bishops Cannings | Bishops Cannings Horton Road Speed Limit Reduction (Priority No. 07) | <p>The current speed limit between the Cannings Hill roundabout and a point just beyond Marlborough Close, is 50mph. Given the built-up nature of the road at this point, the parish council believes that the road should be restricted to 30mph.</p> <p>The 50-mph restriction in question is approximately 737 metres in length. Along this there are 24 streetlamps more or less evenly spaced, so there is an average of approximately 31 metres between them. s.82 Road Traffic Regulation Act 1984 defines a restricted road as one where "there is provided on it a system of street lighting furnished by means of lamps placed not more than 200 metres apart" and s.81 of the Act states "it shall not be lawful for a person to drive a motor vehicle on a restricted road at speeds exceeding 30-mph."</p> <p>The default position on this stretch of road</p> | <p><b>Draft propoals and Traffic regulations orders are in preperation. These will be forward for consultation in due course.</b></p> <p><b>Estimate TRO advert in January. Copies will be sent to the PC as a statutory Consultee.</b></p> <p><b>Formal public consultation has recently ended. There was one objection, two support and one requesting more. Therefore a Cabinet Report will be required.</b></p> <p><b>PC to submit letter of support.</b></p> <p><b>Objections were received. Cabinet Member report has been drafted, but not yet approved.</b></p> <p><b>New signage now in place.</b></p> | <p>The Department of Transport guidance on setting local speed limits states that "the standard speed limit in urban areas is 30-mph" and that roads suitable for 40-mph are generally for urban areas where there is little development. 50-mph should only be used in exceptional circumstances - but this does include roads where there are segregated road junctions for the developed areas.</p> <p>Although the housing along this length of the Horton Road is accessed via segregated junctions and not directly from the C8, there are 76 houses at Ferozeshah Road, 175 houses at the Corn Croft Lane estate and there will be a total of 230 at Laywood. This generates a significant number of vehicle movements onto and off the Horton</p> |



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| J2 |             | Awaiting Update | 06-24-23 | Bishops Cannings | Pedestrian Safety in the centre of the village | Speed limit and parking changes  | <p>Subject to planning permission for car park extension, PC to liaise with GR and determine a list of elements of a possible solution.</p> <p>Successful negotiations with Crown Estates and the tenant farmer has resulted in an increase in size of the proposed car park. The school are also now supportive of the project. The group approved a spend of £3100 for speed assessment.</p>  |   |
| L1 | In Progress | In Progress     | 06-21-16 | Wedhampton       | Wedhampton Highstreet - Change to road layout  | <p>Very poor visibility when exiting the High Street, Wedhampton from the south east junction with the A342, has resulted in a number of accidents both recently and over the longer term. Traffic travels along the A342 at high speeds, and the bend just west of the junction obscures any view of oncoming traffic, which makes it an exceptionally dangerous junction, and it is only a matter of time before there is a fatality.</p> <p>I walk from Urchfont across to Wedhampton regularly, and have witnessed the aftermath of two accidents in the last two months.</p> <p>It has been suggested by Wiltshire Councillor</p> | <p>Draft Proposal has been prepared and sent to Parish Council (via PW).</p> <p>Awaiting PC comments / approval of detailed plan before progression of the associated Traffic Regulation Order.</p> <p>PC have confirmed contribution £2,500 - TRO drafted, awaiting submission.</p> <p>The draft schedules and plans are with the TRO Team ahead of the public consultation stage. JM to advise when we have been given the dates for the advert period.</p> <p>TRO is currently on advert closing date 29th July.</p> <p>One objection received. Cabinet Member report has been drafted, but not yet approved.</p> <p>Cabinet reports approved in November. Works order now with contractor with a critical finish date is 28/03 for the 20 limit and No entry. Work will commence soon on the safety study indicated within the Cabinet Member report.</p>                                 | <p>It should be noted that the north west entrance at Greengate Road has far better visibility, and having spoken to some Wedhampton residents, including an Urchfont Parish Councillor who lives in Wedhampton, the village would be much in favour of such a change.</p> <p>DM asked if the PC had consulted with residents about the proposed changes. PW said they were doing it but was not aware of the result. He will check about this.</p> |
| L2 | In Progress | In Progress     | 06-22-14 | Wedhampton       | Wedhampton Request for 20mph Limit             | <p>Residents have long complained about speeding through the village, and they request that the current speed limit is reduced from 30mph to 20mph. A recent Metro Count showed that 1.1% exceeded the speed limit on average. The average speed was 17.3mph and the 85th Percentile was 22.8mph.</p>  | <p>Draft Proposal has been prepared and sent to Parish Council (via PW).</p> <p>Awaiting PC comments / approval of detailed plan before progression of the associated Traffic Regulation Order.</p> <p>PC have confirmed contribution £2,500. TRO drafted, awaiting submission.</p> <p>The draft schedules and plans are with the TRO Team ahead of the public consultation stage. JM to advise when we have been given the dates for the advert period.</p> <p>TRO is currently on advert closing date 29th July.</p> <p>As above - One objection received. Cabinet Member report has been drafted, but not yet approved.</p> <p>As above, Cabinet report was signed off in November and the works order now with contractor with a critical finish date is 28/03 for the 20 limit and No entry. Work will commence soon on the safety study indicated within the Cabinet Member report.</p> | <p>This issue was discussed at the Urchfont Parish Council meeting on 13th December 2021.</p> <p>There was no one from Urchfont PC present to confirm a contribution (Apr 22)</p> <p>No one from Urchfont PC present. (Jul 22)</p> <p>Next step is a speed assessment at a cost of £2,500. PC to confirm contribution.</p>  |

# COMPLETED PROJECTS

| Previous Status | Project ID | Town / Parish | Project Title  | Project Proposal   | Most Recent Actions & Recommendations   | New Status | Additional Detail & Comments   |
|-----------------|------------|---------------|--|--|---|------------|--|
| In Progress     | 6120       | Lydeway       | Lydeway<br>Request for speed limit reduction<br>(Priority No.01)       | The speed limit or rather the lack of on the A342 road between Lydeway and Stert village entrance. When exiting the entrance of The Clock Inn Park the visibility is poor in both directions. Seeing that a lot of money has been spent on the work carried out in recent months on the renovation of the pathway between The Clock Inn Park and the entrance to Stert village which means more of the people from The Clock Inn Park are using the pathway some of which have mobility scooters are finding it very difficult in crossing the road because of the speed of traffic which in some cases is in excess of the 60 miles per hour limit. In the last year there has been one accident of a car exiting The Clock Inn Park which in this case no one was hurt the police were not informed but both cars were written off. There are slow signs on the road and also illuminated 'slow down' signs before the 's' bends and the entrance to Stert village <i>there do not seem to be sufficient</i>   | This task has been completed and will be removed. It will not feature in the agenda for the next meeting. | Complete   | Stert PC have confirmed a contribution of £500 to the request.<br><br>Atkins have completed the Speed Limit The assessment has concluded that a 50mph restriction can be considered. Indicative cost £6,000<br><br>WH stated that the contribution which Stert PC agreed to make is £500 not £1,000 as listed within the budget. DM wanted to push through this project and was happy to accept this level of contribution from Stert PC. GR was happy to go ahead with this level.  |
| In Progress     | 06-21-08   | Worton        | Worton<br>SID Posts and Sockets  | There is a large volume of traffic exceeding the speed limit driving through Worton. This is confirmed by the Community Speed Watch figures. In just 11 hours monitoring during April – May, they reported 67 motorists to the police for driving 36 mph and over; a further 228 were found to be driving at less than 36 mph but still breaking the speed limit. During May – June in just 12 hours, 79 motorists were reported to the police for driving 36 mph and over; a further 306 were found to be breaking the speed limit.   | All work is complete and PC to be invoiced.<br><br>Close and remove issue from next agenda.               | Complete   | GR referred to SID policy about frequently moving to new locations. CATG can put in sockets for moveable posts at approx. £500 per site. RS thought there were 4-5 sites in Worton and asked about what contribution is expected if the PC already buys the SID. DM felt this should be 25%. RS will confirm this funding with Worton PC.<br><br>In progress. Site visit took place in June. Liaison on final site is still ongoing. Awaiting confirmation from PC. Once agreed, order to be issued to contractor.   |
| In Progress     | 06-22-02   | Devizes       | Devizes<br>Roundway Park - Request for Street Lighting                 | Worton Parish Council would like permission to install at least two Speed Indicator Devices at locations to be confirmed<br>The streetlights in Roundway Park are decades old and mounted on quite low columns resulting in the light that is being emitted illuminating very small areas, leaving long tracts of the pavement completely in darkness.<br><br>Many of the homes in the residential area of Roundway Park and Gardens are occupied by has a significant number of older single people or older couples. Councillor Oliver has received requests from residents of 24 households seeking improvements to the level of street lighting in the area.   | All works are complete and an invoice is to be raised.<br><br>Close and remove issue from next agenda.    | Complete   | Wiltshire Council's Traffic Engineer and the Streetlighting team indicates a total cost in the region of £5k to install two higher posts with better lights.   |
| In Progress     | 06-22-04   | Devizes       | Devizes<br>Opendoors / Southbroom Centre - Request for direction signs | Additional concern is that the pavement in the area is in relatively poor repair, and coupled with poor lighting, the chances of trips and fall is greatly increased. Increasingly, residents will not leave their houses during the hours of darkness as the fear coming home on foot from bus stops or walks may result in a fall.<br><br>Devizes Opendoors has moved to Southbroom Centre, Victoria Road and, despite clear information on their website and on leaflets, many visitors find the premises difficult to find. Staff from agencies coming from other towns as well as the homeless and vulnerable people we serve, have commented on how difficult it is to find us. Pedestrians need informing that access is not via Southbroom House driveway but via the path that leads from London Road to the end of Victoria. Drivers need reassuring that Southbroom Centre is at the far end of Victoria Road because many think there is nothing beyond the circle of grass surrounded by flats.   | All works are complete and an invoice is to be raised.<br><br>Close and remove issue from next agenda.    | Complete   | Supported by Town Council.<br>Response has been previously given outlining a solution is possible. Costs expected to be £2,000.<br>DTC's contribution to the scheme was confirmed. GR was happy to accept this project.<br><br>Scheme has been added to programme for 22/23.<br><br>Works order has been placed with contractor and awaiting actioning.  |
| In Progress     | 06-21-13   | Devizes       | Devizes<br>Eastleigh - Request for Bus Stop Clearway                   | The bus stop outside of 49 Eastleigh Road is often blocked by parked cars, particularly at peak times when the chip shop is open. Buses must pull up in alternate locations which causes issues for people with reduced mobility as the door does not then align with the paved surface designed for wheelchair users. There are no road markings to discourage drivers from parking here. The matter is further exasperated given that the lamp standard supporting the bus stop signage has recently been replaced following a collision, and whilst the timetable notice has been replaced, the Bus Stop sign is missing therefore there is nothing at all to indicate to drivers that this is a bus stop. It has been an issue for some time; however, the Town Council is now being lobbied by wheelchair users who find accessing public transport at this location a significant challenge, thus adding additional difficulties to their mobility.  | Work has been ordered and is with contractor.<br><br>Awaiting amenable weather conditions.<br>COMPLETE    | COMPLETE   | All works are complete. Invoice to be raised. Close and remove Issue.<br>The Town Council fully support this request as it believes it is incumbent on all local authorities to manage their facilities and services in a way that make them accessible to all sections of our community. It would appear that there is a relatively simple solution to problem at the bus stop outside of 49 Eastleigh Road, which will help relieve the considerable problems wheelchair users are having in the Eastleigh Road area accessing public transport. Devizes Town Council is prepared to make a contribution to the cost of this highway improvement.<br><br>KN described the situation at this bus stop. There is no longer anything to show to drivers this is a bus stop and to not park there. Parking makes it far harder for disabled passengers to use the bus.<br><br>GR gave an approx. cost of £2,000 for marking the bay. He described that autumn / winter is not good weather for lining work and this will need to wait until Spring for any progress<br><br>Consultation has now been undertaken. One response was received, and the Town Council has resolved to pursue. Works order to be prepared. |
| In Progress     | 06-22-03   | Devizes       | Devizes<br>Byron Lane / Green Lane - Request for Give Way Signs        | Increased traffic from the football academy and Inadequate Road signage on this junction is causing numerous near misses with cars driving straight out of the Green Lane academy and ignoring junction markings on the road.<br><br>Give way signs need to be installed to reinforce the junction markings on the road  | Scheme has been ordered – Awaiting contractor to implement. COMPLETE                                      | COMPLETE   | Due to the additional work promoted corporately to undertake road marking renewals across the county, progress on this issued has been delayed due to staff being deployed on the centreline renewal project.<br>Site has been looked at by an Engineer and comments as follows;<br><br>I can see why some are confused by this arrangement. I would suggest we provide markings as per the sketch below:<br><br>KN confirmed DTC has been discussing this project and will contribute towards it.<br>He asked about changing the priority so that Green Lane traffic goes straight ahead. There was discussion about this versus access for Byron Way. GR advised making Green Lane right of way may bring about issues with speeding.<br><br>There was discussion about new signage at the junction and refreshing the current worn markings. GR confirmed both can be done by LHFIG. GR recommended installing both together with give way coming from Green Lane and the group agreed.   |
| In Progress     | 06-21-11   | Rowde         | Rowde<br>A342 - SID Infrastructure                                     | The Parish Council would like to purchase a Speed Indicator Device (S.I.D) for use on the A342. The Parish Council is looking for assistance from CATG with the infrastructure to support a Speed Indicator Device: posts and sockets.   | Works have been ordered with contractor and will be implemented by March 23. COMPLETE                     | COMPLETE   | RJ confirmed there had not been Metrocounts done but that data would be available from their Community Speedwatch group. She asked if a Metrocount would be needed. GR confirmed that the CSW group would have been set up following a Metrocount but if there were other locations in mind for the SID that did not have any data, then a Metrocount would be needed.<br><br>DM asked if a new Metrocount is needed here? RJ replied that the Community Speedwatch (CSW) group has data for 3 locations but that a 4th location has had a new Metrocount requested. The PC is awaiting the data from that check.  |
| High Priority   | 06-22-07   | Seend         | Seend<br>A361 - Request speed limit reduction                          | Speeding traffic both east and westbound, coupled with safety issues as drivers slow to turn into Seend Clevee junction and the risk of being rear ended by vehicles behind not slowing down enough. There is also a safety issue for pedestrians crossing to get to the bus stop on the other side of the road. There is a school bus pick up and drop off each day, with children needing to cross this busy road. A metro count was taken in November 2021, the results of which have shown that there is a proven issue of speeding both east and west bound. A copy is attached to this application. There is short section of the road, after you leave Seend High Street and past the Bell crossroads, where it increases from 30mph to 60mph for a couple hundred metres before it reduces to 50mph close to the Seend Clevee junction and continues at 50mph through the Baldham Bends to just past Littleton (before the Semington roundabout). We believe the reduction to 50mph was introduced by a TRO in 2013. The 30mph was extended further down the A361 by a TRO in Nov 2018 as part of road safety improvements at the Bell crossroads. So it goes from 30 to 60 to 50mph in a fairly short length of road. | Complete - Remove Issue   | Complete   | The required Metrocount data is in. RJ confirmed the PC's contribution.<br>CP gave estimate of £500 per location or £7,000 overall. This would include a meter for each location and 3 poles that would move between locations. (1/1/23)<br>The length of A361 between Seend & The Stocks is approximately 900m. Idealised minimum length for speed restriction is 600m Road was reviewed in 2010, and no significant change to environment since. Road is of High Quality, straight and good width, with occasional access. Any review of speed limit is unlikely to recommend alteration.<br><br>Site Meeting planned for July has taken place. Seend PC to update.<br><br>The Stocks & Bollands Hill identified in July site visit as areas of concern. The Stocks (circ E3k) prioritised by the PC over Bollands Hill (circa E8k) and therefore PC needs to agree contribution to works.   |

