

AGENDA SUPPLEMENT (1)

Meeting: Council

Place: The Lansdown Hall - Civic Centre, St Stephens Place, Trowbridge.
BA14 8AH

Date: Tuesday 15 February 2022

Time: 10.30 am

The Agenda for the above meeting was published on 7 February 2022. Additional documents are now available and are attached to this Agenda Supplement.

Please direct any enquiries on this Agenda to Tara Shannon, of Democratic Services, County Hall, Bythesea Road, Trowbridge, direct line 01225 718352 or email tara.shannon@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

6 **Public Participation (Pages 3 - 12)**

- Public questions with responses

8 **Wiltshire Council's Financial Plan Update and Budget 2022/23, Medium Term Financial Strategy 2022/23 - 2024/25 (Pages 13 - 18)**

- Report of the Overview and Scrutiny Management Committee meeting held on 8 February 2022

11 **Wiltshire Council Business Plan (Pages 19 - 20)**

- Public questions with responses

12 **Climate Strategy and Update on the Council's Response to the Climate Emergency (Pages 21 - 34)**

- Public questions with responses

21 **Members' Questions (Pages 35 - 54)**

- Members' questions with responses

DATE OF PUBLICATION: 11 February 2022

Wiltshire Council

Full Council

15 February 2022

Item 6 – Public Participation

From Myla Watts

To Cllr Richard Clewer, Leader of the Council and Cabinet Member for MCI, Economic Development, Heritage, Arts, Tourism and Health & Wellbeing and Interim Cabinet Member responsible for Finance & Procurement, Commissioning and Commercialisation

I have recently been made aware of the sudden formation of the Chippenham Town Centre Partnership Board. My questions about this are:

Question (P22-03)

- a) Who, and at which point, was it decided who the Board members would be?

Response

The establishment of a partnership board was included in the cabinet report July 2021. That included the likely members of the partnership and that it would be chaired by the local MP. As a partnership it is for that body to decide who should be invited to be board members for the benefit of Chippenham not Wiltshire Council. The model follows national best practice.

- b) The ToR states "*Partner organisations will be asked to align their resources and activity with the activities proposed by the principal leads*". Does this mean that CTC is bound by what is decided within the Board and the Board can overrule CTC resolutions?

Response

The purpose of the board is to align resources and strategically plan for Chippenham town centre. There is no way in which the board can and would over rule the governance of the individual partners in terms of the use of their resources and decision. The Governance section of the Boards ToR is instructive and is reproduced below,

The Chippenham Town Centre Partnership Board will provide strategic direction, serve as a sounding board and oversight for the Programme of activities it will define and agree. It is not a fund holding body so partner organisations will be responsible for the individual projects commissioned by them, seeking authority and reporting through their established reporting structures including seeking the necessary authority for the involvement of the Place Board.

Wiltshire Council

Full Council

15 February 2022

Item 6 – Public Participation

From Rob Elkins

To Cllr Dr Mark McClelland Cabinet Member for Transport, Waste, Street Scene and Flooding

Statement

As a daily user of the Kington Langley to Chippenham foot and cycle path along the A350 for over 30 years I passed a great number of people using it including those who use it to shop at Morrisons, as well as access the wider town facilities and station.

I am hugely dismayed to see that the path has been cut by the new North Chippenham Link Road at Malmesbury Road roundabout, with a very unsafe, non-priority crossing in a 50mph zone meters from the roundabout exit. People will whip around that corner off the roundabout, and a terrible accident, possibly involving children, is very likely to happen.

Can the council please:

Question (P22-07)

- a) Explain why this critical link has been overlooked, on the only car-free path that connects two large rural villages (Kington Langley and Kington St Michael) to the town of Chippenham?

Response

The pedestrian infrastructure serving the Malmesbury Road roundabout has been assessed against all current standards for roundabout design, as included within CD 116 Revision 2, issued April 2020. The scheme includes the delivery of an additional arm to the roundabout, with a splitter island accommodating pedestrian refuge at the entry/exit to the roundabout.

The connectivity of pedestrian and cyclist infrastructure across the junction has been considered against all current safety and design standards. The assessment of the delivered infrastructure is predicated by current demands for

the new junction arm, which includes accessing development traffic, through traffic to Maud's Heath Causeway and the pedestrian and cyclist demands from the rural villages and surrounding area to the north of Chippenham.

- b) Commit to providing the funding and officer time to design and install a safe crossing point over the North Chippenham Link Road at Malmesbury Road roundabout, for people walking and cycling on this key sustainable transport route.

Response

The delivered scheme will be further subject to ongoing Road Safety Audit (RSA) as the junction becomes fully operational. Any necessary changes to the junction to further accommodate the safe passage of pedestrians and cyclists, will be delivered by the respective developer as prescribed through the RSA.

Beyond the current scheme delivery, changes to the demand for the junction, as arising from the Local Plan review (LPR), may trigger the need for an alternative junction layout and funds are being secured through the Community Infrastructure Levy to accommodate any necessary works. The scope and necessity of these works will be determined through full assessment of the growth strategy for Chippenham and are being carried out by the Local Highway Authority's term consultant. The determination of the securing of identified works through the LPR will coincide with the adoption of the Local Plan, however officers will keep a watching brief on the need for additional works as further planning impacts arise in the area.

Statement

I note that the A350 dualling plans state that there will not be any routes for people walking or cycling along the to-be-dualled sections of the A350, because there are, according to the project page on the council website, "better and safer routes through the adjacent residential areas". In practice, these cycle routes through the residential areas are missing key sections to make them truly safe, such that they can be used by the most vulnerable in the community, including young children.

Missing links include:

- A safe crossing point (such as a toucan or a signalised parallel crossing) over the A420 Bristol Road between Bumpers Farm and The Folly, near Middlefield Road
- An off-road link from the eastern end of Sandown Drive to the shared-use path on the A4 Bath Road
- An off-road link along Hungerdown Lane, between Brook Street and Sheldon Road, to complete the off-road cycle route present along the rest of this road

Question (P22-08)

Given the justification for not providing pedestrian or cycle routes alongside the A350 is that 'safe' alternatives exist, will the Council commit to providing the necessary funding and officer time required to make these and other improvements necessary to make the cycle network away from the A350 genuinely safe?

Response

Maps showing the existing cycle network around Chippenham can be found on our website at www.wiltshire.gov.uk/transport-town-cycle-networks .

Requests and suggestions for new infrastructure, such as crossings and cycleways, should in the first instance be directed to the Community Area Transport Groups (CATG). These Groups exist to enable local communities to raise local suggestions, prioritise them, and provide a mechanism for these suggestions to be addressed. This is a consistent approach that has been taken across the 18 community areas in the county. The CATG is a subgroup of the Area Board and specifically deals with highway issues and it would be for them to consider any concerns and suggestions. Representation at the CATG is through the relevant Town or Parish Council.

