

AGENDA SUPPLEMENT (1)

Meeting: Cabinet

Place: The Kennet Room, County Hall, Bythesea Road, Trowbridge, BA14 8JN

Date: Tuesday 10 December 2019

Time: 10.00 am

The Agenda for the above meeting was published on 2 December 2019. Additional documents are now available and are attached to this Agenda Supplement.

Please direct any enquiries on this Agenda to Stuart Figini, of Democratic Services, County Hall, Bythesea Road, Trowbridge, direct line 01225 718221 or email stuart.figini@wiltshire.gov.uk

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

This Agenda and all the documents referred to within it are available on the Council's website at www.wiltshire.gov.uk

5 **Public participation and Questions from Councillors (Pages 3 - 10)**

- Questions from Lou Barry
- Questions from Bill Jarvis

7 **Mid Year Updated Medium Term Financial Strategy (Pages 11 - 12)**

- Questions from Jane Laurie

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Wiltshire Council

Cabinet

10 December 2019

Statement and Question from Lou Barry

Agenda Item 5 – Public Participation

To Councillor Richard Clewer – Deputy Leader and Cabinet Member for Corporate Services, Heritage, Arts, Tourism, Housing, Climate Change and Military-Civilian Integration

Statement

The most recent research (for example this newly updated Zero Carbon Britain report from the long established and highly respected Centre for Alternative Technology): <https://www.cat.org.uk/info-resources/zero-carbon-britain/research-reports/zero-carbon-britain-rising-to-the-climate-emergency/> states that the UK needs to reduce Carbon emissions from transport by at least 60% by 2035.

Wiltshire Councillors stated at Council Nov 26th, 2019 that the solution was to switch to electric or hybrid vehicles. However, this approach to reducing emissions is grossly inadequate, as shown by provisional work carried out by the Tyndall Centre for Climate Change Research. Even if all new cars/buses/taxis were *ULEVs by 2035 (80% battery electric, 20% plug-in hybrids), a 58% reduction in car mileage between 2016 and 2035 would be needed for car CO2 emissions to be in line with a 'well below 2°C' pathway (i.e. in line with the Paris agreement).

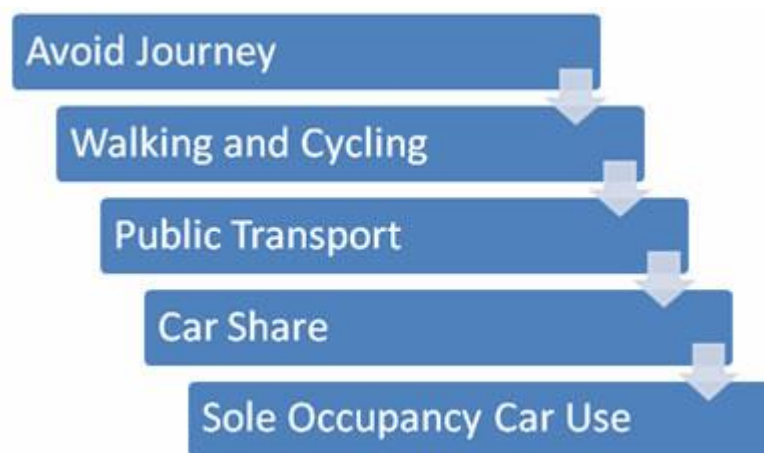
Question

How will Wiltshire Council seek to reduce car mileage in Wiltshire by 2035 in line with the Paris agreement, and promote truly sustainable transport options in the county?

Response

Sustainable development and sustainable transport have been at the heart of the council's core strategy and local transport plan for more than ten years. Over this time:

- a plethora of improvements have been made to footpath and cycle networks as a result of development funded works;
- in contrast to most other shire local authority areas, the vast majority of supported bus services have been retained by funding from revenue income from parking charges;
- working with partners, improvements have been made to a number of rail stations and a significantly enhanced Trans Wilts train service was introduced;
- to mitigate the impact of housing growth, transport strategies have been developed in Chippenham, Devizes, Salisbury and Trowbridge; and
- Wiltshire Council staff are advised to follow a hierarchy when planning trips (see below) including working from home and using Skype.