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| High Priority | 06-21-12    | Bromham   | Bromham   | <p>There is no 30MPH signage at the school end of New Road in Bromham. Some drivers get confused and mistake the road for a national speed limit.</p> <p>Several school children live along the road and walk to school unfortunately there is no pavement present, so they must walk on the road. One of the children that commute to school is also in a wheelchair and there have been multiple issues with cars travelling too fast.</p>   | <p><b>Complete - Remove Issue</b></p>  | <p><b>Complete</b></p> <p>I am a Parish councillor and my daughter has been attending the school and nursery for 2 years. There have been three occasions where we have had to jump into the verge to avoid a speeding vehicle in this time. And I don't do the school run on a daily basis. I have had multiple complaints from the residence about the speed of vehicles along this stretch and it is a real safety concern. I feel that some 30 MPH repeater signs and possibly the addition of some school signage would be a step in the right direction for vehicles to follow the speed limit along New Road. I believe that the need for repeater signage is based on street lights being present along the road. While New Road does have a couple of street lights they are not along the entire stretch hence drivers getting confused. The street lights that are present are also not conventional ones and use telegraph poles which adds to the confusion. DM agreed that the situation for drivers is unclear in that this road also appears to be leading away from the village yet is within 30mph limit. GR has looked at this road via Street view. The project would need to be promoted to High priority for him to spend time taking a closer look.</p> <p>RH confirmed this has support from the PC.</p> <p>Location has been reviewed and the signing / Street Lighting considered to be appropriate. It would be possible to provide some carriageway roundels in areas where signing exists to supplement the repeater signing. Estimated Cost £2,500.</p> <p>RH gives confirmation of Bromham PC's contribution to the scheme. The project can progress.</p> |
|               | Complete    | 06-22-24  | Easterton   | <p>Easterton</p> <p>B3098 - Bus Stop Improvements</p> <p>The bus stop outside Halstead Farmhouse is located on a raised and rounded grassed stream bank. The height of the bank proves difficult for anyone with special access requirements to negotiate safely, especially in wet weather.</p> <p>A) construction of a dedicated alighting platform with an associated drop kerb<br/>Or<br/>B) Move the bus stop to the other side of the junction with Kings Rd where the existing footway is eminently suitable and has been unofficially used by sympathetic bus drivers considerate for their passengers ability.</p>  | <p><b>PC has confirmed location but needs to confirm budget contribution.</b></p> <p><b>PC contribution confirmed</b></p> <p><b>Scheme has been added to 23/24 Programme</b></p> <p><b>JB to send GR specific location details and photos. GR confirmed this has been allocated to a team member for completion.</b></p> <p><b>Works complete - Remove from April agenda</b></p>   | <p><b>Remove</b></p> <p>Response from Passenger Transport - I think this is an eminently sensible idea, provided that the PC has discussed it with the owners of the houses outside where the stop will be and got their agreement. All that is needed is ask Area Highway's to remove the existing bus stop sign and band it to the lamp post. If however it cannot go in that location then I would suggest putting a new pole for the bus stop sign somewhere on this paved area but the PC might want to talk to the owner of the bungalow first. Parish council to consult with adjacent homeowners and report back (Oct 22).</p> <p>Parish Council have feed back an identified locations- Discussion to be held as funding may be needed.</p>   |
|               | In Progress | 06-23-10  | Market Lavington  | <p>Church Street / The Spring</p> <p>Request for SID Infrastructure</p> <p>Speeding and speed awareness has long been an issue in and around Market Lavington, and is something that local residents feel very strongly about.</p> <p>There is a large volume of traffic exceeding the speed limit driving through Market Lavington.</p> <p>We now have an active team of Community SpeedWatch volunteers operating at different locations in the village. Back in 2020 the Parish Council purchased and installed a Speed Indicator Device (SID) which is currently sited on Spin Hill, which has proved very effective as a practical and visible way of highlighting speeds of on-coming vehicles, and prompting drivers to adhere to the speed limit. The Parish Council would now like to focus on using a SID at other locations in the village where speeding has been identified as an issue, starting with Church Street / The Spring, and then possibly considering other locations following receipt of Traffic Survey results requested. Could the Parish Council therefore please request permission to install at least one Speed Indicator Device at the end of Church Street, and at other possible locations to be confirmed with LHFIG. Would the LHFIG committee please fund the supply and installation of the NAL sockets / posts. The Parish Council understands that it may be required to make a contribution towards the cost</p> | <p><b>FD confirmed that CSW is in operation, site visit completed by GR and location for post and socket approved. FD confirmed MLPC contribution. Project moved to High Priority.</b></p> <p><b>Works complete - remove</b></p>   | <p><b>Complete</b></p>   |
| In Progress   | NA          | All Areas | <p>Existing parking and waiting Restrictions which moved to LHFIG upon formation</p> <p>Prior to the formation of LHFIGs, previously Parking &amp; Waiting Restriction requests were processed centrally. Following Cabinet's approval for the formation of the groups, these requests will be at the discretion of the groups to prioritise.</p> <p>The group must decide on whether to proceed with progression of these or to abandon.</p>   | <p><b>Draft proposals have been prepared for the known sites.</b></p> <p><b>These will be forwarded to Devises TC shortly for consideration before progressing to advertising TRO's. Wick Lane/Pans Lane to be included.</b></p> <p><b>Awaiting advert date from the Traffic Order team. The red advice area below TRO's have been advertised.</b></p> <p><b>Small level of objection received (3no), majority in Support (16no).</b></p> <p><b>Cabinet Member report has now been approved - sign design and ordering ahead of implementation will now be progressed.</b></p> <p><b>Implementation now complete - remove from tracker.</b></p>  | <p><b>Complete</b></p> <p>GR described how this role has now come into the remit of LHFIGs as part of the increase in duties and budget. This will allow requests to be dealt with more timely and allows more local discretion.</p> <p>The attached list details all the historic requests for the Devises Community Area.</p> <p>This list are historic requests from Devises TC. It is up to the group to decide to look at them now or for 2023/24.</p> <p>The group discussed this and understood that it was important from a management, resourcing and budget perspective to group these projects.</p> <p>PW raised concerns about the complexity that doing so would have on contributions from parish and town councils. The group agreed that contributions would not be sought on the basis that many tasks would be grouped as one and undertaken over a longer period.</p>   |  |
| In Progress   | 06-20-21    | Devises   | <p>Devises</p> <p>Request for 20mph Limit – Area 3 (Priority No.04)</p> <p>Access through this residential area is often used as a rat run, as it bypasses traffic congestion in New Park Street leading to rat run mentality. Commercial Road from the junction at the Sainsbury Mini Roundabout to Rotherstone, the whole of Couch Lane, the whole of New Park Road and the whole of Victoria Road all have high concentrations of pedestrian and frequent parking manoeuvres, therefore a 20mph speed limit would be more appropriate for this area. We would call this Zone Three, 20mph speed limit. See attached plan.</p> <p>Further zones will be handled at the same time to save money (See rows below)</p> | <p><b>Handled as part of task 06-20-21 above</b></p> <p><b>Handled as part of task 06-20-21 above</b></p> <p><b>Handled as part of task 06-20-21 above</b></p>   | <p><b>Complete</b></p> <p>KN spoke about how Devises TC had looked at assessing the whole town centre for 20mph and wanted to know that CATG was happy with this and GR is in the conversation. RG asked about a contribution. GR has spoken to Simon Fisher about this and recommended splitting the request into 4, hence the several requests here. RG asked if CATG is happy to put 75% of costs to the assessment for the entire area. KN is happy with this.</p> <p>KN confirmed the funding from the town council has been agreed.</p> <p>Draft report has been provided by consultants and will be issued ASAP. All locations will be eligible for 20mph. Delivery of 4 areas separately could cost £36,000 but combining all 4 at once could save £10,000. GR recommended actioning all 4 at once. KN wanted all 4 areas to be implemented and sensible to go with an economy of scale. DTC confirmed contribution of up to £12,000, circa 50% of the costs. PW thought it more sensible to do at once and make the saving. He agreed this was a large cost but it will have high impact on a large population and so was proportionate. GR has enquired whether the ACQS can contribute. DM wanted to push this forward and welcomed KN's offer and proposed to work on all 4 areas together.</p> <p>Contribution from Devises TC has been confirmed. Now needs to go to Devises Area Board to be ratified. GR can continue work before this date.</p> |  |
| NA            | 06-20-22    | Devises   | <p>Devises - Request for 20mph Limit – Area 1</p> <p>Long Street, St Johns Street, the Highstreet, Market Place and Station Road are access to the town centre but are often used as a rat run, as it is shorter route to get through the town than preferred arterial route of New Park Street, which in turn leads to a rat run mentality. All these roads have high concentrations of pedestrian and frequent parking manoeuvres, therefore a 20mph speed limit would be more appropriate for this area.</p> <p>We would call this Zone One, 20mph speed limit. See attached plan</p>  | <p><b>Handled as part of task 06-20-21 above</b></p>   | <p><b>Complete</b></p>   |  |
| NA            | 06-20-23    | Devises   | <p>Devises - Request for 20mph Limit – Area 2</p> <p>The whole of Bridewell Street, the whole of Hare and Hounds Street, the whole of Sheep Street, the whole of Sidmouth Street, the whole of Maryport Street and the whole of Monday Market Street are either within the main shopping area of the town or are the feeder road into this area and as such all have high concentrations of pedestrian and frequent parking manoeuvres and therefore a 20mph speed limit would be more appropriate for this area.</p> <p>We would call this Zone Two, 20mph speed limit. See attached plan</p>  | <p><b>Handled as part of task 06-20-21 above</b></p>   | <p><b>Complete</b></p>   |  |
| NA            | 06-20-24    | Devises   | <p>Devises - Request for 20mph Limit – Area 4</p> <p>There has been a 20mph zone implemented for the Brickley Lane area for time, however Church Walk was missed off that scheme. It meets all the same criteria as Bickley Lane and is a feeder road into this wider scheme, therefore we believe it should have its speed limit reduced to 20mph.</p> <p>We would call this Zone Four, 20mph speed limit. See attached plan</p>   | <p><b>Handled as part of task 06-20-21 above</b></p>   | <p><b>Complete</b></p>   |  |