Requests for new infrastructure can be made through the completion of a downloadable online form, endorsed by the relevant Town or Parish Council and forwarded to the CATG for consideration.

Full details of Area Boards and CATG's, the process followed, and the downloadable forms are available on our website at www.wiltshire.gov.uk/council-democracy-area-boards .

This page is intentionally left blank

Wiltshire Council

Full Council

15 February 2022

**Item 7 – Treasury Management Strategy 2022/23; and
Item 11 – Wiltshire Council Business Plan 2022-2032
(As this covers 2 agenda items it will be taken under Item 6 – Public Participation)**

From Andrew Nicolson

**To Cllr Dr Mark McClelland Cabinet Member for Transport, Waste, Street Scene
and Flooding**

Statement

Noting that the Council has asked Cabinet to seek to make the County of Wiltshire carbon neutral by 2030, and that a robust programme of investment in public transport is one way to reduce traffic in all community areas, which can help to get close to that target,

Question (P22-09)

- a) When can the Council expect a full report on the 2019 Swindon and Wiltshire LEP Rail Strategy, and the 2020 Western Gateway STB Rail Strategy, will it be proactive in taking up their recommendations and seeking and allocating funding for rail investment, and will rail transport feature strongly in the next Local Transport Plan? And

Response

The Swindon and Wiltshire Local Enterprise Partnership (SWLEP) Rail Strategy and Western Gateway Sub-national Transport Body (WGSTB) Rail Strategy were approved by the respective boards which include Wiltshire Council cabinet members.

Elements of the strategies have been taken forward through, for example, successful applications to the Department for Transport's (DfT's) Restoring Your Railway process (Devizes Station and Corsham Station). The council also regularly liaises with the DfT, WGSTB, Network Rail, SWLEP and train operating companies to discuss rail matters.

- b) With the Government's disappointing allocation of funds to Bus Service Improvement Plans in England, including Wiltshire Council's strong bid, what can

Councillors and citizens look forward to by way of investment in bus services and infrastructure over the next two years, how will the Council fund it and, again, will bus transport feature strongly in the next Local Transport Plan?

Response

The government has pledged to confirm the terms of any grant funding for BSIP by the end of February. They have said that not all LTA's will receive funding. Originally, £3bn was made available as part of the Bus Back Better policy and after some expenditure and a review of that allocation by the Treasury, this now stands at £1.2bn. Wiltshire's BSIP featured heavily on service enhancements, upgrades to infrastructure, improved ticketing and bus priority. Wiltshire has already benefited from the Rural Mobility Fund, part of the Bus Back Better vision, with a £1.2m grant to enhance and improve the Pewsey Vale Demand Responsive Transport service, which should go live later this year.

Wiltshire Council

Full Council

15 February 2022

Item 6 – Public Participation

From Pete Cousins

To Cllr Richard Clewer Leader of the Council and Cabinet Member for MCI, Economic Development, Heritage, Arts, Tourism and Health & Wellbeing and Interim Cabinet Member responsible for Finance & Procurement, Commissioning and Commercialisation

Question (P22-11)

The Chippenham Partnership Board seems to be involved in many of the areas that the Chippenham Neighbourhood Plan has a democratic remit for – has the Chippenham NP been engaged? And if not, why not?

Response

Chippenham Town Council is the ‘qualifying body’ that is leading the development of the Neighbourhood Plan and are also on the Chippenham Partnership Board. This will ensure continuity between plans and strengthen the growth of the area.

This page is intentionally left blank

**APPENDIX to the Overview and Scrutiny Management Committee Minutes of 8
February 2022
Wiltshire Council**

Full Council

15 February 2021

**Report of the Overview and Scrutiny Management Committee on the Wiltshire
Council Financial Plan 2022/23 - Amendments**

Purpose of report

1. To report to Full Council a summary of the main issues discussed at the meeting of the Overview and Scrutiny Management Committee held on 8 February 2022.

Background

2. The meeting of the Overview and Scrutiny Management Committee provided an opportunity to scrutinise amendments to the budget that were proposed after the committee meeting on 25 January 2022, which considered the initial proposals from the Executive which were subsequently agreed at Cabinet on 1 February 2022.
3. Three proposed amendments were received for the meeting from Councillors Ian Thorn and Gavin Grant on behalf of the Liberal Democrat Group.
4. The proposals were as follows:
 - a. *To remove the following Car Parking Savings:*
 - *Introduce Parking charges for Blue Badge holders*
 - *Introduce Sunday charges in all car parks*
 - *Remove free event parking from Town Councils*
 - *Increase car parking charges by 10p per hour on every tariff.*

The listed savings would total £0.710m in 2022/23 and an additional £0.120m in 2023/24.

- b. *To remove the following savings:*
 - *Reduce funding for Lunch Clubs for older adults*
 - *Reduce funding for Friendship Clubs for adults with learning disabilities.*

The listed savings above would total £0.106m in 2022/23 and an additional £0.106m in 2023/24. Council is additionally asked to request that the Overview & Scrutiny Management Committee add a Rapid Scrutiny process to their work programme to review the payments made under the schemes included in the proposed savings above and consider the impact of the proposed savings from 2023/24, with the terms of reference to be agreed.

- c. *To increase the Area Board Capital Grants to the previous level of funding of £0.800m prior to the re-allocation of £0.400m to Local Highways and Footpath*

APPENDIX to the Overview and Scrutiny Management Committee Minutes of 8 February 2022

Improvement Groups (LHFIG), an increase of the budget of £0.400m. It is proposed that this increase in the Capital Programme is funded by borrowing.

5. The above proposals have the following impact on the 2022/23 financial year:

Amendment A

Proposal	Impact 2022/23 £m
Removal of Car Parking savings listed above	0.710
CPI increase to Season Tickets	(0.024)
Reduction in High Street Budget	(0.686)
Total Revenue Impact	0

Amendment B

Proposal	Impact 2022/23£m
Removal of saving to reduce funding for lunch clubs for older adults	0.060
Removal of saving to reduce funding for Friendship Clubs for adults with learning disabilities	0.046
Total pressure of proposals	0.106
Draw from Business Plan Priority Reserve	(0.106)
Total Revenue Impact	0

Amendment C

This impact will not affect the 2022/23 budget as any borrowing is assumed to be undertaken at the end of the financial year and therefore no interest cost is assumed and the MRP is charged the year following the expenditure.

