

AGENDA

Meeting: Environment Select Committee

Place: Online

Date: Wednesday 13 January 2021

Time: 10.30 am

[Online Meeting](#)

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

Membership:

Cllr Stuart Wheeler (Chairman)	Cllr Ian McLennan
Cllr Bob Jones MBE (Vice-Chairman)	Cllr Brian Mathew
Cllr Derek Brown OBE	Cllr Nick Murry
Cllr Peter Evans	Cllr Steve Oldrieve
Cllr Mike Hewitt	Cllr Tom Rounds
Cllr Tony Jackson	Cllr Tony Trotman
Cllr Jacqui Lay	

Substitutes:

Cllr Clare Cape	Cllr Russell Hawker
Cllr Ernie Clark	Cllr Ross Henning
Cllr Brian Dalton	Cllr George Jeans
Cllr Sue Evans	Cllr Stewart Palmen
Cllr Jose Green	Cllr Ricky Rogers
Cllr Mollie Groom	

Recording and Broadcasting Information

Wiltshire Council may record this meeting for live and/or subsequent broadcast on the Council's website at <http://www.wiltshire.public-i.tv>. At the start of the meeting, the Chairman will confirm if all or part of the meeting is being recorded. The images and sound recordings may also be used for training purposes within the Council.

By entering the meeting you are consenting to being recorded and to the use of those images and recordings for broadcasting and/or training purposes.

The meeting may also be recorded by the press or members of the public.

Any person or organisation choosing to film, record or broadcast any meeting of the Council, its Cabinet or committees is responsible for any claims or other liability resulting from them so doing and by choosing to film, record or broadcast proceedings they accept that they are required to indemnify the Council, its members and officers in relation to any such claims or liabilities.

Details of the Council's Guidance on the Recording and Webcasting of Meetings is available on request. Our privacy policy can be found [here](#).

Public Participation

Please see the agenda list on following pages for details of deadlines for submission of questions and statements for this meeting.

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

AGENDA

PART I

Items to be considered while the meeting is open to the public

1 **Apologies**

To receive any apologies or substitutions for the meeting.

2 **Minutes of the Previous Meeting** (*Pages 7 - 14*)

To approve and sign the minutes of the Environment Select Committee meeting held on 4 March 2020 and 16 June 2020.

3 **Declarations of Interest**

To receive any declarations of disclosable interests or dispensations granted by the Standards Committee.

4 **Chairman's Announcements** (*Pages 15 - 16*)

To receive any announcements through the Chair.

5 **Public Participation**

The Council welcomes contributions from members of the public. During the ongoing Covid-19 situation the Council is operating revised procedures and the public are able participate in meetings online after registering with the officer named on this agenda, and in accordance with the deadlines below.

[Guidance on how to participate in this meeting online.](#)

Statements

Members of the public who wish to submit a statement in relation to an item on this agenda should submit this electronically to the officer named on this agenda **no later than 5pm on Monday 11 January 2021**. State whom the statement is from (including if representing another person or organisation), state points clearly and be readable aloud in approximately 3 minutes. Up to three speakers are allowed for each item on the agenda.

Questions

Those wishing to ask questions are required to give notice of any such questions electronically to the officer named on the front of this agenda no later than **5pm on 6 January 2021** in order to be guaranteed of a written response. In order to receive a verbal response questions must be submitted no later than **5pm on 8 January 2021**.

Please contact the officer named on the front of this agenda for further advice. Questions may be asked without notice if the Chairman decides that the matter is urgent. Details of any questions received will be circulated to members prior to the meeting and made available at the meeting and on the Council's website; they will

be taken as read at the meeting.

6 **Overview & Scrutiny during COVID-19** *(Pages 17 - 20)*

Since April, the council has been operating streamlined Overview and Scrutiny (OS) arrangements comprising formal, public meetings of the Wiltshire COVID-19 Response Task Group and OS Management Committee. This was to enable efficient and effective scrutiny to be undertaken, while allowing council resources to be focused on the response to COVID-19 and supporting and protecting Wiltshire communities.

To support wider engagement, the select committees held informal meetings where members could raise issues and questions, which their chairmen then pursued at the formal forums above. The notes of Environment Select Committee's informal meeting on 25 November 2020 are attached.

In December, following discussion with the Leader and Chief Executive, the Chairman of Overview and Scrutiny Management Committee agreed that the full select committee structure would resume formal, public meetings from January 2021. It was agreed that the OS forward work programme would focus on COVID-19 and other priority issues with an emphasis on efficient and effective scrutiny engagement.