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| New Project | Great Cheverell         | Great Cheverell<br>Safety concerns outside the Primary Academy | Traffic and parking at drop-off and pick-up is a serious concern for the school.<br><br>Since the beginning of term 2023/24 there have been five near misses involving speeding traffic through the crossing patrol.  | GR introduced the "Taking Action on School Journeys" initiative which has greater funding than LHFIG. GR said that some of the proposals could be delivered by the fund.<br><br>DM to ask Ruth Durrant to contact the school. PS asked that the parish council be included in the discussions.<br><br>DM suggests project stays on April agenda to ensure suitable handover from LHFIG to TAoSJ.<br><br>Project has been handed over to the TAoSJ group and will be removed.<br>Public consultation complete - 15 Objections, 13 Support, 3 General Comments. GR confirmed this was standard level of response.<br><br>Implementation in progress. 2 of 4 sites complete.<br><br>Implementation now complete - remove from tracker. | Remove   |
| In Progress | 06-21-02 West Lavington | West Lavington<br>Duck Street - Parking restrictions           | There have been ongoing parking issues in Duck Street and in particular around Dauntsey's Care Home for a period of time but has become more challenging over the last 6 months. The current inconsiderate parking extends to the end of Duck Street where it meets the main road and therefore at times visibility at the junction is compromised.<br><br>Relationships between the home and residents has broken down in terms of communication and the impact being that there is inappropriate parking occurring regularly. The parish council receives complaints from residents and also local farmers who are unable to pass through the road to get to their fields. During April a nurse who came to visit the home had her car damaged whilst it was parked in Duck Street. | Completed   | The police have been advised and they have said that they need to see the inconsiderate parking when it is actually happening. Photographs have been sent but again the police advise that they need to be there at the time.<br><br>A resolution needs to be found for visitors in Duck Street and particularly those visiting Dauntsey's care home and this would be for urgent and short-term parking.<br><br>The Highway is for passage and repassage of vehicle. Parking on the highway is only tolerated in those scenarios where it does not cause an obstruction. Where an obstruction is caused, or vehicles are ignoring the guidance in the Highway Code (do not park within 10m of a junction) then responsibility lies with the Police. Discussion with the local NPT is recommended if the issue is consistent (Daily)<br>DM described how this creates an obstruction at Duck St, especially for emergency vehicles. He felt that double yellow lines here would help make enforcement easier. JF was happy with these discussions. She pointed out the situation had been getting worse and was of high concern in the village.<br>GR pointed out that waiting restrictions are not normally for CATG to deal with but in these extreme circumstances CATG can take this on.<br><br>DM described the situation at this parking bottleneck. He wanted to see some progress to be able to get a ballpark figure for cost. GR gave an estimate of approx. £5,000.<br><br>JF reported the PC has consulted with residents and the care home. Only 1 is not supportive of yellow lines, but there are different views about the length – from just outside the care home to the entire length of Duck St. JF confirms the PC's contribution and is happy to work on deciding the length of lining. She asked if "primrose yellow" lines for conservation areas would be available and GR confirms.<br>GR gave estimate of £1,500. No one from Urchfont PC was present to confirm contribution. (Jul 22) |
| In Progress | 06-22-19 Urchfont       | Urchfont<br>The Croft - Dropped Kerb                           | The Croft has a population of largely elderly residents who have difficulty taking wheelbarrows to the Allotments because of their having to mount a kerb. Access is likewise especially hard for those with mobility scooters and others with prams or buggies.<br><br>We request that a 'drop kerb' is put in place opposite to the path leading in to the allotments.  | Completed   | The PC has approved a budget contribution.<br><br>Scheme has been added to 23/24 Programme - Awaiting resource<br><br>Site has been assessed. PW explained the dropped kerb is to serve the allotments and can sit anywhere close to it. PM joined the meeting later and stated the same.<br><br>Programmed for June 2024.   |
| In Progress | Seend                   | Seend<br>4 x SID posts and sockets                             | The installation of 4 sockets to support the new SID deployment as directed by the the Speedwatch Police Liaison Officer.   | Completed   | Works completed on 21st June - remove from tracker<br><br>The project was not received via a Highways Improvement Request form and therefore no action or budget could be agreed.<br><br>The PC will send GR and JM locations for the SID sockets so they can be checked. The group will discuss again at the next meeting when the form has been submitted.<br><br>Appropriate requests received and drawings prepared. Works order now with Milestone, installation programmed for August.<br><br>Cost estimate: £1,700 (£1,275 LHFIG & £425 Seend PC)   |

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| In Progress | 06-22-32 | Bulkington | Bulkington<br><br>Chestnut Drive - Request for Dropped Kerbs | <p>There are slightly dropped kerbs at the end of the road . However these are sometimes obstructed by parked cars. The shaped curbs that do exist are unsuitable for manual wheelchair users. This is the only ramped access to the church (when cars are parked on the road for a service). The slightly dropped kerb to the right of the entrance is facing directly into the street sign – “Chestnut Drive” which makes it very difficult for motorised wheelchair users to negotiate onto the pavement as there is insufficient “turning access”.</p> <ul style="list-style-type: none"> <li>•Dropped kerbs at road height to be fitted at the end of Chestnut Drive.</li> <li>•These dropped kerbs should be indicated as ramp access so that cars are aware that they are disabled access routes. Parking restriction should be in place where there is ramp access</li> <li>•The street sign for Chestnut Drive should be relocated from the slightly dropped kerb</li> </ul> | <p><b>Order has been placed with contractor. Works require alterations to Utility apparatus (BT Chamber Cover). Milestone are seeking agreement from BT.</b></p> <p><b>GR confirmed his team remains in contact with PC over the delay. Traffic Management issues due to the narrow carriageway and shallow depth of underground services in the area to be lowered. Therefore a revised cost estimate is being prepared. GR to liaise with the PC.</b></p> <p>Revised costs communicated to Parish who have confirmed their wish to proceed...</p> <p><b>Chestnut Drive - £4,500</b><br/>Parish contribution: £1,125<br/>LHFIG allocation: £3,375</p> <p><b>North Fields - £3500</b><br/>Parish contribution: £875<br/>LHFIG allocation: £2,625</p> <p><b>At the 17th Apr meeting the group agreed the additional budget allocation and asked for the project to proceed.</b></p> <p><b>Currently on the Milestone programme for</b></p> | Completed | <p>GR advised a budget of £2,000 for installation of a pair of dropped kerbs.</p> <p>PC to confirm contribution approval and rough plan/location description.</p> <p>DM suggested that this could be combined with other Bulkington dropped-kerb tasks to make efficient use of funds. GR suggested that they might all be delivered for £3,000.</p> |
| New Project | 06-22-33 | Bulkington | Bulkington<br><br>Northfields - Request for Dropped Kerbs    | <p>There are no dropped curbs so when walking or wheeling up the high street, you can't get up and down again from the pavements leaving into Northfields. The village has a lot of elderly, young children on scooters, parents with push chairs and wheelchair users. These areas make navigating their village very hard for them.</p> <p>Install a dropped kerb on both sides</p>   | <p>This fits the LHFIG and wider Council criteria and objectives on accessibility.</p>  | Completed | <p>Linked to task above</p>  |