- The proposals have the effect of reducing the amount set aside in the High Street Budget as well as drawing from the Business Plan Priority Reserve as shown in the above tables.
- The proposals had been commented upon by the Section 151 Officer, Head of Paid Service and the Monitoring Officer, and confirmed as financially and legally sound, with comments regarding the increased risks of reducing allocated reserves.

Main issues raised during questioning and debate

- Councillors Thorn and Grant introduced the proposals, noting that they were intended to protect marginalised members of society, support the economic recovery of towns as well as supporting the work of Area Boards.
- The Chairman then gave the opportunity for Members of the Executive to respond to the proposed amendment, before seeking any queries or comments from the Committee. The Section 151 Officer, Andy Brown, provided clarification where appropriate.

APPENDIX to the Overview and Scrutiny Management Committee Minutes of 8 February 2022

Amendment A

10. Queries were raised about the provision of high street regeneration funding if the proposed amendment was to draw from such reserves and what would be done to help market towns in the future. It was suggested that the amendment would be an opportunity to make an impact on market towns by not increasing car park charges, with further evaluation and understanding needed regarding regeneration funding as it is a function of the Council to distribute such funding. It was suggested in response that an increase in tariff and season ticket charges would impact directly on the finances of either employers of individual workers, which could cause a knock-on effect if they were to choose to park in residential areas rather than car parks, potentially causing complaints.
11. The notion of balance risk and harm was discussed, with the point raised as to whether the Council should be aiming to discourage driving given the climate emergency and net-zero carbon emissions aim.
12. It was suggested that though the amendment would potentially help Blue Badge holders, those using public transport rather than cars would need to be treated the same. In response it was stated that the amendment wouldn't be seeking to subsidise public transport through Blue Badges and that if charges were to increase, this would encourage residents to travel to free car parks rather than the ones servicing individual traders. It was also noted that there had recently been a presentation from the Cabinet Member for Transport, which outlined how improvements could be made to rural bus services.
13. It was suggested that as Blue Badge holders have the ability to park within waiting restriction areas for two-hour periods, this could potentially cause an increase in parking within sensitive areas of town centres. Clarification was also provided in regard to the health and community benefits of being able to use appropriate car parking facilities, with the response noting declines to church congregations due to Sunday parking charges. An additional response was provided, that noted how free weekend parking provision had previously been used to facilitate carnivals, which provided a positive impact to both community revenue streams and social fabric.
14. It was confirmed that the budget amendment did not incorporate a response to the proposal to remove current windows of free parking, such as in Culver Street car park – Salisbury.

Amendment B

15. It was queried whether the proposed future commissioning model had potentially been dismissed by the amendment. It was clarified that one element of the proposed scrutiny would be to scrutinise the appropriateness of small voluntary groups as well as procurement processes in order to examine what the correct route could be for funding, including potential other sources for funding such as Area Board Health and Wellbeing Funds.

APPENDIX to the Overview and Scrutiny Management Committee Minutes of 8 February 2022

16. It was discussed that positive overview and scrutiny should enable understanding to be spread by engaging with the clubs as well as voluntary organisations; enabling them to through understanding to consider other ways of working.
17. Regarding the role of the proposed scrutiny exercise itself, it was clarified by the Monitoring Officer that though it would be difficult to discuss the role of broader scrutiny, the Terms of Reference for the potential rapid scrutiny exercise could be defined with the advice of officers. Therefore ensuring the amendment could proceed based on financial advice.
18. The potential long-term financial implications of the amendment on the Council were discussed, with further reference given to the need for the rapid scrutiny exercise in order to fully assess the amendment.

Amendment C

19. Details were sought on what potential reductions would be proposed to fund the potential amendment, to which it was clarified that there would be no impact on the budget debated and that it would cost £20,000 a year per the lifetime of the amendment to source the proposed £400,000. It was discussed whether the amendment would amount future costs that would have to be dealt with.
20. In response to queries about potentially putting money into funding of the current Community Area Transport Groups (CATG), it was clarified that the amendment would not impact on such funding.
21. It was noted that a Rapid Scrutiny Task Group had been set up to scrutinise the way that Area Boards operate, which would not provide feedback until after Council.

Conclusion

22. Cllrs Ian Thorn and Gavin Grant were thanked for submitting their budget proposals to the Committee and it was noted that they have been scrutinised.
23. To ask Full Council to take note of the comments of the Committee, as presented in this report.
24. Regarding the proposed amendments to the budget for lunch clubs for older people, and friendship clubs for adults with learning disabilities, to:
 - a) The request for a rapid scrutiny exercise reviewing payments made under the club schemes and the impact of the proposed savings from 2023/24 was noted.
 - b) The Chair and Vice-chair were asked to make any necessary arrangements following consideration the request for referral to scrutiny by Full Council.

Councillor Graham Wright Chairman of the Overview and Scrutiny Management Committee

APPENDIX to the Overview and Scrutiny Management Committee Minutes of 8 February 2022

Report Author: Ben Fielding, Democratic Services Officer, 01225 718504 or Benjamin.fielding@wiltshire.gov.uk

Report Date: 9 February 2022

This page is intentionally left blank

Wiltshire Council

Full Council

15 February 2022

Item 11 – Business Plan

From Colin Gale

To Cllr Dr Mark McClelland Cabinet Member for Transport, Waste, Street Scene and Flooding

Statement

The draft Business Plan covers the period 2022 to 2032 and has sections on ‘well connected communities’, ‘We take responsibility for the environment’ and ‘We are on the path to carbon neutral (net zero)’. In these sections it is identified that there will be new Local Plans and Local Transport Plans.

Rushall Parish Council raised an issue dated 11th January 2018 which is logged at the Pewsey CATG as an ongoing item which requested a Freight Assessment. On 2nd April 2019 Wiltshire Council advised the CATG’s that the Freight Strategy and the Freight Assessment and Prioritisation Mechanism would be put on hold until 2020. Subsequently the Wiltshire Council Freight Strategy was cancelled and the Freight Management Policy review was placed on hold whilst National Highways considers their own Policy on the trunk road network for the Southwest.

The previous Freight Management Strategy did not include the A342 & A345 as Freight Routes for obvious reasons as the A342 and A345 are not much more than Tarmac Drover’s Trails. Without any form of freight management it is a ‘free-for-all’ with an increasing number of 44 ton HGV’s carving up the verges destroying the roads which are not built for the volume and weight of the transport. Despite the Wiltshire Council claims there is no evidence that anyone is taking responsibility for the environment.

Question (P22-13)

- a) Since this plan is intended to last till 2032 why is there not at least a marker for a Freight Management Strategy at some point in the future? Why does freight movement not feature anywhere in the Business Plan?