Under these arrangements, each select committee will undertake scrutiny engagement on those aspects of the COVID-19 response that fall within its particular remit. To assist, a document setting out which Wiltshire Council Recovery Plan themes fall within this Committee's remit is attached.

Notes of each select committees' discussions of COVID-19 will be presented for information to OS Management Committee (which next meets on 26 January 2021), allowing it to oversee overall scrutiny engagement on the topic.

7 **COVID-19 update** *(Pages 21 - 42)*

A report from the Chief Executive is attached providing a summary of activity to mitigate the impact of the coronavirus in Wiltshire since the last update to Cabinet in October. The report provided here was published on 23 December 2020 and will be considered by Cabinet on 5 January 2021.

All four of the council's select committees will receive the report and, to avoid duplication, members are invited to focus their questions and debate within this select committees' remit only.

8 **Highways Annual Review of Service 2020** *(Pages 43 - 126)*

As part of the Committee's ongoing scrutiny engagement with the highways and transport portfolio, the Committee has historically been receiving an annual review of service report for highways. The previous report was received on [5 November 2019](#), and the Committee will now consider the service report for 2020.

9 **Household Waste Management Strategy Update (2020/21)** *(Pages 127 - 182)*

The Environment Select Committee has regularly received updates on the Household Waste Management Strategy, the last being on [3 September 2019](#). The Committee will consider a progress report for 2020/21.

10 **Executive Response: Global Warming & Climate Emergency Task Group**
(Pages 183 - 198)

To receive a report detailing the Executive's response to the findings and recommendations of the Global Warming & Climate Emergency Task Group report part one which covered energy, transport and air quality.

Due to the streamlined Overview and Scrutiny (OS) arrangements operating since April 2020, the first report of the Global Warming and Climate Change Task Group was endorsed by the Overview & Scrutiny Management Committee on [29 September 2020](#).

11 **Report Global Warming & Climate Emergency Task Group (Part Two)**
(Pages 199 - 240)

To receive the second report detailing the findings and recommendations of the Global Warming & Climate Emergency Task Group relating to planning.

12 **Forward Work Programme** (Pages 241 - 248)

To note and receive updates on the progress of items on the forward work programme.

Under the revised Overview and Scrutiny (OS) arrangements there is now a single OS work programme controlled by the OS Management Committee, linked to priorities in the Business Plan.

Therefore it should be noted that, whilst any matters added by Members are welcome, they will be referred to the OS Management Committee for approval before formal inclusion in the work programme for the Environment Select Committee.

A copy of the Overview and Scrutiny Forward Work Programme for the Environment Select Committee is attached for reference.

13 **Urgent Items**

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

14 **Date of Next Meeting**

To confirm the date of the next scheduled meeting as 3 March 2021.

This page is intentionally left blank

Environment Select Committee

MINUTES OF THE ENVIRONMENT SELECT COMMITTEE MEETING HELD ON 4 MARCH 2020 AT KENNET ROOM - COUNTY HALL, BYTHESEA ROAD, TROWBRIDGE, BA14 8JN.

Present:

Cllr Bob Jones MBE (Vice-Chairman), Cllr Derek Brown OBE, Cllr Peter Evans, Cllr Peter Fuller, Cllr Mike Hewitt, Cllr Tony Jackson, Cllr Jacqui Lay, Cllr Ian McLennan, Cllr Brian Mathew, Cllr Tom Rounds and Cllr Stewart Palmen (Substitute)

Also Present:

Cllr Richard Clewer, Cllr Atiquil Hoque, Cllr Bridget Wayman, Cllr Philip Whitehead and Cllr Robert Yuill

82 **Apologies**

Apologies for absence were received from Cllr John Smale, Cllr Nick Murry and Cllr Steve Oldrieve.

Cllr Oldrieve was substituted by Cllr Stewart Palmen.

83 **Minutes of the Previous Meeting**

Resolved:

The minutes of the previous meeting held on 5 November 2019 were approved.

84 **Declarations of Interest**

Cllr Tony Jackson declared a personal interest in relation to agenda item 8 – Interim Management Arrangements for the Contracted Leisure Centres, as he was a member of a local People for Places gym. Cllr Jackson remained in the meeting a spoke on the item.