# REMOVED PROJECTS

| Project Proposal   | Most Recent Actions & Recommendations  | New Status    | Additional Detail & Comments   |
|--|--|---------------|--|
| <p>We would like to request a speed limit review for the length of the B3098 which runs through the village of Little Cheverell. Approaching from the Westbury direction, the speed limit is 40mph. It decreases to 30 mph at the corner where School Lane joins the road from the left. It stays at 30 mph for the remainder of the road as far as the junction with the A360. Local residents believe that the traffic travels through the village on the B3098 at speeds in excess of the statutory limits for this road. We are requesting metro counts in to ascertain if this perception is correct. The request for a speed limit review has arisen because there are now young families who live in row of houses alongside the B3098 within the 40mph. The speeds of cars as people come out of their homes is making crossing the road hazardous. In addition, there are now children who need to cross the road in the mornings to catch the school bus and in the afternoons, when they are dropped off.</p> | <p><b>PC has agreed to await metrocount results and form a CSW group before applying for LHFIG support for speed related infrastructure.</b></p> <p><b>Task to be removed until results are known when it can be reinstated.</b></p> | <p>Remove</p> | <p>SI had technical issues and could not be heard. (Oct 22).</p>   |
| <p>For a number of years there have been parking issues in this road it has been exacerbate by the selling off garages and parking areas by Aster. We have been informed that cars speed down the main straight part of the street although we have not collected any evidence of this as yet. Cars park opposite one another causing a gap too small for larger vehicles to get through. We have identified areas that if the parking lay-bys were extended it would stop this in some Areas. Note a Waiting Restriction Request Form has also been received</p>  | <p><b>DTC to discuss a leaflet or poster campaign to draw attention to the problem.</b></p> <p><b>The Group doesn't feel these issues can be resolved through LHFIG.</b></p> <p><b>DM recommended that this task be removed.</b></p> | <p>Remove</p> | <p>The Group felt that the parking situation causing a narrowing of the roadway would help combat speeding and alterations could lead to a worsening of speeding.</p> <p>DM also acknowledged that there was no evidence that speeding was prevalent and that the road was a cul-de-sac. It is likely therefore that the offenders live within the close and therefore a better approach would be to raise awareness of the dangers of speeding at this location and the need to park carefully and considerately.</p> |
| <p>A consideration of a reduction in the speed limit from 30mph to 20mph or less this would take away the impression of speeding.<br/>A no though road sign at the start of the road would stop large lorries going down the road by mistake.<br/>DTC feel that more double yellow lines will make other areas more congested.</p>   | <p><b>The density of housing does not support a reduction in the speed limit.</b></p>  | <p>Remove</p> | <p>GR explained that there is specific DfT guidance on property density along a road and how this should impact the speed restrictions used. In this case the stretch does not have the required density to extend the speed limit and doing so would likely result in higher speeds throughout the built up area.</p>   |
| <p>I have just moved into our house and to drive out of our driveway onto Westbrook Road is very dangerous. Traffic coming from Melksham drive at such a high speed (particularly motorbikes) that it is impossible to see them as the view is not clear and by the time we have gone out into the road, traffic has suddenly appeared, and a crash is inevitable. I need to find a solution. There are four big houses where we are but the speed limit for Westbrook, is 100 meters further on towards the Westbrook pub. Please can you help.</p>   | <p><b>DM explained that mirrors and signage could be installed on private land although the parish may feel it impacts the character of the village.</b></p> <p><b>DM recommended that this task be removed.</b></p>                 | <p>Remove</p> | <p>DM also stated that in a bid to spread the LHFIG budget across the year, projects need to be critiqued more closely. In this case it is clear that the request has originated from a single resident who is looking for improvements for themselves. The Group should be looking to secure improvements for as many residents as possible within tasks. In this case the project does not meet the criteria the Group should be looking for.</p>  |
| <p>I need the speed limit extended to cover these four houses which are in Westbrook, signs of warning that there may be traffic coming out of our driveway, a large mirror so we can see clearly.</p>   | <p><b>DM raised the same concerns as with other tasks discussed - there is little that can be done in signage to stop inconsiderate or dangerous parking.</b></p>  | <p>Remove</p> | <p></p>  |
| <p>The Parish Council agree with these concerns and would like action to extend the speed limit, as this can take up to two years plus, the PC request some immediate action warning signs of an entrance, also 'slow' on the road warnine and the oermission or provision for of a hiehway mirror.<br/>Recently there has been much concern about the inappropriate parking at the corner of Salisbury Street and Beauclerc Street with Avon Road. Cars on all streets park far too close to the junction, making it very difficult to turn safely from one street to another. Salisbury Street, Beauclerc St and the canal side entry to Avon Road have many more cars than those belonging to residence. These are suspected to be commuters who wish to avoid parking charges, or Bath Road residence unable to park safely outside their houses without any off-street parking.</p>   | <p><b>DM suggested this should be addressed via a DTC awareness campaign. A suggestion was made to create flyers which could be periodically placed on the windscreen of offending vehicles.</b></p>                                 | <p>Remove</p> | <p></p>  |
| <p>In addition a resident recently had a fire in her house, the fire brigade had great difficulty in getting into Avon Road via Salisbury Street because of the parked cars. In the end I believe they entered in from the canal side entry to the road which was also made difficult. On a number of occasions there have been near collisions where cars are unable to exit these streets safely as parked cars remove the line of sight.</p>  | <p><b>DM reiterated the need for PCs to prioritise their own tasks so that they are never having to defend against no projects being in progress due to depletion of LHFIG budget. FD felt this was a third priority.</b></p>        | <p>Remove</p> | <p></p>  |
| <p>As previously stated, often motorists have to emerge from either Salisbury Street or Beauclerc Street with no clear vision on what traffic is moving along Avon Road, greatly increasing the risk of collision.</p>   | <p></p>  | <p></p>       | <p></p>  |
| <p>DTC seeks assistance in tackling this problem.</p>  | <p></p>  | <p></p>       | <p></p>  |
| <p>St Barnabas Primary School on Drove Lane is located on the outskirts of the village, and there are concerns for the safety of parents, carers, and children as they walk to school.</p>   | <p><b>DM reiterated the need for PCs to prioritise their own tasks so that they are never having to defend against no projects being in progress due to depletion of LHFIG budget. FD felt this was a third priority.</b></p>        | <p>Remove</p> | <p></p>  |
| <p>Whilst there is a 'School' triangular warning sign with 'flashing' warning lights on the approach to Drove Lane from the centre of the village, there is only a 'School' triangular warning sign on the approach from Easterton. With the speed limit for vehicles being 40mph at the location of this warning sign, it is vitally important that every effort is made to ensure that drivers are aware of the approaching school, and likelihood of increased numbers of parents, carers, and children on the pavements at certain times of the day.</p>   | <p><b>GR explained that if the school has a School Travel Plan they might be able to access seperate funding to acheive this.</b></p> <p><b>MLPC to discuss with the school and Ruth Durrant.</b></p>                                | <p></p>       | <p></p>  |
| <p>Could the Parish Council therefore please request support from the LHFIG committee to install some timed 'flashing' warning lights under the existing school sign on the Easterton approach to the village</p>  | <p></p>  | <p></p>       | <p></p>  |

|   |  |                      |
|---|--|----------------------|
| <p>The West End Road extends from the A361 in the west to the Bishop's Cannings crossroad at its eastern end. The length of this section of road is 725m. At a point immediately west of the entrance to the village car park, the speed limit increases from 30mph to the national speed limit. The section of the West End Road from the speed limit boundary to the A361 junction has 13 properties directly accessing the road. Two development changes are imminent on this section of road, the first is the introduction of a new farm shop at West End Farm, giving rise to additional traffic movements (of all types) onto the West End Road. The second is the proposed expansion in capacity of the village car park, again increasing vehicle movements in the West End Road. The Parish Council believes that traffic leaving the busy A361 and travelling east along West End should be limited to 30mph. Similarly, traffic travelling from the village west, should be restricted to the village speed limit to the point of the junction with the A361. This section of the road is identical in character to the road elsewhere in the village. The nature and width of the West End Road does not lend itself to traffic travelling at 60mph, in particular there is no footway for pedestrians. Developments along this road suggest that for the safety and convenience of all users, 30mph would be more appropriate for this setting.</p> | <p><b>GR outlined DfT guidance on property density on the edge of settlements and the appropriate application of speed restrictions.</b></p> <p><b>West End Road does not meet the criteria as there are few properties, well spaced. Bringing a 30mph limit to this stretch risks raising speeds through the centre of the village.</b></p> <p><b>DM suggested that the group revisit this task should the carpark project come to fruition and safety be a concern.</b></p> <p><b>This task to be removed and resurrected should the carpark project happen.</b></p> | <p><b>Remove</b></p> |
| <p>Move the speed limit boundary from its current location in West End Road to the junction with the A361.</p>  |  |                      |
| <p>In the absence of a pedestrian area on either end of the village, villagers are walking on the unlit road when going from one end of the village to the other.</p>   | <p><b>The PC to consider the effectiveness of this if cars will continue to park on the marked area.</b></p>   | <p><b>Remove</b></p> |
| <p>Councillors feel strongly that a pedestrian pathway marked with white road paint would make cars more vigilant, give a designated space to pedestrians and still allow wide farming vehicles to pass.</p>  | <p><b>It was agreed with PC to remove this task</b></p>  |                      |
| <p>The PC have discussed further and concluded that cars are likely to park over the lane anyway. DM concerned that it will give pedestrians false sense of security in the road whilst being no more visible than before to traffic. The residents of Southbroom Road between numbers 73 and 87, have written to Devizes Town Council, requesting that the Council consider supporting their ambition for a resident only parking zone to the front of their properties. The map below shows the proposed extent of the residential parking zone. There are a number of properties within Southbroom Road which have not been included within the request, such as 2 through to 20 to the southwest of the fire station, numbers 33 to 52 opposite the fire station and numbers 89 to 113 near the roundabout with Nursteed Road. It is not clear if there is an intention from those to making the request to include these additional properties.</p>  | <p><b>DTC has written to residents to canvas opinion. Response expected in October meeting.</b></p> <p><b>LHFIG still awaits update from DTC.</b></p> <p><b>CONSULTATION DIDN'T MEET WC REQUIREMENT FOR SUPPORT</b></p> <p><b>Agreed with TC to remove task</b></p>  | <p><b>Remove</b></p> |
| <p>Devizes Town Council supports the broad principle of a residential parking zone in Southbroom Road; and that this request should be submitted to Wiltshire Council asking if this would be suitable for a residential parking scheme and if it is, what would be an appropriate consultation area for seeking residents views who would be affected, including those living beyond Southbroom Road.</p>  |  |                      |
| <p>This is a request for a new residents' parking scheme in the Southbroom Rd, Estcourt Cres. area. RO and KN discussed the situation and area.</p>   |  |                      |
| <p>The original "Keep Left" signage directing traffic around the central pedestrian refuge outside the Corn Exchange was damaged and removed over recent years, with temporary signs now being used. These temporary signs are out of keeping with the aesthetics of the town and therefore a permanent solution is needed, with advice on a good, enduring and attractive solution being requested from the Highways department.</p>   | <p><b>DTC asked to make a decision on bollard design alongside Matt Perrot and bring the request back to the October meeting.</b></p> <p><b>LHFIG still awaits update from PC.</b></p> <p><b>Task will be removed and handled as Maintenance</b></p>   | <p><b>Remove</b></p> |
| <p>There needs to be a permanent replacement of the temporary signage by the Market Place pedestrian refuge, which reflects the importance of the aesthetic value of having good quality signs in this prominent location.</p>  |  |                      |
| <p>It was discussed that the project had sat in LHFIG for so long due to a miscommunication between DTC and LHFIG. The replacement of bollards will match those originally in place and so this project will be Highways Maintenance rather than LHFIG spend. There has been a steady increase in concern over the issues of speeding over several years, and in some areas the Town Council has already reported these concerns to the LHFIG. At a recent meeting of Devizes Town Council, it was agreed that an investigating into the possibility of installing Speed Indicator in Devizes (SIDs) should be undertaken. As part of that discussion, a number of roads were identified where such devices would potentially be suitable and are listed under the Location of Issue section in this report. Bath Road, London Road, Nursteed Road, Potterne Road, Windsor Drive, Brickley Lane, Dunkirk Hill</p>   | <p><b>DTC to confirm that an active CSW is in place in each area before the project could be supported.</b></p> <p><b>This project will be removed until an active CSW is in place in the target areas.</b></p>  | <p><b>Remove</b></p> |
| <p>DM discussed the importance of CSW in the anti-speeding mix and the ineffectiveness of SIDs alone. This project will be removed until CSW is in place and then can be resurrected. Access for our disabled patients is difficult to negotiate if they are wheelchair users or using a mobility scooter.</p>  | <p><b>DTC feel this is not in the community interest and serves just one business. LHFIG agrees and so this will be removed.</b></p>   | <p><b>Remove</b></p> |
| <p>Whilst the Town Council supports the need to have a dropped kerb to help patients access the Hatt Clinic as a basic mobility needs. Given the need is purely for the benefit of that business, it is not something the Town Council will contribute towards. <b>The business owner can commission the work themselves just like any homeowner.</b></p>   |  |                      |