Response:

Every local authority in England outside London has an obligation to produce a Local Transport Plan for their area. A Local Transport Plan (LTP) assesses an area’s transport needs and challenges and sets out different ways in which these challenges will be addressed.

The Council has begun work on preparing its next Local Transport Plan (LTP4) .

Department for Transport is publishing guidance in the Spring, and we will need to have due regard to that as and when it emerges.

Unless the guidance suggests otherwise, the format of LTP4 will be a suite of documents, comprising a central policy document that will guide a number of theme strategies.

A new freight strategy will be one of those theme documents, preparation of which will take place later this year, and be available for consultation in the middle of 2023.

- b) The freight issue was registered over 4 years ago and since then has got worse. Since Wiltshire Council are going to work with their partners to protect and enhance the Area's of Outstanding Natural Beauty, noting that the Pewsey Community Area is within the North Wessex Downs AONB doesn't Wiltshire Council at least think that after this elapsed time some interim measures are now warranted.

Response

See response to (a) above.

Wiltshire Council

Full Council

15 February 2022

Item 12 – Climate Strategy and Council’s response to the Climate Emergency

From Adam Walton

To Cllr Nick Botterill, Cabinet Member for Development Management, Strategic Planning and Climate Change

Question (P22-01)

Now that the Climate Change Strategy has been finalised and the objectives of the Strategy have been incorporated into the Council’s Business Plan, how will the objectives of the Strategy be incorporated into the plans and decisions made by every department in Wiltshire Council, and where conflicts arise between these objectives and other objectives, how will these conflicts be resolved?

Response

The council’s new service plans have been developed to reflect the new Business Plan objectives, so council activity going forward should be climate aligned within the budgetary and legislative constraints the council has to operate under.

We are currently developing an approach to decision-making using the ‘Doughnut Economics’ approach used by Cornwall Council which will enable climate considerations to be brought to the fore in key council decisions, alongside social and economic considerations.

This page is intentionally left blank

Wiltshire Council

Full Council

15 February 2022

Item 12 – Climate Strategy and Council’s response to the Climate Emergency

From Laurence Cable

To Cllr Nick Botterill Cabinet Member for Development Management, Strategic Planning and Climate Change and Cllr Dr Mark McClelland Cabinet Member for Transport, Waste, Street Scene and Flooding

Statement

In February 2019, Wiltshire Council commendably declared a climate emergency, acknowledging the existential threat that humanity faces if it does not massively reduce the amount of greenhouse gases being released into the atmosphere. Wiltshire Council’s own climate change strategy, published January 2022, further acknowledges that “transport produces the largest proportion of emissions in the county”. The majority of these will be from road transport.

And yet, Wiltshire Council is proposing more road-building, this time the further dualling of the A350 around Chippenham. Evidence from all around the world shows that when you build more roads, people make more car journeys – this is known as ‘induced demand’, and I would urge councillors to familiarise themselves with this concept, as it’s one that I myself wasn’t initially aware of, but it completely changed my view on road-building once I understood it. While a widened road will often initially ease congestion and improve journey times, this makes driving more attractive, meaning that more people decide to do it. This uptick in driving continues, until eventually the widened road itself becomes as congested as its single-carriageway predecessor was. Only now you have a congested dual-carriageway, rather than a congested single carriageway, meaning twice the number of cars pumping out poisonous fumes.

The scenario I’m describing here has happened up and down the country – it’s why you see towns first building a bypass, and later building a bypass of the bypass. The M6 Toll is the perfect example: a route to bypass the original M6 Birmingham northern bypass, once it became full. Building or widening roads is not a sustainable solution to congestion, neither is it sustainable from an environmental perspective.

Given the above, please can Wiltshire Council:

Question (P22-02)

- a) Explain why it is pursuing major road-building projects such as the A350 widening, when these will ultimately induce more traffic that worsens the climate emergency Wiltshire Council has declared.

Response

Department for Transport's Decarbonisation plan (July 2021) begins with a foreword from the Secretary of State confirming:

Our ambitious roads programme reflects – and will continue to reflect – that in any imaginable circumstances the clear majority of longer journeys, passenger, and freight, will be made by road; and that rural, remote areas will always depend more heavily on roads.

The Plan later reaffirms:

Continued high investment in our roads is therefore, and will remain, as necessary as ever to ensure the functioning of the nation and to reduce the congestion which is a major source of carbon

The Department for Transport's predictions indicate an increase in traffic on our roads in future years. This will especially be the case in west Wiltshire where an increasing population and economic growth will result in significant traffic growth within the A350 corridor. For example, there are already long traffic delays for vehicles leaving Bumpers Farm Industrial Estate at peak times and these will get worse if no action is taken.

The change to electric and alternative forms of power for vehicles in the future will reduce the carbon footprint of transport, but it is anticipated that the need to travel will still exist and it is important to have the infrastructure to support this at key locations on the network, especially in predominantly rural areas where other forms of transport are unlikely to be viable.

Consideration has been given to induced traffic, which can occur when there is a suppressed travel demand, especially because of severe congestion on a network. This is not usually a major factor in Wiltshire because in most places the level of congestion is not as severe as in many other areas. The traffic modelling carried out in connection with the business case for the scheme considered this, including taking into account other proposed improvements on the network.

It was concluded that on the A350 the main factor influencing traffic growth on the network is expected to be from population growth, particularly in connection with housing and employment expansion in the corridor.

- b) Commit to critically and publicly investigating alternatives to all major road-building projects currently being planned or designed, including the A350 widening, in light the climate emergency.

Response

The business case for each major highway improvement scheme has to consider the alternatives, including the option of doing nothing. The current proposals for dualling the remaining sections of the Chippenham Bypass are the completion of a scheme which started in the 1990s. At that time sufficient land was acquired to accommodate future dualling when justified by traffic volumes, and the structures were built accordingly. The increase in traffic volumes has now meant that the completion of the improvements would be justified and there is a good economic case for the scheme, which has been accepted by the Department for Transport.

Other potential large major schemes in the A350 corridor such as the A350 Melksham Bypass would be the subject of planning applications, statutory orders, and a Public Inquiry where an independent inspector would consider the case for a proposal before making a recommendation to the Secretary of State whether or not to confirm the statutory orders to enable the construction of the scheme. The public would be expected to be able to put forward objections and alternatives for consideration at that Inquiry.

This page is intentionally left blank

Wiltshire Council

Full Council

15 February 2022

Item 12 – Climate Strategy and Council’s response to the Climate Emergency

From Keith Freegard

To Cllr Nick Botterill Cabinet Member for Development Management, Strategic Planning and Climate Change

Question (P22-04)

How does Wiltshire council plan to tackle the environmental impacts of business organisations operating within the county in a manner that will deliver measurable carbon reductions to reach quantified objectives within a set timescale?