85 **Chairman's Announcements**

The Chairman provided updates on the following:

- **Western Gateway Rail Strategy**
The Chairman referred the Committee to the announcement attached to the agenda papers and indicated that a full report would be provided on the matter at the next Environment Select Committee on 6 May 2020.
- **Better Deal for bus users**
The Chairman encouraged the Committee members to read the Briefing Note that was circulated to all members on 26 February, about supporting bus services in Wiltshire.

He reported that the Government have allocated £671,171 of funding to Wiltshire Council, to improve bus services in the county, however, before this funding is provided to the Council, Wiltshire needs to give the Government a brief outline of how it intends to spend this money.

Members were asked to inform Passenger Transport, by 27 March 2020, of any requests that they have received for bus services in their area.

The committee, at its next meeting on 6 May 2020, would consider the report sent to Government, outlining how Wiltshire intends to spend the money.

86 **Public Participation**

The Chairman explained the rules of public participation and reported that a statement had been received from David Fisher, absent from the meeting, about air pollution experienced in Royal Wootton Bassett, due to hydrogen sulphide gas escaping to the atmosphere from Crapper & Sons Landfill site.

The Chairman thanked Mr Fisher for his contribution and outlined that the Environment Agency licence and monitor landfill sites.

87 **Wiltshire's Housing Board: Annual Report**

The Committee considered the report of the Director of Housing and Commercial Development, which provided the Committee with an opportunity to comment on the activities of the Council's Housing Board between December 2018 and November 2019, prior to the Annual Report being considered by the Cabinet on 24 March 2020.

Cllr Richard Clewer, Cabinet Member for Corporate Services, Heritage, Arts, Tourism, Housing, Climate Change and Military-Civilian Integration explained that throughout the period of the Annual report, the Board has engaged in a

range of activities to shape the service offered to residents and their families, increased service quality via appropriate monitoring mechanisms, encourage resident engagement and protected the reputation of the council as a landlord by ensuring a robust Business Plan is implemented.

The report set out the areas focused on by the Board during the year, with the primary focus of the Board being (i) the Housing Revenue Account (HRA) Business Plan; (ii) Maintained momentum toward delivering 1 thousand new homes in the future; (iii) the agreement of Small Improvements Bids to deliver works which had been specifically requested by HRA residents; and (iv) the introduction of 3 themed sub-committees to enable more involvement in policy development.

Cllr Clewer and Director of Housing and Commercial Development responded to a number of issues and comments from the Committee, in particular, the following issues and comments were raised:

- The standard of some affordable homes provided by private developers not meeting affordable homes criteria.
- The prohibition of gas boilers in new homes from 2025 in a bid to tackle emissions.
- The provision of affordable housing to be managed by the Council.
- Councillors identifying potential sites for affordable homes.
- Level of performance against Key Performance Indicators and how this compares with other Local Authorities.
- Implications for the Council of rent reductions during 2019/2020.
- Housing Board meeting dates.
- Consideration of the Housing Board Business Plan by the Cabinet.
- Right to Buy process.

The Chairman thanked the Cabinet Member and officers for attending the meeting and providing responses to the issues raised.

Resolved:

- 1. To endorse the Housing Board Annual Report 2018-2019;**
- 2. That the Cabinet Member for Corporate Services, Heritage, Arts, Tourism, Housing, Climate Change and Military-Civilian Integration consider other forms of heat technology, when moving away from providing boilers in HRA homes from 2025;;**
- 3. That Key Performance Indicators from the Housing Board are received at the Committees next meeting under Chairman's Announcements.**

88 Implementation of the Waste Contracts

The Committee considered the report of the Director of Highways and Waste, which provided an update on the progress of changes to the Recycling Service.

Cllr Bridget Wayman, Cabinet Member for Highways, Transport and Waste introduced the update and explained that since July 2018, Hills Municipal Collections Limited have been delivering services under a contract with the council for the collection of waste and recycling and contracts for the management of materials collected. During this period, the Council have been working with Hills to plan service improvements, which include the kerbside recycling collection service.

The Committee noted the changes to the Service and how more materials could be recycled in the blue lidded bin. Residents were being informed of the changes by letter. The collected materials would be sorted at a new materials recovery facility built near Calne which would enable the materials to be sorted to a high quality standard for delivery to reprocessors for recycling. By making it easier for people to sort their waste, it was hoped that the amount of waste recycled would increase.

