

AGENDA SUPPLEMENT (1)

Meeting: Cabinet
Place: Access the online meeting - link below
Date: Tuesday 19 May 2020
Time: 10.00 am

The Agenda for the above meeting was published on 11 May 2020. 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 - 6)**

Questions from:

- Chris Caswill
- Anne Henshaw

6 **Council Response to COVID-19 - Update (Pages 7 - 8)**

Questions from:

- Margaret Willmot

7 **Capital Programme - Transport (Pages 9 - 14)**

Questions from:

- Chris Caswill
- Anne Henshaw
- Colin Gale – including 2 supplementary questions

DATE OF PUBLICATION: 18 May 2020

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Wiltshire Council

Cabinet

19 May 2020

Question from Chris Caswill

Agenda Item 5 – Public Participation

To Councillor Philip Whitehead Leader and Cabinet Member for Economic Development

Question 1

Who has been appointed as the Head of the Future Chippenham project?

Response

- *Programme Director – Alan Richell*
- *Programme Manager – Christine Lamb*

Question 2

Who does s/he report to in the Council's Management structure?

Response

- *Alistair Cunningham – Chief Executive, Place*

Question 3

Which Cabinet member is responsible for and oversees Future Chippenham?

Response

- *The Leader of the Council, Councillor Philip Whitehead.*

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Wiltshire Council

Cabinet

19 May 2020

Question from Anne Henshaw - Campaign to Protect Rural England (CPRE Wiltshire)

Agenda Item 5 – Public Participation

To Councillor Toby Sturgis – Cabinet Member for Spatial Planning, Development Management and Investment

Review of the Local Plan

Question 1

Is it correct that under the current review of the adopted Local Plan, and therefore under current national planning policy, the Council's housing land supply is being measured against a higher figure derived from the Government's Standard Methodology?

Response

Cabinet on 30 April 2019 “*Endorsed a housing range of between 40,840 and 45,600 homes as the basis to test and inform an appropriate local housing requirement for Wiltshire over the period 2016 to 2036.*”

The lower number in the range is set by the standard method produced by the Government (referred to as 'local housing need'). The higher number is based on analysis that suggests that to support projected job growth, additional housing is needed to increase the level of resident workers and avoid net in-commuting. Appendix 2 of the cabinet papers provides more detail on how the figures in the range were calculated.

These numbers are being used to inform plan making.

The Government's standard methodology relies on inputs from data sources that are periodically updated. As such, the current local housing need for Wiltshire is 2,024 per annum or 40,480 over the plan period.

Regarding how the Council measures 5-year housing land supply it is correct that Government policy (National Planning Policy Framework) now requires us to measure this against the local housing need figure derived from the Government's

standard method. However, this is lower and not higher than the equivalent figure in the Wiltshire Core Strategy of 2,100 per annum.

As the Wiltshire Core Strategy (adopted January 2015) is now 5 years old, the housing requirement used in the 5-year housing land supply calculation is Wiltshire's Local Housing Need, based on the Government's standard method¹.

Question 2

How will the Council take into account the 'Exceptional Circumstances' which warrant a departure from the Standard Method?

The Exceptional Circumstances are the Covid -19 pandemic and the consequent effects for the economy, housing market, house sales and build rates over the next years. The government has indicated that the standard methodology itself is under review.

Response

See response to Question 1.

In developing the review of the Local Plan, the Council will need to take into account the implications of any changes to the standard methodology when they are published by Government. It is too early to say what effect Covid-19 pandemic may have on planning for housing growth.

¹ <https://www.gov.uk/guidance/housing-and-economic-development-needs-assessments>

Wiltshire Council

Cabinet

19 May 2020

Question from Margaret Willmot on behalf of Cycling Opportunities Group for Salisbury (COGS)

Agenda Item 6 – Council Response to COVID-19 - Update

To Councillor Philip Whitehead – Leader of the Council and Cabinet Member for Economic Development

Statement

COGS share with others in Wiltshire concern over the current COVID-19 lockdown situation and the impact this will have on the economic vitality of our county.

However, this ‘restart’ period may provide an opportunity, in the words of Grant Shapps, to “build a better country with greener travel habits, cleaner air and healthier communities.”

It was already an aspiration of Salisbury’s Central Area Framework to create more people-friendly streets in Salisbury. However, Salisbury has some specific issues with narrow streets and pavements which will not allow for safe ‘social distancing’ as the restart of commercial activities gets underway. COGS were heartened to hear that this issue has been recognised by central Government who published statutory guidance for reallocating road space in response to COVID-19 on May 9th.

The published guidance instructs local authorities that “Measures should be taken as swiftly as possible, and in any event within weeks, given the urgent need to change travel habits before the restart takes full effect”.

COGS have produced a paper (attached, or [at this link](#)) suggesting some measures which could be taken to create more space for safe cycling and walking in Salisbury and would like to ask:

Question 1

What steps are Wiltshire Council taking to implement the recent Government guidance and ensure safe social distancing in our streets as we enter the restart phase?

Response

The Council is mobilising a large number of staff to deliver the recommendations as a priority. We will be working on a community area basis, identifying locations for re-allocation of space, and implementing temporary solutions. There will be support from public health, comms, etc and as well as implementing schemes, we will be providing advice to schools, employers and businesses and towns and parishes.

Question 2

Will Wiltshire Council be applying for a share of the £250 million emergency active travel fund which we understand has been set up to improve safety & provide more space for walkers and cyclists?