Response

The Green Economy section on page 30 of the Climate Strategy (agenda item 12, appendix 2) sets out how the council will work with businesses in the county – for example working with local networks, promoting ‘shop local’ initiatives and showcasing what leading business in Wiltshire are doing on this agenda.

Agenda item 12 paragraph 70 sets out the successes of the Target 2030 programme in supporting SMEs to reduce their carbon footprints to date.

Question (P22-05)

Furthermore, would the council’s appointed climate strategy delivery team be interested in collaborating with WCA on engaging with local companies to promote a faster transition to net-zero business in Wiltshire?’

Response

The council met with the WCA on this topic approximately a year ago. Our understanding was that the WCA were setting up a business engagement campaign following that meeting.

This page is intentionally left blank

Wiltshire Council

Full Council

15 February 2022

Item 12 – Climate Strategy and Council’s response to the Climate Emergency

From Bill Jarvis

To Cllr Nick Botterill Cabinet Member for Development Management, Strategic Planning and Climate Change

Statement

Immediate actions in the Climate Strategy

The excellent report on the recent consultation by the Council Climate team and the subsequent revised Climate Strategy demonstrates that the Council have listened to and taken account of community views from around the county. The conclusions reached on the public consultation are both accurate and a powerful message to Council Members. That is much appreciated by all that spent the time to respond so comprehensively.

Cabinet has now confirmed that “By approving the Climate Strategy, Cabinet will be confirming its full support and commitment to the strategy’s goals”.

I hope this full Council meeting will similarly endorse this Strategy.

The revised Climate Strategy commits to some 36 immediate actions. These actions will require resources, both management and financial, to deliver.

Question (P22-06)

- a) As Cabinet has confirmed its commitment to the goals can it also confirm that all necessary management and financial support will be given to enable timely progress of these immediate actions.

Response

The ‘Financing our ambitions’ section on page 12 of the Climate Strategy sets out the council’s position regarding financial support to deliver the strategy.

The council has put in place a Climate team with 6 staff including a head of service and a team leader to support the delivery of the strategy, who are tasked with working across the council and with partners. The council is currently recruiting a new Assistant Director for Environment who will provide further management support for this area.

b) How does the Climate Team intend to report on the progress of these actions?

Response

Progress will be reported through the six-monthly reports to Cabinet and Council.

Wiltshire Council

Full Council

15 February 2022

Item 12 – Climate Strategy and Update on the Council’s Response to the Climate Emergency

From Andrew Nicolson

To Cllr Nick Botterill Cabinet Member for Development Management, Strategic Planning and Climate Change

Question (P22-10)

In its written answer to a question I asked last year, the Council agreed that road traffic reduction will be needed, for the Council to meet, or seek to meet, its 2030 carbon neutral target for the County.

Electric cars won't have taken over until the 2030s, and the power to charge them won't be zero carbon.

Yet, in Cabinet on the 1st of February 2022, Cabinet members including Cllrs Clewer, McClelland and Botterill said that they were not seeking to reduce traffic, or even that they do not know how they would do that, and that instead they will rely on the transition to electric vehicles to reduce emissions. Cllr Clewer said words to the effect that "I don't care how many cars are driving along Bythesea Road in the future, as long as they are all electric."

There's a clear contradiction here. Which is the Council's policy, traffic reduction or traffic growth?

Response:

As set out in the Wiltshire Climate Strategy 2022-2027, the next Wiltshire Local Transport Plan (LTP) in particular will work out the best mix of transport and travel solutions to help us achieve zero emissions.

In establishing this position, the LTP will be informed by the relevant wider context. This includes the Department for Transport's (DfT's) latest road traffic forecasts (2018) which set out that traffic levels are forecast to rise by between 17% and 51% by 2050.

While, as set out in the Transport Decarbonisation Plan, the DfT wants to reduce urban traffic overall there is recognition that there may only be a "...stabilisation, in traffic more widely" and that rural areas face particular challenges:

"While some technological change in transport is happening first and fastest in urban areas, there are different opportunities in rural areas that require different solutions. DfT research found that people living in rural areas were less receptive to exploring non-car travel modes due to having limited alternatives".

"...we recognise the particular challenges faced by rural and remote areas in this regard, and will work, including through the upcoming Future of Transport: Rural Strategy, to ensure policies recognise differing geographies".

Wiltshire Council

Full Council

15 February 2022

Item 12 – Climate Strategy and Council’s response to the Climate Emergency

From Pete Cousins

To Cllr Nick Botterill Cabinet Member for Development Management, Strategic Planning and Climate Change

Question (P22-12)

At present, Council policies make wind power a non-viable option for anyone considering renewable energy generation.

Ground based solar is well supported and providing a growing element of generation and storage in the county. However, there is no mandatory requirement for roof mounted solar on new build properties, either dwellings or business.

The Climate Strategy report, commentary on responses, highlights the fact that roof mounted solar and land based wind turbines are seen as a popular option for energy generation, supported by over 95% of those that commented on them.

With this high level of support, will the Council commit to changing its policies to positively support wind turbine generation and to mandate for solar installation on all new buildings?

Also, to ease the grid loading imbalance, mandate for energy storage in all cases?

Response:

The Council’s current local plan policy on standalone renewable energy installations is set out in Core Policy 42 of the Wiltshire Core Strategy. This does not differentiate between types of renewable energy and as stated in paragraph 6.38 of the Wiltshire Core Strategy “applies to all types” including both wind turbines and solar. We have committed as part of the Local Plan Review to review our planning policies on renewable energy and consider the potential for zero carbon development, which will include consideration of measures to achieve energy efficiency in new developments such as roof mounted solar. Evidence is being developed on both these areas and once complete will inform new local plan policies. Increasingly, we are starting to see housing developers incorporating roof mounted solar as part of their proposals.

This page is intentionally left blank

Wiltshire Council

Full Council

15 February 2022

Councillor Questions Update

Summary

1. A total of eight questions from Councillors have been received since the last meeting of Full Council on 19 October 2021.
2. Details of questions submitted and the order they will be received at the meeting are shown at Appendix 1. Responses are included at Appendix 2.
3. One question was deemed by the Chairman to be operational in nature and in accordance with the constitution a response to the question was sent by officers.
4. Five questions were received before the first deadline of 1 February 2022. They were therefore guaranteed written responses as attached to this report.
5. Two questions were received after the deadline for a written response but prior to the second deadline of 8 February 2022 and would usually receive a verbal response. However, we are able to provide written responses as attached to this report.
6. The Chairman will go through the questions and responses as is customary, take them as read and giving the questioner an opportunity to ask one relevant supplementary question for each question submitted.