The above and other transport-related measures have contributed to Wiltshire being identified by Friends of the Earth as the top performing local authority in England and Wales on climate change (see <https://policy.friendsoftheearth.uk/download/league-table-local-authority-performance-climate-change>).

To support Salisbury, the SWLEP has allocated funding a Salisbury Transforming Accessibility project. This will aim to take forward the Salisbury Central Area Framework’s objective to deliver ‘people friendly streets’. It is likely that the Transforming Accessibility project will provide the framework for developing and delivering similar projects in other market towns in Wiltshire (subject to available funding).

The Council is currently progressing a Local Plan 2036 review and allied to this will shortly be developing its fourth Local Transport Plan also to 2036 (LTP4). As part of the LTP4, an evidence base document will be produced which will set-out relevant economic, environmental and social information. This and other relevant information will be used to inform an Issues and Options paper which will be used to consult with

key stakeholders next year. Feeding into this process will be the findings of the Environment Select Committee which has been set-up to develop recommendations and a plan to achieve the ambition to 'Seek to make the County of Wiltshire carbon neutral by 2030' included in the motion agreed by full council at its meeting on 26 February 2019.

The above motion also included a 'Call on Westminster to provide the powers and resources to make the 2030 target possible'. Associated with this is the reality of Wiltshire as a predominately rural area. This rurality is reflected in key Government documents and processes. For example, the National Planning Policy Framework (NPPF) states that "...opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making" and the Future of Mobility: Urban Strategy document includes that "...[the Government] will explore the specific challenges and opportunities for rural transport with a Future of Mobility: Rural Strategy" [yet to be published]. This context is likely to mean that, while the council will work with relevant partners to achieve modal shift to sustainable transport modes in Wiltshire's market towns, in the rural areas the approach is likely to be focused on encouraging the increased take up of zero/low emission vehicles.

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Statement and Questions from Bill Jarvis

Agenda Item 5 – Public Participation and Questions from Councillors

**To Councillor Simon Jacobs – Cabinet Member for Finance and Procurement,
Councillor Richard Clewer – Deputy Leader and Cabinet Member for Corporate
Services, Heritage, Arts, Tourism, Housing, Climate Change and Military-
Civilian Integration and
Cllr Bridget Wayman – Cabinet Member for Highways, Transport and Waste**

Statement

There is a real need to get a baseline to support and guide action on the Climate Emergency. This however seems to be a long way from being delivered and, so far, the Council has not given any indication of when it will be published.

In an emergency, tackling the obvious big issues while considering the detail of others must be priority. After all, if there was major flooding in the County, naval gazing as to the long-term solutions might happen, but only once the major incidents had been addressed.

The Scatter diagram used by Cllr Clewer, as he says, is not properly reflective of emissions, however it does give a broad view of the 2 large emitters in the County, creating up to 80% of emissions:

- buildings (overall) c50%
- on road (transport) c30%

The recent Friends of the Earth report recommends that buildings and transport should be tackled, and that the County immediately start to insulate houses and implement conversion from gas/oil to renewable heating. There are over 120,000 homes in Wiltshire with inadequate insulation, over 200,000 needing renewable heating. Only 6% of people use public transport to and from their work.

There is much to do and little time to do it. We only have 10 years. 12,000 home to be insulated per year, never mind the rest of the buildings and transport needs.

Tackling the big immediate issues should surely be a priority in any emergency.

The detail can and must follow, but real progress is needed, not words.