GR advised that the lining might place pedestrians in danger but appreciates in the absence of a pavement they are in the road anyway.

GR advised that the pedestrian walkway would not be enforceable and cars would likely park over it making it unusable. This needs some further consideration by the PC.

DM asked how many people are likely to benefit from this change. DM also raised a concern with prioritisation with a number of other projects on the table in Bulkington. The Group will reconsider at the April meeting when the PC may have additional comments.

In their communication, the residents are increasingly concerned that there has been a rise in the number of private cars, business vehicles and town commuters now using the limited amount of parking space available to residents during the normal working day, and which stretches throughout the evening, overnight and over the weekend.

They believe having residents-only parking will assist the affected residents to carry out any normal daily or weekly tasks that require their vehicles, without the concern that on their return, no space would be available and must therefore find alternative parking which can be some distance away from their property.

In their request, the residents also believe that if the areas set out in figures 2 & 3 were unrestricted for parking during the day, this would be of assistance to all residents. Should the committee wish to support the request, a round of more formal consultation would need to be undertaken to assess if over 50% of the residents support the proposal. As part of that consultation, often the consultation area needs to stretch beyond the immediate request area as any changes in parking may impact on a wider community.

The first stage of establishing residents' parking schemes is for the TC to consult with residents. KN and RO agreed to take that back to Devizes TC. (Jul 22)

Still awaiting update from DTC to ensure residents have been consulted. KN and RO to chase (Oct 22).

Devizes TC have confirmed they have written to Residents.

DM asked if this was LHFIG's or Maintenance's responsibility. GR said that Maintenance would replace with most cost effective solution. If Devizes TC want a more attractive solution, then LHFIG could do that.

KN asked about the new 20mph limit and would the island need any marker and GR said that there does need to be a sign on the island. He gave an estimate of £1-1,200. RO wanted something substantial that would not be knocked down. He was happy with GR's description.

RO confirmed Devizes TC's contribution. (Jul 22)

Clr Wallis already raised the danger of missing signage at this spot. Maintenance have been informed and will rectify urgently.

DTC need to communicate with Matt Perrot directly to get options on long term alternatives. DTC to make a decision and bring the request back to LHFIG. (Oct 22)

|   |   |                      |
|---|---|----------------------|
| <p>Request a Highways engineer to attend the village and look at possible solutions</p>   | <p><b>Discussion focused on what can be done to stop the presence of (and damage from) heavy vehicles. There is noting that can be done on the highway and focus needs to be on removing the vehicles from the road.</b></p> <p><b>This could become part of a wider PC sponsored FAPM (See 06-22-18 above)</b></p> <p><b>DM to write to PCs</b></p>                        | <p><b>Remove</b></p> |
| <p>Speeding and speed awareness has long been an issue in and around Market Lavington, and is something that local residents feel very strongly about. There is an active team of Community SpeedWatch volunteers operating at different locations in the village, and the Parish Council purchased and installed a Speed Indicator Device (SID) which is currently sited on Spin Hill back in 2020, which has proved very effective as a practical and visible way of highlighting speeds of on-coming vehicles, and prompting drivers to adhere to the speed limit. The Parish Council would now like to focus on using a SID at other locations in the village where speeding has been identified as an issue, starting with Church Street / The Spring.</p> <p>Could the Parish Council therefore please request support from the LHFIG committee for the supply and installation of a NAL socket, and post at this new location.</p>   | <p><b>DM questioned whether the CSW group was active at the current time.</b></p> <p><b>PC agreed to remove this task for the time being.</b></p>   | <p><b>Remove</b></p> |
| <p>Speeding through the village, starting from the dual carriageway through to the other side of the village leading to Worton.</p> <p>At present we do not have access to community speed watch and the white lines highlighting the speed limits on the surface of the road have all but faded away. This has been logged separately with my wilts. Cars leave the dual carriageway as speed and do not slow down, until they hit the built up area of the village and even then its not always to 30mph. The road through the village is very straight so there are no natural bends to slow people down.</p> <p>We would like to investigate putting in white gates at 3 different points in Poulshot, in line with many other villages in the area. This will be the first step in addressing the larger issue of speeding through the village. However we hope this will help to give road-users the message that they are entering into a residential area and should drive with due care and attention and within the designated speed limit.</p>   | <p><b>PC to confirm that an active CSW is in place before the project could be supported.</b></p> <p><b>No representation from PC for several meetings. No confirmation that a CSW group is operating so this will need to be removed and can be resurrected in future if the PC joins.</b></p>   | <p><b>Remove</b></p> |
| <p>The road is increasingly used by large vehicles (Lorry's / Coaches) resulting in confrontation when such vehicles converge on the narrow bends adjacent to this junction. This has led to some altercations and damage to private land</p> <p>Previously WCC Highways (October 2018) provided a written reply explaining why they would not consider diverting large vehicles away from this road (see attached correspondence). One of the reasons given was there had been no recorded damage to private property. As this is no longer the case, Seend Parish council would like to request CATG review the current situation whilst also taking a holistic approach to ongoing issues at the Bell Crossroads at the end of Bollands Hill to reduce the traffic volume attempting to join/cross the A361 at this junction.</p> <p>Since the 2018 report stating no damage to property, TJ stated there has been further damage and increased use by HGVs and larger vehicles. The PC require assistance in tackling the problem.</p>  | <p><b>The PC was conducting an HGV study on the day of the October meeting and confirmed results would be brought to the January meeting.</b></p> <p><b>LHFIG still awaits update from PC.</b></p> <p><b>Due to the freeze on FAPM this might be a project that parish councils embark on together at a cost of £15k-£20k. DM to communicate with all PCs directly.</b></p> | <p><b>Remove</b></p> |
| <p><b>Issue 1</b><br/>The speed limit through the village is designated 40mph – 30mph - 40mph and the national speed limit. Vehicles travel through the village at higher speed limits on a regular basis and residents are finding it unsafe to come out of their drives onto the highway, especially in the higher speed limit sections.</p> <p>We request an investigation by the highways department in order to find a solution to ensure the safety of all road users in our village. We would hope that such an investigation would lead to a uniform reduction in the speed limit throughout the village from Norney Bridge to the end of the inhabited village on the Coulston Road, rather than 4 different limits within 1 mile. (30 - 40 – 30 - 60mph)</p> <p><b>Issue 2.</b><br/>On Long Street a single-track road, with no passing places, the speed limit is 60mph. The Erlestone end of Long Street has now been made up with road planings and cars regularly travel down the single-track road at speed, proving a hazard to other vehicles and Walkers on the common land, which is situated on either side of this single-track road.</p> <p>We request a reduction to 30 miles per hour on Long Street to 30 MPH.</p> | <p><b>PC were not present at October or January meetings to confirm 100% contribution.</b></p> <p><b>New queries raised requiring PC input.</b></p> <p><b>Discussion took place over the importance of fluctuating limits and how they work. Task will need to be removed as no PC representation.</b></p>  | <p><b>Remove</b></p> |

DM explained that due to a huge number of projects being put forwards to LHFIG for a share of a very limited budget, tighter scrutiny will need to be applied.

For speed related projects (Speed Limit Reviews, SIDs, White Gates etc) the Group would expect to see a Community Speed Watch group in active service within the area before funding could be approved for other anti-speeding infrastructure.

DM suggested this is built into the site visit at Seend. This can take place at same time as 6-22-07. (Jul 22)

TJ confirmed an HGV study was taking place today (04Oct22) and the results would come back to the next LHFIG.

All the residents exiting their properties along the main road through the village are extremely worried about the speed of vehicles along this road a number have commented, at the meeting and through email, 'That there is an accident waiting to happen'. Although, there is a danger exiting properties throughout the day it is exacerbated at high use times during the work and school runs in the morning and evening.

GR said he had looked at this area and does not think a change in the speed limit will change drivers' behaviour. Long St is a straight single-track road and GR felt drivers will go at the speed they think suitable. He does not think LHFIG should progress this request. There was no one from Marston PC on the call but TR said this is important to the PC and how they wanted help from GR to find a solution.

PW described how Lockeridge near Marlborough had used a number of different tactics, like planters on the roadside or bicycles left outside houses to encourage drivers to slow down. AJ had been involved in this work, with a consultant, Ben Hamilton-Baillie. AJ can circulate the design reports of various villages from Marlborough area.

DM described how he wants to create a document containing options that Highways are able to help with for different situations, along with cost estimates. GR pointed out there is already a page on the website giving this.

SB discussed the changes in speed limit, within 1 mile, along the length of the village.