Tara Shannon, Senior Democratic Services Officer

Appendix 1 – Councillor questions summary

Appendix 2 – Questions received

Appendix 1 – Councillor Submitted Questions Summary

Questions will be received in the order listed below as specified in the Constitution.

Questions for Council (attached at Appendix 2)

Ref	Questioner	Date Received	Written or Verbal	Subject	Cabinet Member
22-01	Cllr Edward Kirk	17/12/21	Written	Stolen Bronze Door - Trowbridge Cemetery	Cllr Dr Mark McClelland
22-04	Cllr Ruth Hopkinson	20/01/22	Written	Updates on Military Basement in Southern Wiltshire and progress on the Covenant	Cllr Richard Clewer
22-06	Cllr Brian Mathew	01/02/22	Written	Wiltshire Council's plans to celebrate the Queen's Platinum Jubilee	Cllr Richard Clewer
22-07	Cllr Nick Murry	08/02/22	Verbal – but written response provided	Chippenham Partnership Board	Cllr Richard Clewer
22-02	Cllr Edward Kirk	19/12/21	Written	TEAMS Meetings	Cllr Richard Clewer
22-05	Cllr Ruth Hopkinson	28/01/22	Written	Pre-School Places and Conversion of room at Springfield Pre-School Nursery	Cllr Laura Mayes
22-08	Cllr Nick Murry	08/02/22	Verbal – but written response provided	Climate Strategy	Cllr Nick Botterill

Operational Questions – Officer response

22-03	Cllr Edward Kirk	18/01/22	Operational	Use of crumb rubber on playing fields, playgrounds and possibly paths	Cllr Ian Blair-Pilling
-------	------------------	----------	-------------	---	------------------------

Item 21 – Members’ Questions

From Cllr Edward Kirk, Trowbridge Adcroft

**To Councillor Dr Mark McClelland, Cabinet Member for Transport, Waste,
Street Scene and Flooding**

Question (22-01)

Stolen Bronze Doors

Wiltshire Times 12th November 2021: ‘Thieves have stolen a pair of solid bronze doors worth at least £10,000 from a chapel in a Trowbridge Cemetery where they were stored for safekeeping. There was no reported break-in, so somebody had the key. So far as I am aware, the only people who had the key were the contractors.’

Wiltshire Council removed these valuable historic doors from their original location and placed them in a building under the sole custody of their contractors. Wiltshire Council has dismissed any liability on the grounds it is not dealing with the responsible party and that it is not in the ‘public interest’ to replace these doors. The Friends of the Cemetery have only asked for some lower cost reproduction doors to be provided by Wiltshire Council.

It would appear from the above, that Wiltshire Council takes no responsibility for valuable historic items in its custody and can dismiss any claim or proposed remedy on the basis that anything that costs money is not in the public interest.

Please can the Cabinet Member explain how it is appropriate for Wiltshire Council to have removed and stored these doors without the owner’s permission, but now require the owner’s permission to replace them?

Please can the Cabinet Member explain how it is deemed to not be in the public interest to provide some lower cost reproduction replacement doors?

Response

Trowbridge cemetery is owned and operated by Wiltshire Council under the terms of the Local Authorities’ Cemeteries Order 1977. Memorials in the cemetery, including mausolea are private property; however, the council has power to act when safety is an issue.

In the 2010’s there was a series of metal thefts in the cemetery, some of which left graves and memorials damaged and unsafe. Among items stolen were bronze gates and bronze

lettering from the exterior of the Sir Roger Brown mausoleum. It was anticipated that thieves might return to steal the mausoleum's bronze doors.

This would pose a risk to public safety from criminals operating in the cemetery and from resulting access to the interior of a Victorian structure containing human remains.

In the absence of any known responsible party, the council removed the doors and securely boarded up the entrance to the mausoleum.

The doors were stored onsite, in a chapel building used by the cemetery contractor to store materials.

The doors were photographed in the chapel by a volunteer from 'The Friends of the Down Cemetery', which is a community group that does improvement works (with Council permission) in the cemetery. The photograph is believed to have been taken on 6th August 2018.

A later check of the doors found they were no longer in the chapel and there is no record of their removal.

Where there is an accusation that the council's actions have not been appropriate and that a party wishes to claim costs, the procedure is for the legally empowered responsible entity to make an insurance claim for any liability to be assessed.

The council recognises the excellent work of the Friends of the Down Cemetery, but it cannot be held responsible for the replacement of doors when the initial works were ten years ago and undertaken to address safety issues in the absence of a responsible party. The council does not have the duty or right of maintenance of memorials, only a responsibility for safety if and when owners default.

Wiltshire Council

Full Council

15 February 2022

Item 21 – Members’ Questions

From Cllr Ruth Hopkinson, Corsham Ladbrook

To Councillor Richard Clewer, Leader of the Council and Cabinet Member for MCI, Economic Development, Heritage, Arts, Tourism and Health & Wellbeing and Interim Cabinet Member responsible for Finance & Procurement, Commissioning and Commercialisation

Question (22-04)

I am not aware of any recent/ regular updates to the Council re the military basement in the South of the County. Can you please provide an update, along with information concerning progress made & the WC Officers tasked with coordination with the military?

Can you also provide an update on the Covenant & any progress made to advancing it?”

Response

Army Basing Programme

The Army Basing Programme was successfully completed in March 2021. Key statistics are:

- 4,000 troops plus family members moved to Wiltshire from Germany and other UK bases
- £1.8m invested into infrastructure in the south of the county
- 1,475 new family homes built
- New early years day care centre in Tidworth used by both military and civilian communities
- New schools and medical centre

Since completion of the programme, the following successes have been identified at a local level:

TIDWORTH

- Increased partnership working between the military and Area Boards including the following initiatives that are open to all people regardless of whether they are military or civilian. They have all been run since March 2021

- ✓ New youth club
- ✓ Pop-Up family events
- ✓ Opportunities for young people
- ✓ Support for Carers and vulnerable people
- ✓ Engaging with Minority Groups
- ✓ The **vaccination centre** at the Tidworth leisure centre owned by the MOD has been very successful with a lot of time given by Military, leisure staff and volunteers.
- ✓ Discussions between the AWS and the area board has started to help redevelop an old market in Tidworth to contain a **fully equipped youth hall**
- ✓ Cllr Chris William continues to be active in his role as **Armed Forces champion**

STONEHENGE

- The Stonehenge Area Board has **funded** Summer Holidays and trips, Easter Holiday Craft packs and a programme of Summer Holiday Activities in Larkhill.
- The Stonehenge Area Board has re-established the **Local Youth Network** including military partners from Larkhill and Bulford.
- Ian Blair-Pilling is the Stonehenge Councillor rep and is in touch with the MOD on a regular basis, constantly **engaging** with them and bringing them into all that we do

PEWSEY

- A joint military and Pewsey area board consultation & showcase event will take place in **Upavon Camp** in February to help integrate that community into the village and ensure that they are receiving the necessary provision, support and services.