Question

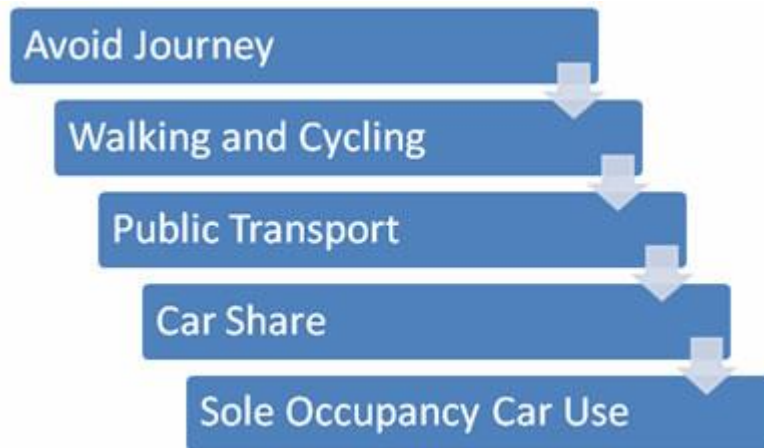
With a mountain to climb, can you take the first steps and:

1. Commit to start delivering home insulation and renewable heating, providing in your budget to employ the resources you need and start the programme in 2020?
2. Commit to developing an integrated transport system for the County, including dedicated footpath/cycleway networks, integrated rail and bus connections and positive car park/bus/train interfaces and start delivering in 2020?

These would demonstrate Wiltshire Council's belief in the need to tackle the problems effectively for their citizens.

Response

1. The Council's climate emergency task group has already considered the current Council approach to home insulation and renewable energy. The Council has a number of roles to play in that respect; as a landlord and improving the insulation and heating of the Council's housing stock, to support households who are in fuel poverty via the affordable warmth programme and lastly the Council's private sector renewal strategy will focus on provision of advice and support for home owners so that they can improve the insulation and carbon efficient heating of their homes. The Council is reviewing existing budgets to see how it can better support these policy objectives.
2. Sustainable development and sustainable transport have been at the heart of the council's core strategy and local transport plan for more than ten years. Over this time:
 - a plethora of improvements have been made to footpath and cycle networks as a result of development funded works;
 - in contrast to most other shire local authority areas, the vast majority of supported bus services have been retained by funding from revenue income from parking charges;
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transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making” and the Future of Mobility: Urban Strategy document includes that “...[the Government] will explore the specific challenges and opportunities for rural transport with a Future of Mobility: Rural Strategy” [yet to be published]. This context is likely to mean that, while the council will work with relevant partners to achieve modal shift to sustainable transport modes in Wiltshire’s market towns, in the rural areas the approach is likely to be focused on encouraging the increased take up of zero/low emission vehicles.

Wiltshire Council

Cabinet

10 December 2019

Statement and Question from Jane Laurie

Agenda Item 7 – Mid Year Updated Medium Term Financial Strategy

**To Councillor Simon Jacobs – Cabinet Member for Finance and Procurement
and**

**Councillor Richard Clewer – Deputy Leader and Cabinet Member for Corporate
Services, Heritage, Arts, Tourism, Housing, Climate Change and Military-
Civilian Integration**

Question

The Council is to be congratulated for agreeing at the last full Council meeting that the business plan should be revised without delay to include the climate emergency, and that in the next business plan it should be a “golden thread” running through everything. Should recognition of the climate emergency then not also be included in the Medium Term Financial Strategy, for example in the sections on financial objectives and financial risks?

Response

At the last full Council meeting we explained that the council will set in February 2020 its budget for 2020-21 and all requests for funding will be considered at that time alongside the whole of the council budget. As the council has acknowledged a climate emergency and is seeking to make the county of Wiltshire carbon neutral by 2030, the decisions we make to set the budget will take this into account. As part of the budget setting process, Cabinet will propose a revised Medium Term Financial Strategy which will align with the next business plan.

The financial objectives would apply in respect of any financial decisions made in response to the climate emergency as they would to financial decisions relating to any service the council delivers.

In the meantime, the investment required for capital projects will be considered on a case by case basis, continuing the work that the council has undertaken to date. This includes the £12m to convert our street lighting to LED lights and the proposals for £5.2m investment in energy efficiency measures and renewable energy and the £3.5m for canopy based solar panels which were agreed by full Council at its meeting on 26 November.