GR stated the minimum length of a speed limit is 300m whilst Highways try to keep it to 600m, so the changes within Marston are within regulations. He pointed out that the speed limit review is possible but in his view, it would not give a recommendation for change. It is not unusual in rural parts of Wiltshire for properties on the edge of settlements to be within a 60m limit.

SB was happy to contribute 25% towards the cost of a speed limit review. However, DM said that given the chances of a recommended change, he did not feel it was a good investment of LHFIG's funding. SB offered to pay 100% if this was possible and DW was happy with that approach. He offered that if the review did come back with a recommendation, then the PC's contribution would be reduced to 25%. DM then tried to find out whether the problem was actually about speeding within the existing limits, rather than a desire for lower limits. If there is speeding, then there are enforcement options that can be put in place. SB will source the 100% funding for the speed limit review and confirm. (Jul 22)



Currently there is no wheelchair access from the Avon Road side of Bath Road onto the canal. It is impossible for wheelchairs and extremely difficult for bicycles and push chairs to get down onto the relative safety of the canal tow-path to get in to town. Bath Road is a very busy and fast road and the small island crossing close to the Avon Road entrance and near the Prison Bridge end is too narrow to safely cross to the middle with a bicycle or pushchair and stay out of the flow of traffic.

This request is about replacing an existing traffic island with a zebra crossing to make it easier for pedestrians to cross. This does have the TC's backing.

**DTC was asked to consider the demand for this change and a response was expected in October meeting.**

**LHFIG still awaits update from DTC.**

**Task will remain in tracker for July meeting but will be removed if DTC unable to progress.**

**Location of the crossing makes it unlikely it will benefit a substantial number of people. No further updates from DTC. Task will be removed from the October agenda.**

Traffic parks on and around the entrances to both sites (Cross Manufacturing) to both sites all day. When stiff enter or leave the site they struggle to see to enter or exit the site safely in their cars. Traffic also parks opposite the junction making it difficult when we have lorries delivering and leaving the site.

The entrance also gets blocked when waiting for the HRC to open and have been known to queue both sides of the road making it difficult for traffic to flow, also when there are container change overs as the site is shut when this happens.

We have an employee crossing the road daily and they must step out between cars to check if it is clear to cross the road.

Vehicles park on the bends of vehicle access. DTC Support the request

The issue is HGV parking overnight and over the weekend in Folly Road in front of or opposite Wadworth's new brewery location, and having direct impact on 104-109 & 116 White Horse Way and Folly Cottage.

This also causes loss of sight lines entering/exiting the White Horse Way estate as well as travelling along Folly Road itself. Parked lorries force cars already travelling on Folly Road towards Devizes onto one side of the carriageway which is closest to cars turning out of White Horse Way which is increasing the risk of accidents.

Lorries sometimes park on the pavement in front of the Wadworth's site, forcing the many people who walk down Folly Road towards the industrial estate into the road. Additionally over the Easter weekend there was a lorry parked outside the car sales/kebab van site. This blocked the pavement, which meant anyone in a wheelchair or using a pushchair was unable to get through (see pictures).

The overnight parking issue is also one of noise, often in the middle of the night/early morning the HGVs will start their engines to either maintain their load (if cooling is required for example), heat the cab for the comfort of the occupant or to generate electricity. Recently I was awoken at 3am and on Easter Sunday at 7am. Other residents have heard lorries starting their engines at different times of the night, including at 5.30am on Monday 17th. We were also subjected to someone repairing the roof of the trailer for his HGV throughout the day on Easter Saturday. There was a regular hammering as the owner of the vehicle had climbed on top of the trailer to make the repairs – traffic continued to pass him in both directions albeit it in one lane as he was blocking the other.

The main areas of concern are shown in the map by the red lines – HGVs seem to park up one side or the other, the west edge of Folly Road puts the vehicles very close to our houses but both sides cause noise pollution

**Remove** There is also no cycle path along Bath Road and the pavements are too narrow. There is a ramp that leads under Prison Bridge on the other side of the Bath Road island crossing but there is then no access back to the shop from the canal (unless they use the steep slope outside the Caen Hill café) or stay on this side of Bath Road where there are drop kerbs but then no access across Bath Road further down (there are only steep kerbs on the canal side of Bath Road so there is no easy access the whole way along to and from the shop / petrol station) – wheelchair users are forced to cross the dangerous and fast Bath Road!

My two young boys would like to be able to cycle to school but can't physically lift their bikes down the steep steps that exist at the entrance to Webb's Lane and the bikes are vulnerable at the island as they remain partly in the carriageway when waiting in the middle. I have discussed the issue with Mr Grist (owner of Webb's Lane) and the Canal & River Trust but neither can do anything about a slope from the steps without compromise or agreement with each other – which is proving too difficult.

I propose a Zebra Crossing with Belisha Beacons be installed instead of the island so a safe crossing across the whole road can be achieved (removal of the island would be necessary). There should absolutely NOT be a push-button type crossing as this will impact on residents (noise and traffic pollution) but a voluntary stop of traffic only. I also believe this would be beneficial at the other end of Bath Road where the island is near Caen Hill Gardens and the Mayenne Road areas.

This would provide safe crossing at both ends of Bath Road / Avon Road for all users to cross to the canal and shop and undoubtedly slow the traffic down coming from the town and up the dual carriageway, which they do at great speed. There have already been fatal accidents at the bridge and it is just a matter of time before there is one where the cars come speeding up the dual carriage way into town!! New road layout signs would need to be installed at either approach to indicate to traffic they need to slow down and finally enable us to cross this awful road safely!

I know there has been consultation about a pedestrian crossing directly to the Spar shop but this was not a practical solution due to the cars / parking and side roads. Therefore, I hope that two Zebra crossings at either end of that stretch, where the islands already exist, will be a better compromise. I have the full backing of Cllr Chris Gay and many residents, especially parents of young children! The Canal & River Trust have said they are planning to improve the slope in front of Caen Hill Café for disability access and will improve the access down to the canal from the Spar Shop (Westminster Close) also – along with gravelling the path way – this will then be a safe / easy route all the way from the top of the dual carriage way / Caen Hill into town! We just need a way of crossing Bath Road in order to access it!!

KN mentioned issues about pedestrians or cyclists using Webbs Lane.

DM felt this didn't have the proper scrutiny of Devizes TC. He asked GR for a realistic solution. There is a need to look at demand for crossing at that point, then to look at the type of crossing most suitable for there.

KN will go back to Devizes TC for further work looking at crossing demand there. (Jul 22)

**Remove** Still awaiting update from DTC to ensure there is demand for a crossing in this location. KN and RO to chase (Oct 22).

**Project has been raised by a single company. We need to consider correct use of LHFIG budget for "the greater good". DTC to contact businesses in Hopton and ask them to contribute 100% funding for bulk lining work outside of LHFIG for any Hopton business that wants it (subject to Highways approval). Project to be removed from October Agenda.**

**Impact to residents at end west end of Folly Road understood. The group had concerns about moving HGVs elsewhere with potentially worse impact. IW explained Station Road is perfect for resting HGVs. DTC to speak to householders about implications for them if waiting restrictions implements. DTC to try to make contact with businesses using Folly Road in order to redirect them to Station Road. Project to be removed from October Agenda.**

**Remove**

As an issue of safety it is requested that a pavement be built between the Church and Townsend farmhouse. After a request from several parishioners, the Parish Council discussed the idea of a new pavement because of the safety issue of pedestrians using the roadway between the Church and Townsend Farmhouse. There has been a site meeting with Andy Cadwallader resulting in a preliminary costing of £19,000. The Parish Council has also had looked at the costing and other ideas.

The following has previously been provided to issue at Melksham CATG by Highways Officer: Construction length is approximately 75m. New Footway with kerbing costs approximately £265 per metre and therefore a ballpark estimate is £20k. This does not allow for temporary traffic management and establishment of site welfare facilities. A road closure might also be required.

See details in Column G for extensive background.

1. Widen the pavements and ensure kerbs are dropped sufficiently – This is technically possible but would require a site survey and careful consideration of the group's budget.
2. Put in place a Weight Restriction as is already in place on the C20 towards Market Lavington (7.5 tons except for access) and we note also that something similar is to be put in place in Stowford on the C283. – This is unlikely to happen due to the shift of HGVs to even more unsuitable roads.
3. Signage: "Unsuitable for HGVs" or a HGV symbol with a line through, at Seend Crossroads and Black Dog Crossroads – This is technically possible to dissuade HGV drivers, however, is it the right approach given comments above?
4. Signage in the village for Horse Riders – This is technically possible although not encouraged within the 30mph restriction.
5. Signage "no overtaking" – This isn't appropriate for the village location.
6. Road markings: new 30MPH roundels or red tarmac perhaps. - This isn't technically possible where a The A360 runs right through the centre of West Lavington and Littleton Panell which has grown along both sides of the road over the last few hundred years. The 30mph limit through the village is often exceeded by vehicles of all types. CSW is in operation in the villages and has a positive impact on speed. Because CSW does not operate 24/7 an additional solution is needed to help slow traffic.

The CSW team is active and has four sites already approved for speed monitoring across the area. We would like to utilise two of these locations, which have proved to be speeding hotspots, in order to site SID posts and sockets. We will use one single SID but move it between the locations every few weeks to ensure maximum effectiveness.

The narrow section of footpath MLAV32 at the end of the Muddle, that runs parallel with the stream has a 'No Cycling' sign at one end, but there is no corresponding sign at the other end.

The Parish Council would please like to request permission to install a 'No Cycling' sign at the other end of the narrow section of the footpath. Would the LHFIFG committee please fund the supply and installation of the sign. The Parish Council understands that it may be required to make a contribution towards the cost.

There has been a steady increase in concern over the issues of speeding over several years, and in some areas the Town Council has already reported these concerns to the LHFIFG. At a recent meeting of Devides Town Council, it was agreed that an investigating into the possibility of installing Speed Indicator in Devides (SIDs) should be undertaken. As part of that discussion, a number of roads were identified where such devices would potentially be suitable and are listed under the Location of Issue section in this report.

Bath Road, London Road, Nursteed Road, Potterne Road, Windsor Drive, Brickley Lane, Dunkirk Hill

DM discussed the importance of CSW in the anti-speeding mix and the ineffectiveness of SIDs alone. This project will be removed until CSW is in place and then can be resurrected.

Drivers trying to overtake on the roundabout outside Morrisons, when you move to the left to allow other drivers to turn right into Morrisons without causing a traffic hold up. This has nearly caused several accidents.