WARMINSTER

- **Community Engagement Event** being held in July at Warminster Garrison. Large event with showcase of military vehicles etc as well as local business fair, health and wellbeing section, local sports clubs giving demos etc
- **Area Board MCI** themed engagement event planned for spring
- AWS in Warminster have held **activities for families** throughout periods of covid restrictions, but are beginning to get more engagement now face to face activities have restarted.

Moving forward

- At an operational level, the Community engagement Managers in Tidworth and Stonehenge areas have worked with the Garrison Commander and Lt Col Nick Turner (SO1 Engagement) to ensure that their work is as integrated as possible, and that meetings and communications are rationalised.

MCI Partnership

The MCI Partnership met most recently in December 2021. It was agreed that the future focus of the partnership would shift from basing towards integration and meeting the needs of the military and civilian communities.

Change of Commanding Officer at Headquarters South West along with other personnel is currently in progress. Colonel Gary McDade will be in post as CO from 14 February 2022.

WC Officers are currently working with HQSW to plan a series of visits for Wiltshire Council's Leader and CE to maintain familiarity and working relationships with key bases in the county.

Armed Forces Covenant

Council Officers continue to deliver the Armed Forces Covenant through the following key projects:

The Armed Forces Act (2021)

- Introduced a duty to have due regard to the principles of the [Armed Forces Covenant](#)
- The new duty will apply to specified persons or bodies, including councils, when exercising certain housing, education or healthcare functions (excluding social care).
- Work is underway to ensure Wiltshire Council is prepared for the new duty, this includes awareness-raising/comms, identifying staff training needs, review of policies in the specific areas of the duty, participating in regional discussions to share good practice, identifying potential costs or additional burdens, and using learning from local implementation of other legislation such as the Equality Act 2010.

Armed Forces Outreach Service.

- Funded by the Armed Forces Covenant Fund, the mobile outreach service operates across the South West providing support, signposting and raising awareness of the AF Covenant. The Outreach Officer is employed by WC and is an Army Veteran of 30 years' service.

Events Attended:

- People in the Park – a 1000 person attended event which highlighted the requirement for face to face and meet and greet.
- Salisbury Plain 100 - 500 attendees mainly from the Gurkha community, activities focused on bridge building.
- Pilot event at Longhedge in partnership with Abri Housing Association - the event generated over 3000 social media engagements.
- Bournemouth Air Show – veterans engaged with.
- Regular events such as Veterans Breakfast clubs
- Support to establish new veterans' allotment in Salisbury

Defence Employer Recognition Scheme.

- Wiltshire Council has been asked to revalidate its Gold Award under the DERS for a further 5 years by 31 March 2022.

Wiltshire Council

Full Council

15 February 2022

Item 21 – Members’ Questions

From Cllr Brian Mathew, Box & Colerne

To Councillor Richard Clewer, Leader of the Council and Cabinet Member for MCI, Economic Development, Heritage, Arts, Tourism and Health & Wellbeing and Interim Cabinet Member responsible for Finance & Procurement, Commissioning and Commercialisation

Question (22-06)

What plans has Wiltshire Council in coordination with the Lord Lieutenants office to celebrate the Queen’s Platinum Jubilee?

Response

The Queen’s Platinum Jubilee 2022

Wiltshire Council and the Lord-Lieutenant of Wiltshire are encouraging everyone in the county to come together to celebrate The Queen’s Platinum Jubilee and make it an event to remember. It is very much a once in a lifetime chance to mark a unique milestone in the nation’s history.

The Queen formally starts to celebrate her personal Platinum Jubilee year from Sunday 6th February, the date of her Accession to the Throne in 1952.

However, the focus of celebrations will take place over the extended Bank Holiday weekend 2 - 5 June. During this period the Queen will be attending a number of official events including Trouping the Colour, a service in St Paul’s Cathedral, and a Concert and Pageant at Buckingham Palace. The Lord-Lieutenant is likely to attend the service at St Paul’s Cathedral.

Locally, there is the opportunity to mark the occasion with a range of activities over the Jubilee weekend. Beacons will be lit on the evening of 2 June, and traditional street parties and parties in local parks or village halls will be held on 4-5 June. Plans and preparations are currently underway in many towns and parishes.

Wiltshire Council is very much supporting and encouraging these local celebrations. In particular, it has provided useful information through the Wiltshire Council website covering issues like public health guidance, external funding available, issues to consider in holding a street party, risk assessments, and road closures.

The Lord-Lieutenant and Deputy Lieutenants will be attending local events across Wiltshire over the Jubilee weekend. Several invitations have already been received to attend celebration parties and beacon lighting events. The Lord-Lieutenant may also hold a tea party inviting local community guests to attend (to be confirmed). The Lord-Lieutenant has also supported the planting of many special Jubilee trees as part of the 'Queens Green Canopy' initiative, including a tree in the Secret Garden at the Bourne Hill Offices with Registration Services.

It is also likely that the Chairman, Leader and Councillors will be invited to attend many local events during this period.

Jubilee Beacons

The Queen's Platinum Jubilee Beacons will form a major part of the celebrations and will be lit in the evening of Thursday 2 June 2022.

In addition, on this day town criers are being asked to make a 'proclamation' announcing the lighting of the beacons together with pipers, buglers and cornet players playing before the beacons are lit. Local choirs from schools, churches and others are also being encouraged to participate to sing the 'Song for the Commonwealth'.

It is hoped local councils, communities, organisations, charities, farms, country estates, historic houses, voluntary groups, and others will participate. Those wishing to take part are being requested to register their participation at [The Queen's Platinum Jubilee Beacons 2022 \(queensjubileebeacons.com\)](https://queensjubileebeacons.com)

Wiltshire Council has provided information and updates on the Beacons to all Town and Parish Councils. So far those that have registered to participate (at end of January 2022) include:

- Old Sarum.
- Maiden Bradley with Yarnfield.
- Amesbury Town Council.
- Netheravon Parish Council.
- Little Somerford Parish Council.
- Latton Parish Council - Playing Field, Latton.
- Melksham Town Council.
- Devizes Town Council – Roundway Hill, The Plantation, Devizes.
- Winterslow Parish Council – Winterslow Recreation Ground, Winterslow.
- All Cannings Parish Council – Cliffords Hill, All Cannings.
- Steeple Langford Parish Council, Steeple Langford.
- West Tisbury Parish Council - Newtown, West Tisbury.
- Burbage Parish Council – Far Lash Open Space, Farlash, Burbage.
- Ham Parish Council – Ham, Marlborough.
- Milton Lilbourne Parish Council – Martinsell Hill.
- The Fonthill Estate – edge of Great Ridge Woods, above village of Chicklade.
- East Knoyle Parish Council – The Windmill, The Green, East Knoyle.
- Westbury Town Council – White Horse Beacon, Westbury.
- Highworth Town Council – Market Square, Highworth.