Response

The Council has not received any information regarding allocation of the fund, but hopes that the fund will be allocated to Councils on a formula basis

Question 3

Will Wiltshire Council be working with local stakeholders, including COGS & Salisbury's Walking for Health group, to identify the most cost-effective ways in the short term of making streets safer for walkers and cyclists and allowing for social distancing?

Response

Local knowledge will be extremely valuable in identifying problems and opportunities.

Wiltshire Council

Cabinet

19 May 2020

Question from Chris Caswill

Agenda Item 7 – Capital Programme - Transport

To Councillor Bridget Wayman Cabinet Member for Highways, Transport and Waste

Question 1

Who will oversee the staff restructuring foreseen in the Transport papers?

Response

It is proposed that a major projects development and delivery team is created under a new head of service, reporting to the Director of Highways and Environment

Question 2

do you anticipate it leading to any redundancies? Is that the intention?

Response

The proposal is not anticipated to lead to any redundancies.

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Wiltshire Council

Cabinet

19 May 2020

Question from Anne Henshaw (CPRE Wiltshire)

Agenda Item 7 – Capital Programme - Transport

To Councillor Bridget Wayman – Cabinet Member for Highways, Transport and Waste

Question 1

We ask whether it is right to allocate capital funding and resources to assess major road schemes given the following -

1. With climate change there is a need to consider a better use of roads with more public transport, car-sharing, working locally or from home and more long haul freight going by rail.

Response

A wider sustainable transport agenda is very much supported by the Council, however the recent bidding success results from engagement with DfT's specific funding stream dedicated to improvements on the Major Road Network (MRN) – ie a middle tier of the country's busiest and most economically important local authority 'A' roads.

Bidders were required to show how benefits would be secured for all road users.

2. The repairs and improvements needed to existing road networks of all categories to make them safe for all users in a wider based travel future.

Response

Funding for MRN schemes is provided separately by DfT. Funding for structural maintenance is awarded annually to local authorities on a formula basis.

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Wiltshire Council

Cabinet

19 May 2020

Question from Colin Gale (Pewsey Community Area Partnership)

Agenda Item 7 – Capital Programme - Transport

To Councillor Bridget Wayman – Cabinet Member for Highways, Transport and Waste

Statement:

The report requests approval for resource funding to progress 3 successful bids which will help 'Growing the Economy – Transport Infrastructure'. Shortfalls are identified in the report in the North-South connectivity across Wiltshire. However, the report fails to recognise that Wiltshire no longer has a 'Freight Management Strategy' since the previous strategy was cancelled approximately a year ago and the county currently operates on a 'free-for-all'. The Pewsey Community Area has continuously raised concerns over the last 10 years plus about the level and size of freight using the A342 and A345 (Drovers Trails) which are used by hauliers as North-South routes. Pewsey CATG has outstanding issues on hold pending a new Freight Strategy and these concerns have been raised with the Cabinet Member.

Question 1:

Please advise how Wiltshire Council can develop a Transport Infrastructure without an agreed 'Freight Management Strategy'?

Response:

The Council is currently developing its 4th Local Transport Plan – LTP4 - (largely shadowing the Local Plan Review). LTP4 will comprise a core strategy document supported by a number of daughter documents including a Freight Management Strategy.

Supplemental Question:

Please advise the timeline for LTP4 and all its associated documents including the Freight Management Strategy so that the Pewsey CATG can plan when it can expect to progress the 2 issues currently held pending a new FMS?

Response

Timetables for the Review of the Local Plan and the Local Transport Plan are both affected by the current pandemic due to the difficulties associated with consultation. The working assumption for the Local Transport Plan (and associated Freight Strategy) is that there will be drafts to share in Autumn 2021.

Question 2:

If the A350 is going to be Wiltshire Councils designated North-South route how is Wiltshire Council going to manage that route with the freight hauliers and reduce the level of freight on the A342 and A345?

Note, if this is not achievable it will be pointless spending tax payer's money on an unenforceable infrastructure and the money would be better spent on improving the North-South routes actually used.

Response:

In March 2020, the Secretary of State for Transport announced DfT's second five year Road Investment Strategy (RIS2) for investment in and management of the strategic road network from April 2020 to March 2025. As part of his RIS 2 announcement in March, the Secretary of State confirmed: There are few north-south connections across the South West of England. The present strategic road for this area is a mixture of the A36 and A46, via Bath, Warminster and Salisbury. Local authorities in the area have suggested that there is a strategic case for adopting an alternative corridor – the A350 – as the main strategic route for the area; and then beginning a coordinated programme of upgrades to provide a high-quality route linking the M4 to the Dorset Coast including Bournemouth and Poole, with its economically-important port facilities. This raises a number of related questions, which are best considered together as part of a strategic study. We expect that this study will identify which corridor provides the main strategic route for the area; may recommend the trunking and detrunking of key routes; and may identify priority investments in the area that can be taken forward after the dualling of the A303/A358 is complete. Highways England will now commission that work – it is a significant opportunity for freight management issues across the south of England to be properly addressed.

Supplemental Question:

*The question was specific to Wiltshire Council, "how is Wiltshire Council going to manage that route with the freight hauliers and reduce the level of freight on the A342 and A345?". The response is a quotation from an announcement made by the Secretary of State and identifies further work that Highways England will commission. This does not answer "how is **Wiltshire Council** going to manage that route with the freight hauliers and reduce the level of freight on the A342 and A345?"*

Response

The review of the Council's Freight Strategy referred to earlier will set the framework at a local level, however the RIS2 Strategic Study will have a fundamental role in securing the efficient distribution of goods and services, tackling capacity, technical and environmental constraints across a much wider geography.