At the roundabout it is big enough to do a two lane marking, one on the left to go forward and the other on the right to enable vehicles to drive into Morrisons, this would help ease the traffic hold ups

**Plan of action is needed from the PC.**

**Is there appetite to continue this project?**

**This project needs to be on the LHFIFG agenda if it is to go for a substantive pot bid. However, there has been no input for several meetings. This is the last warning before removal.**

**This project has made no progress since 2021. PC rarely present at meetings. TR explained housing development in the area might bring a solution. Project to be removed from October's Agenda.**

**PC indicated they would prioritise Task 1.**

**PC to confirm prioritisation and generate a rough plan / description of the dropped kerb location(s) for April meeting.**

**No PC representation at the meeting. Prioritisation and location of kerbs will be required in the July meeting or the task will need to be removed.**

**TR explained the PC is due to meet to prioritise works. Remove this task from October agenda.**

**Group supported the bid for SIDs in two locations now that CSW is running. PW explained that Urchfont had funded their own installation. IF confirmed that the PC was not looking for funding from LHFIFG, just authorisation. GR suggested the PC makes contact with MP to organise works.**

**GR confirmed that this can be picked up by a specific team for implementation with no cost to the LHFIFG or MLPC. DM to make contact with Martin Cook and update FD.**

**DTC to confirm that an active CSW is in place in each area before the project could be supported.**

**This project will be removed until an active CSW is in place in the target areas.**

**Active CSW in place in certain areas. KN requested this project be resurrected to enable specific reviews of metrocount requests for London Road, Dunkirk Hill and Southbroom Road. KN to liaise with GR offline to investigate unsuccessful metrocount requests.**

**Group decided this was unlikely to alter traffic flow as vehicles naturally doing it. Implementation would be more nuanced than anticipated likely leading to loss of 1-2 parking spaces.**

|                        |  |
|------------------------|--|
| <b>Remove</b>          | <p>GR quoted a figure of £265 per metre for 75m of footway. RC had not had feedback during the change from Melksham to Devides CATG. DM asked if Poulshot PC could contribute the 25% of the £20,000 total cost. RC would need to check and ask the parish council for thoughts on how to move forward. RC confirmed that Poulshot PC will make the 25% contribution of the £20,000 cost. He wanted RD to visit the site to look at any costs savings such as materials or length of footway. GR pointed out that materials would not change as they are standard for highways works. There was detailed discussion about the length of new footway needed, where it needed to cover and if it could be reduced from 75m.</p> <p>Funding the project was discussed (the 75% of CATG funding is equivalent of a year's budget). DM suggested contributions from local development could support this, but RC didn't think there would be anything suitable. GR mentioned the Substantive Fund and bid process for larger projects. Work is needed to go into a bid to make it good quality and give it a higher chance of success. This usually includes £3-4,000 of CATG funding to reduce what's needed from Substantive Funds.</p> <p>DM suggested taking this offline to develop a conversation and for GR to assess this in more detail and rate its chance of success. DM described the level of cost this project is likely to reach. Being beyond CATG and the parish's resources, this is going to need funds from the Substantive Scheme. GR said this can go towards bids in 2022.</p> <p>GR said he had nothing further to update – he had not been pushed by the PC to move this forward. TR said how the PC is keen for this to happen but is aware of the need for a place within the prioritisation. DM agreed this could remain on the agenda for another meeting to allow the parish to come back. (Apr 22)</p> <p>GR confirmed there had been no further work done. He explained how funds need to be committed to this project as part of the substantive bid. Also that design work needs to be well progressed and costings firmly established and accurate. There is an expectation that approx. 1/3 of the cost of the overall bid comes locally. 25% of this is still expected to come from the PC.</p> <p>No one from the PC was present to confirm this. DM will contact the PC.</p> <p>This is moved to in progress. (July or Oct 22)</p> |
| <b>Remove</b>          | <p>The vehicle count through the village can be as high as 500 or 600 vehicles within the space of 45 minutes. The C20 through Worton links 2 major roads, the A361 at Seend and the A360 at Black Dog Crossroads. With most vehicles having Satnav, there is great potential for non-local traffic to be sent through Worton Village High Street. The pavements are narrow and, in some places, run out altogether. Therefore, it is necessary to cross over at least twice if you are walking from one end of the village to the other. Crossing over is particularly difficult for disabled residents using electric chairs and for pedestrians pushing prams or buggies as some of the kerbs are not dropped sufficiently. Whilst walking along the pavement, pedestrians are literally inches away from fast moving vehicles. Whilst on the pavement, several residents have been struck by the wing mirror of passing vehicles. Pedestrians feel intimidated by passing traffic, as do cyclists and riders. Some residents are reluctant to walk their children to school as they feel the need to pin themselves against the wall or the hedge while fast moving traffic passes. Some residents have no off-road parking and parked cars are regularly damaged by passing vehicles and at least 2 parked cars have been written off due to the damage caused. HGVs mount the pavement in order to pass either side. Wall and hedges have been demolished and the village gates have been damaged. Motorists often overtake along the High Street which is clearly not safe. It is not unreasonable to expect through traffic to keep to the main A roads. Our High Street is currently owned by the motorists whereas it should be a place where residents feel safe and comfortable to walk in their own neighbourhood. The safety and wellbeing of the residents of Worton must take priority over the needs of passing motorists. Most residents cite speeding and the volume of traffic, particularly HGVs passing through, as the main road safety issues.</p> <p>GR and PW responded to some of these points.</p>   |
| <b>Complete</b>        |  |
| <b>Remove</b>          |  |
| <b>Awaiting Update</b> |  |
| <b>Remove</b>          |  |

|  |  |               |   |
|--|--|---------------|---|
| <p>The Town Council has received two Highway Improvement Forms from residents of High Lawns, Devizes expressing concerns that the turning area at the bottom of the road is blocked by visitor parking, which results in delivery vehicle and refuse lorries being unable to turn around. As a consequence, residents advise that these vehicles then have to reverse back up the hill of High Lawns, which is difficult manoeuvre and isn't helped when they get to the top as they then have to get into a position where they can re-enter the Bath Road.</p> <p>As a solution, residents are asking if "No Parking" markings can be placed on the road to help with this problem. Despite the road safety improvements carried out in 2018 at the Bell Crossroads under the 'Local Road Safety Scheme' by Wiltshire Highways and the additional signage put in place in Bell Hill in Autumn of 2020, the Parish Council is still concerned with the high number of accidents occurring at the Bell crossroads, as some drivers are not stopping at the top of Bolland's Hill and Bell Hill.</p> <p>We would like to ask for the support of CATG to look at what else can be done at these crossroads to improve driver awareness of the need to give way at these junctions. Following a useful meeting with Highways, it was suggested that some small scale measures may be possible to improve signage and visibility making drivers more aware of the cross roads and the need to give way. Whilst, we have been told, the cross-roads do not meet the DfT criteria for a Stop sign, we would ask if there is any discretion on this, as many people feel a stop sign and continuous white line would help reduce the number of accidents.</p> | <p><b>GR confirmed no internal feedback received from waste team highlighting issue. IW confirmed it was likely to only impact two houses. DM requested this be left until the next meeting to give DTC a chance to provide data to outline extent of issue.</b></p> <p><b>DM suggested this task be removed from April's agenda as no evidence of problem.</b></p> <p><b>The Civils element (dropped kerb) has been completed.</b></p> <p><b>Order for Traffic Sign's and Road markings is with the contractor.</b></p> <p><b>Works complete as per specific LHFIFG task although PC very clear that the wider problem/project is NOT complete. PC feels the area is still dangerous and needs wider focus. The group decided this has outgrown LHFIFG and needs separate Highways focus.</b></p> <p><b>PC has met with GR and SH. DM to write to PC, SH and GR in order to transition this project away from LHFIFG. Task to be removed on April agenda.</b></p>   | <p>Remove</p> | <p>Several suggestions have been put forward in a meeting with the PC and can be considered, However the use of Stop Signs or the associated Road Marking are not an option available.</p> <p>Site Meeting taken place.</p> |
| <p>Guy Lamb-Hughes presented a desire on behalf of the PC to better connect areas of BC with the centre of Devizes for sustainable travel. The PC seeks support to progress this project.</p>  | <p><b>The Group welcomed GLH to the meeting.</b></p> <p><b>DM introduced the AQ&amp;ST group and asked TR to speak on it. TR explained that the LCWIP (Local Cycling and Walking Infrastructure Plans) are doing exactly this sort of work across the area. TR explained that the LCWIP is likely working on a sustainable travel route loosely following the London Road which might answer the PCs need.</b></p> <p><b>TR suggested this project is better suited to AQ&amp;ST and so GLH to make contact with the group to explore the project. The Group welcomed NB to the meeting.</b></p>   | <p>Remove</p> |   |
| <p>Nick Bailey presented a desire on behalf of the PC to improve highways and footpaths within the parish. The PC seeks support to progress this projects.</p>   | <p><b>DM explained the process for LHFIFG projects starting with the Highways Improvement Request form. DM to send NB a copy of the form. The PC will submit specific requests for future meetings.</b></p>  | <p>Remove</p> |   |
| <p>This request is for a speed reduction on the C20 from 50mph to 40mph to the east of Worton High Street. The case for this traffic calming measure has been reinforced by the development at Sandlease where work has recently begun. You may recall that Wiltshire Council originally rejected this planning application on road safety grounds (inter-alia), but this was overturned on appeal.</p>  | <p><b>RS made the point that the planning application for new properties at Sandlease received an objection from WC Highways due to safety concerns with the entrance sitting on the bend at the eastern end of the village. RS confirmed that WC refused the application but it was passed by the Planning Inspector at appeal.</b></p> <p><b>A review of speeds to either introduce a 40mph zone outside the 30mph limit, or moving the 30mph limit outwards, would be needed. GR stated that it was unlikely to recommend any change. DM confirmed that the survey could be commissioned on the understanding that the PC would pay 100% of the cost. If it came back with a suggested speed limit lowering LHFIFG would pay 75% of the survey cost. This reflects the expert advice the group receives from GR and JM.</b></p> <p><b>RS to confirm the PC's desire to continue</b></p> <p><b>RS stated the PC does not wish to progress, but have asked for 30mph warning signs - however GR stated these can not be provided.</b></p> | <p>Remove</p> |   |
| <p>I have been asked by residents to request yellow hatch/box markings on the slip road to indicate that it is a road for access and not somewhere to park. Devizes Town Council supported this request at a meeting of the planning committee held on the 17 July 2024 and ask the LHFIFG to consider what if any traffic orders are needed to help manage parking in this location.</p>  | <p><b>This is an enforcement issue and has been passed to Parking Services</b></p>   | <p>Remove</p> |   |

|  |   |               |
|--|---|---------------|
| <p>Waterlogged byway called Broadway Lane, makes it very difficult for pedestrians and cyclists to navigate in certain places where there is no firm surface.</p>  | <p><b>DM requested more detail on this proposal. What is being sought? Where? How many people will it impact? The group can then take a view.</b></p>   | <p>Remove</p> |
| <p>Parish Council would like to investigate funding of an extension to the already cinder tracked part to encompass the entire length of The Broadway or at the very least be able to install a board walk over the areas that get waterlogged.</p>  | <p>Email from PC on 23/01/24 includes photos but no data. DM has requested the PC undertakes some work to provide the group with an understanding of usage (pedestrian counts, village survey, Facebook poll etc). Task to stay on April agenda.</p> <p>The group suggested that Poulshot PC make contact with an engineer or ROW officer to review the area and potential solutions. This can be brought back to the group for discussion and rough costing.</p> <p>GR to consult Rights of Way officer and put them in contact with the parish.<br/> This project is outside the scope of LHFIG and will be closed.</p> | <p>Remove</p> |
| <p>This requires a landscape assessment, and if possible reinforcement of the bank in the lane to prevent further deterioration. There may be slippage into the lane causing obstruction if this is not undertaken. The lane belongs to Wiltshire Council highways.</p>  | <p>Cause of slippage needs to be established. GR to raise this matter with Andy Cadwallader, Local Highways</p> <p>This is a highways maintenance matter - remove from LHFIG</p>  | <p>Remove</p> |
| <p>Residents have contacted the Parish Council regarding this issue and the Parish Council is supportive of this being taken forward to the LHFIG for a preliminary investigation with a view to potential resolution. The Parish Council confirmed this at their meeting on 1.7.24. Rowde Parish Council discussed this issue at their meeting on 10th July 2024. The Parish Council would support a white T-bar marking being installed on both sides of the drive entrance to this resident's property. This would enable safe access to and from the property.</p> | <p>The group approved this request. PC/resident to progress.</p>  | <p>Close</p>  |