Cllr Wayman and the Director of Highways and Waste responded to a number of issues and comments from the Committee, in particular, the following issues and comments were raised:

- The markets used for the processing of recycled plastic materials.
- Future recycling methods including chemical recycling, and the need to lobby Central Government about the recycling of certain plastics.
- Materials to be placed in the black lidded box.
- Current recycling rates and expectations for future improvements.

Resolved:

- 1. To endorse the work that Waste and Environment are doing in progressing the new recycling collection service.**
- 2. To visit the MRF in Calne at a date to be agreed; and**
- 3. Review the progress of the recycling service improving Wiltshire's recycling rate, once the new service has been operating for 12 months.**

89 Updates from task groups and representatives on programme boards

The Committee received an update from Cllr Wright, Chairman of the Global Warming and Climate Emergency Task Group about the Task Groups recent activity since the last meeting of the Select Committee. In Particular, Cllr Wright highlighted that the Task Group continued to gather evidence and intended to bring formal recommendations to the Select Committee for endorsement in May or June 2020.

The Committee were informed that Cllr Pip Ridout, Chairman of the Housing Aids and Adaptations Task Group, was unable to attend this meeting, however, the Task Groups final report was expected in May 2020.

Resolved:

1. **Notes the Task Group Updates report.**
2. **Endorses the Housing Aids and Adaptations Task Group's recommendation, that the Council require that the M4(2) standard be applied for all affordable housing, with the ability to negotiate M4(3) where a need is identified.**

90 **Forward Work Programme**

The Chairman drew the Committee's attention to the Forward Work Programme and asked for confirmation about how to progress a number of items detailed below:

- A Better Deal for Bus Users

Resolved:

1. **To note the Committee's Forward plan**
2. **To note that the 'A Better Deal for Bus Users' would be considered by the Committee at its meeting on 6 May 2020.**

91 **Urgent Items**

There were no urgent items.

92 **Date of Next Meeting**

To confirm the date of the next scheduled meeting as 6 May 2020.

93 **Exclusion of the Press and Public**

Resolved:

To agree that in accordance with Section 100A(4) of the Local Government Act 1972 to exclude the public from the meeting for the business specified in minute Number 95 because it is likely that if members of the public were present there would be disclosure to them of exempt information as defined in paragraph 3 of Part I of Schedule 12A to the Act and the public interest in withholding the information outweighs the public interest in disclosing the information to the public.

94 **Interim Management Arrangements for the Contracted Leisure Centres**

The Committee considered a report of the Director of Communities and Neighbourhood Services about interim proposals for the management of the Council's leisure centres.

Resolved:

- 1. To endorse the proposal as presented.**
- 2. To be engaged at the appropriate time in the process of agreeing the final leisure facility provision for the county and future management options.**

(Duration of meeting: 10.30 - 11.45 am)

The Officer who has produced these minutes is Stuart Figini of Democratic Services, direct line 01225 718221, e-mail stuart.figini@wiltshire.gov.uk

Press enquiries to Communications, direct line (01225) 713114/713115

Environment Select Committee

MINUTES OF THE ENVIRONMENT SELECT COMMITTEE MEETING HELD ON 16 JUNE 2020 AT ONLINE MEETING.

Present:

Cllr Bob Jones MBE (Vice-Chair), Cllr Peter Evans, Cllr Peter Fuller, Cllr Mike Hewitt, Cllr Jacqui Lay, Cllr Ian McLennan, Cllr Brian Mathew, Cllr Tom Rounds and Cllr Stuart Wheeler (Chair)

95 **Election of Chairman 2020/2021**

Nominations were sought for the position of Chairman for the municipal year 2020/21. Cllr Stuart Wheeler was nominated to be elected as Chairman.

On there being no other nominations, it was

Resolved:

To elect Cllr Stuart Wheeler as chairman of the Environment Select Committee for the municipal year 2020/21.

96 **Election of Vice-Chairman 2020/2021**

Nominations were sought for the position of Vice-Chairman for the municipal year 2020/21. Cllr Bob Jones MBE was nominated to be elected as Vice-Chairman.

On there being no other nominations, it was

Resolved:

To elect Cllr Bob Jones MBE as vice-chairman of the Environment Select Committee for the municipal year 2020/21.