- Cherhill Parish Council – Cherhill Down, Cherhill, near Marlborough.

Other events

Other events may be arranged including thanksgiving services in churches, firework displays, and military events, especially where The Queen is Colonel in Chief of the Regiment or has previously visited a base.

This page is intentionally left blank

Wiltshire Council

Full Council

15 February 2022

Item 21 – Members’ Questions

From Cllr Nick Murry, Chippenham Monkton

To Councillor Richard Clewer, Leader of the Council and Cabinet Member for MCI, Economic Development, Heritage, Arts, Tourism and Health & Wellbeing and Interim Cabinet Member responsible for Finance & Procurement, Commissioning and Commercialisation

Question (22-07)

In relation to the Chippenham Partnership Board:

Could Cllr Clewer explain in what capacity the Town Council and individuals from other organisations are serving on this Board - for example as delegates, nominees, representatives or just as individual citizens?

Response

The individuals on the Chippenham Partnership Board are delegates of their respective organisations

This page is intentionally left blank

Wiltshire Council

Full Council

15 February 2022

Item 21 – Members’ Questions

From Cllr Edward Kirk, Trowbridge Adcroft

To Councillor Ashley O’Neill, Cabinet Member for Governance, IT, Broadband, Digital, Licensing, Staffing, Communities and Area Boards

Question (22-02)

TEAMS meetings

I have attended several TEAMS Council meetings (video off unless speaking), where Officers and the Council consider it acceptable for a motion/proposal to be considered agreed/carried, as long as no member voices dissent.

The Oxford Dictionary states a vote is ‘to show formally by marking a paper, raising your hand, using a voting machine, etc’.

Personally, I do not consider having to voice dissent in a meeting as a vote on a motion/proposal.

Please to demonstrate that members are paying attention (participating) in these TEAMS meetings and haven’t popped out to take the dog for a walk, cut the grass, are on the telephone etc....

Please can the Cabinet Member responsible consider adopting a mandatory policy in TEAMS meetings of a recorded vote or show of hands?

Response

Approval with assent of the meeting is a valid approach where there is no dissent. and referencing it is up to the chair and that while online meetings are not formal meetings any longer, it would be up to the meeting to decide what is appropriate, with reference to protocol 13 our online protocol .

The Council Rules of Procedure - Part 4 of the Constitution paragraph 22 on voting, and specifically 22.3 under Affirmation, allows the Chairman to take the vote by the affirmation of the meeting. In other words, alongside the definition of a vote detailed in the Oxford Dictionary above, approval with assent of the meeting is a valid approach where there is no dissent.

Since the expiration of the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020 on 6 May 2021, only informal meetings take place online (Area Boards meeting informally online make recommendations to the

Leader. These recommendations are then formally made by the Leader through a single-member decision process). It is a matter for the meeting to decide what is appropriate. Protocol 13 of the Constitution details the temporary rules of procedure for remote attendance and voting at Council meetings.

Wiltshire Council

Full Council

15 February 2022

Item 21 – Members’ Questions

From Cllr Ruth Hopkinson, Corsham Ladbrook

**To Councillor Laura Mayes, Deputy Leader of the Council and Cabinet Member
for Children’s Services, Education and Skills**

Question (22-05)

1. A few years ago, the Council acknowledged that it was falling short of its obligation to ensure there were sufficient pre-school places. Is this still the case?
If not, how was the issue resolved?
If it is what is the current unmet need?
2. How much money was spent on the conversion of a room at Springfield for use as a pre-school nursery?
How much is it anticipated being spent to restore it to its previous use?
Is there any opportunity of recouping any of these losses from the nursery provider who was contracted to run the service?

Response

1. There are currently sufficient pre-school places across Wiltshire. The need for additional childcare places in Corsham has not materialised as expected, and there is only 60% of the available capacity in the town and surrounding areas being used. The Council will continue to closely monitor demand across the county and ensure sufficiency is maintained.
2. £44,467.35 was spent converting the room at the Springfield Centre to enable it to be used as a pre-school.

There has not been a decision to restore the room to its previous use, and the Council is continuing to monitor the demand for places in the area. However, if the decision was made to restore the room, it would cost £13937.75. As the work was undertaken by the Local Authority the provider was not responsible for the cost of the conversion and there would not be an opportunity to recoup any losses if the room was restored to its previous use.

This page is intentionally left blank

Wiltshire Council

Full Council

15 February 2022

Item 21 – Members’ Questions

From Cllr Nick Murry, Chippenham Monkton

**To Councillor Nick Botterill, Cabinet Member for Development Management,
Strategic Planning and Climate Change**

Statement

Congratulations to all involved in preparing the Climate Strategy, although it is regretful it has taken almost three years since the Climate Emergency was declared to produce it. What happens next (in terms of delivery) is of course crucially important, given that it is actions and outcomes that matter, and there are only a few years left between now and 2030. The Strategy states that “the council will produce evidence-led delivery plans, identifying targets to deliver this strategy.” In view of this:

Question (22-08)

Could Cllr Botterill please list these delivery plans, share the timetable for their publication and implementation, and provide a sense of the extent of decarbonisation/ sequestration that each will bring by 2027 (end of the strategy) and 2030 (the target year), including the comparative scale of emissions reduction that will be achieved via the Local Plan and the Local Transport Plan?

Response

We will be producing delivery plans during 2022. These plans will outline measures to help achieve carbon neutrality, identifying targets to deliver the strategy. The plans will need to be informed by the independent research that is currently being carried out to understand the pathways to net zero for the council, as well as for the county as a whole. The pathways studies will provide more information as to the necessary interventions and interim targets.

It will be important to allow time for all parts of the council to fully consider the information being provided by the studies and to develop an appropriate response. This will be a period of focussed discussion across many council service areas, as well as external partners, in order to continue our ongoing delivery in partnership and focus our efforts going forward. An update on the production of delivery plans will be

presented to Cabinet and Full Council later this year as part of our regular progress update on tackling the climate emergency.