## Devizes Area Grant Report

### Purpose of the Report

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

### Area Board Current Financial Position

|   | Community Area Grants | Youth Grants | Older and Vulnerable People Grants |
|---|-----------------------|--------------|------------------------------------|
| Opening Balance For 2024/25                               | £ 25,869.00           | £ 22,320.00  | £ 7,700.00                         |
| Awarded To Date   | £ 14,597.41           | £ 19,780.85  | £ 6,700.00                         |
| Current Balance   | £ 11,271.59           | £ 2,539.15   | £ 1,000.00                         |
| Balance if all grants are agreed based on recommendations | £ 973.59              | £ -960.85    | £ 0.00                             |

### Grant Funding Application Summary

| Application Reference   | Grant Type            | Applicant          | Project                        | Total Cost | Requested |
|---|-----------------------|--------------------|--------------------------------|------------|-----------|
| <a href="#">ABG2212</a>   | Area Board Initiative | Devizes Area Board | Furnishing the new youth space | £3600.00   | £1800.00  |
| <p><b>Project Summary:</b><br/>                     Youth partners in Devizes are looking to open a space for the young people of Devizes to come and use. The space is currently unfurnished and will need to be made welcoming so that the young people want to come in. One of the partners has extensive experience of working with young people furnishing such spaces and is adept at getting good value for money.</p> |                       |                    |                                |            |           |

| Application Reference   | Grant Type           | Applicant              | Project  | Total Cost | Requested |
|---|----------------------|------------------------|--|------------|-----------|
| <a href="#">ABG2105</a>   | Community Area Grant | Rethink Mental Illness | Retro Relics Mens Shed                         | £500.00    | £500.00   |
| <p><b>Project Summary:</b><br/> Existing board game cafe Retro Relics would like to offer extra support in the area of men's mental health and would like to create a men's shed option. This would provide lego building and model building and painting activities for isolated men in the Market Lavington area.</p>   |                      |                        |  |            |           |
| <a href="#">ABG2112</a>   | Community Area Grant | Devizes Canoe Club     | Supporting Olympic Hopes at Devizes Canoe Club | £5175.00   | £2500.00  |
| <p><b>Project Summary:</b><br/> DCC is a 150-member amateur sports club and registered charity. We formed in 2009 and moved to our current site at Lower Wharf, Devizes, in 2015 with Wiltshire Council and Area Board support. The Club is a Paddle UK Quality Club with a Champion Club award for talent development. We deliver a significant youth development programme throughout the year and have invested over £2,500 this year alone from club funds to upgrade the fleet of equipment required to provide these opportunities to schools and colleges, including a project for Wiltshire College public service students from Trowbridge and Salisbury campuses. Talent development is a distinct programme focused on the sprint (Olympic) discipline for talented junior to U23 paddlers. Our pathway enables a beginner with the ability, commitment and support to progress into the talent programme. Our plan to sustain talent across the junior and U23 age ranges requires competitive equipment. All talent group paddlers are expected to buy their single-seat race boats (K1s), but it is beyond the ability of most parents to provide crew boats (K2s) for growing teenagers. These hulls cost about £5,000 new and are quickly outgrown, so DCC maintains a fleet of suitable competitive crew boats to cover most eventualities. Project Outline We have built up a fleet of four sprint K2 boats from a boat suitable for 12 year olds up to an ex London 2012 Team GB boat suitable for fully grown U23 adult paddlers. These boats have a working lifecycle of &lt;20 years with careful management and maintenance. But we have a significant gap in the range at M-L size (commonly used by paddlers with combined crew weight of 160 to 180 kgs) and wish to procure a Nelo Cinco ML (just over £5,000 new). A Nelo Cinco K2 is the 'gold standard' boat and is the same make and model used by Team GB sprint paddlers. The key question is what the club could achieve with this support. Looking at our recent track record, DCC has achieved some tremendous results on the international stage this season being involved in two of the three junior medals GB have won this year. And, although the athletes themselves earned their medals with talent, hard work and perseverance, both pointed out that their success is due in no small part to the amazing dedication and support of our talent coaching team led by Bev and Trev Hunter: Marathon World Championships. Metkovic, Croatia, 19 to 22 September 2024 Mollie Ball (Devizes CC and Dauntsey's) along with K2 partner, Annabel Hutchinson from Reading, won her first international marathon medal - a bronze at the Marathon World Championships. 2024 Olympic Hopes Regatta. Szeged, Hungary, 19 to September 2024 Philippe Ehrnrooth (Devizes CC and Lavington School (now Bishop Wordsworth's)) secured his first international medal, winning silver in the men's under 17 K1 500m. This is the first GB medal at the Olympic Hopes Regatta for 6 years! (Mens U17 K4 team won a bronze medal in 2018). The GB talent system provides funded boats for paddlers in international teams but does not fund boats to help them reach that standard - that falls to parents and clubs! Both these Devizes paddlers started at Devizes CC as novice twelve-year-olds.</p> |                      |                        |  |            |           |
| <a href="#">ABG2187</a>   | Community Area Grant | Bromham Community Hub  | Bromham Community Hub Information Technology   | £10935.40  | £5000.00  |
| <p><b>Project Summary:</b><br/> The project is to install IT into the new building. We require 25-30 IT data points throughout the building for a variety of uses. We also need to provide and install the peripheral devices eg Wifi points and till/s along with the server cabinet, switches and connecting items to make the systems work.</p>  |                      |                        |  |            |           |

| Application Reference   | Grant Type           | Applicant                             | Project  | Total Cost | Requested |
|-------------------------|----------------------|---------------------------------------|--|------------|-----------|
| <a href="#">ABG2205</a> | Community Area Grant | The Devizes to Westminster Canoe Race | Devizes to Westminster Canoe Race Promotional Banner | £498.00    | £498.00   |

**Project Summary:**

**This is for a Devizes to Westminster Canoe Race promotional banner to be erecting in Devizes Town Centre. The canoe race started by 1st Devizes Scouts back in 1948, there are usually up to about 600 competitors, and with friends, family and support crews means that about 3000 people come to Devizes over Easter.**

|                         |                                     |                          |                                 |         |         |
|-------------------------|-------------------------------------|--------------------------|---------------------------------|---------|---------|
| <a href="#">ABG2166</a> | Older and Vulnerable Adults Funding | Devizes MS Support Group | Devizes MS Support Group Outing | £700.00 | £500.00 |
|-------------------------|-------------------------------------|--------------------------|---------------------------------|---------|---------|

**Project Summary:**

**We are hoping to give members of the Devizes MS Support Group an outing on a coach. Since starting the Group back in 2019 the group has been slowly growing, even through Covid, and we now support approximately 40 people who live with MS (Multiple Sclerosis). Although we meet regularly and support people via online groups, we haven't had a chance to organise a coach trip to give people the opportunity to join in on a fun day out. Unfortunately many people don't have the ability to go out very often on a day trip, so we think this would be great for them as we can arrange accessible transportation and take them to somewhere that they would enjoy.**

| Application Reference   | Grant Type                          | Applicant                                 | Project         | Total Cost | Requested |
|-------------------------|-------------------------------------|---|-----------------|------------|-----------|
| <a href="#">ABG2169</a> | Older and Vulnerable Adults Funding | Quakers Walk Community Biodiversity Group | Wildlife garden | £618.00    | £500.00   |

**Project Summary:**

**This grant will help fund the planting of shrubs, perennials, ferns, seeds along with mulch. This will transform an overgrown area by the pathway at the entrance of the meadow from Quakers Road down to Quakers Walk path, providing colour and delight to the many passers-by as well as providing food and shelter to wildlife.**

|                         |             |                           |                           |           |          |
|-------------------------|-------------|---------------------------|---------------------------|-----------|----------|
| <a href="#">ABG2162</a> | Youth Grant | West Lavington Youth Club | West Lavington Youth Club | £27000.00 | £3000.00 |
|-------------------------|-------------|---------------------------|---------------------------|-----------|----------|

**Project Summary:**

West Lavington Youth Club currently supports young people from the ages of 8 - 17 years old. we run three sessions a week for different age groups. We have young people attending from not only West Lavington but also Market Lavington, Seend, Worton, Easterton and Devizes showing their is a big need for a Youth Club in the area. We have children with a wide range of Special Educational Needs attend the youth club and we are able to provide a service that they can engage with on a weekly basis. We also have quite a few young people who attend specialist schools and due to staff understanding of special needs we are the only club they attend each week. Our sessions range from cricket, litter picking, karaoke and cooking to name just a few. It gives young people a safe space to come and join in with fun and engaging activities whilst hanging out with friends and being able to talk to staff about day to day life or any worries they may have such as exams. It also helps to keep them from getting bored and vandalising the local area. We are also applying for Flood Lights to enable us during the winter months, with dark evenings, the children still wish to play outside, despite, on occasions, the temperature. The Club building is surrounded by significant open grass areas, part of the playing field and a children's Park. External flood lighting will make it easier for staff to monitor what is happening, help to safeguard the young people and help enable everyone to spot potential dangerous objects, eg sharp objects, broken glass, needles etc.

|                         |             |  |               |         |         |
|-------------------------|-------------|--|---------------|---------|---------|
| <a href="#">ABG2171</a> | Youth Grant | Spurgeons Childrens Charity Wiltshire Family Hub | Street Sports | £500.00 | £500.00 |
|-------------------------|-------------|--|---------------|---------|---------|

**Project Summary:**

To fund a Sports Facilitator to deliver fun sports activities to youths, in a MUGA in a community. In 2024 in partnership with Wailblingen Way Community Garden, District South Sports and DOCA we piloted a Community Meet in the MUGA area of Waiblingen Way, Devizes. Supported by Aster Housing and funded by the Area Board. This worked and gained positive feedback. To empower the community further and help build trusting relationships, Spurgeon's would like a further £500 to fund the Sports facilitator to return to the area and deliver 5 more sessions for youths and help build a good rapport with the Community Garden.

## 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.

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### **Report Author**

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

