

**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.