(Duration of meeting: 3.30 - 3.35 pm)

The Officer who has produced these minutes is Stuart Figini of Democratic Services, direct line 01225 718221, e-mail stuart.figini@wiltshire.gov.uk

Press enquiries to Communications, direct line (01225) 713114/713115

This page is intentionally left blank

Key Performance Indicators from the Wiltshire Council Housing Board

On 4 March 2020 the Environment Select Committee (ESC) resolved that Key Performance Indicators from the Wiltshire Council Housing Board (WCHB) are received at the Committees next meeting under Chairman’s Announcements.

Presented below are the indicators and targets, which were included when the data was presented to WCHB on 3 August 2020

Table 1: Key Performance Indicators

Indicator	Target 2020/21
HM – Tenancy Services	
General Needs: Average re-let time in days (standard re-lets) [presented along with Total re-lets data]	20.00 days
Sheltered Housing: Average re-let time in days (standard re-lets) [presented along with Total re-lets data]	23.00 days
Percentage satisfaction of new tenants following 6 months in a property	96.00%
HM – Income*	
Rent arrears as a % of rent due (dwellings)	3.00%
Former tenant arrears as % of rent due (dwellings)	1.00%
Rent arrears as % of rent due (dwellings) NON-UNIVERSAL CREDIT ONLY	2.00%
Rent arrears as % of rent due (dwellings) UNIVERSAL CREDIT ONLY	10.00%
HM – Responsive Repairs	
% of all repairs completed on time	90.00%
% of repairs completed right first time	95.00%
HM – Planned and Cyclical Maintenance	
% of tenants satisfied with planned maintenance	95.00%
% of tenants satisfied with cyclical maintenance	95.00%

*Note that under ‘Income’ the % rent due is the arrears as a % of all the rent charges across all the homes the Council owns

This page is intentionally left blank

Summary notes of the informal (non-public) discussion meeting of Environment Select Committee

25 November 2020

1. The select committee discussed the COVID-19 update report going to Cabinet 1 December 2020.
2. The Committee was interested in how the Council's libraries and leisure services were operating under the tighter COVID-19 restrictions. In particular whether leisure centres would be opening when restrictions are lifted on 3 December. It was raised that certain outdoor leisure activities could continue during lockdowns. The Committee thought that some leisure centres might be suitable as vaccination centres.
3. There was a discussion about the Council's response to the economic impacts of COVID-19. Green recovery grants are now available, there is some evidence that home owners are finding it difficult to employ people with the right skills. The committee was interested in knowing how the council was ensuring that there are enough qualified people to deliver these grants. It also would like to know how the business support grant schemes was identifying and making people aware of what is available, particularly very small businesses. There was an opportunity for the council to help small business owners to diversify and develop new ways of working.
4. A number of new walking and cycling initiatives have been introduced this year and the Committee was interested in what lessons have been learnt when delivering the new schemes, particularly around identifying priorities and consultations.
5. There has been a temporary increase in funding to support homeless people during the pandemic. The Committee was interested in how that funding had supported the delivery of the longer-term Homelessness strategy.
6. There was interest in the current position on the asset transfer programme and what will be the position post-lockdown. Some time limited Section 106 money may be lost due to delays enforced by COVID restrictions, the Committee thought that there could be a way of extending the time periods.
7. The Committee developed a number of questions, arising from the discussion above, to be raised at the COVID-19 Response task group (26 November 2020)

This page is intentionally left blank

Wiltshire Council Recovery Plan themes

Wiltshire Council Recovery Plan workstreams:

**Community resilience (CR)
Economy (E)**

**Care, Safeguarding & Education (CSE)
Health & Wellbeing (H&W)**

OS Management	Children's Select	Environment Select	Health Select
<i>Wiltshire Council Organisational Recovery</i>	Educational Outcomes (CSE)	Place (E) <ul style="list-style-type: none"> Climate programme Market towns recovery Regeneration and place-shaping Community Spaces (CR)	COVID-19 Health protection board (H&W)
<i>Multi-agency communications</i>	Families and Children's Transformation (FACT) (CSE)	Economy (E) <ul style="list-style-type: none"> Business representative organisations Business support Visitor economy 	Substance mis-use sub-group (H&W)
<i>Multi-agency intelligence</i>	Vulnerable people (safeguarding children) (CSE)	People (E) <ul style="list-style-type: none"> Education, employment and skills People, debt and income Kickstart 	BSW Mental health, LD and ASD recovery (H&W)

		<ul style="list-style-type: none"> • Test & trace 	
Inequalities (CR)	Education, Employment and Skills (E)		Wiltshire Alliance (H&W)
Community engagement (CR)			Occupational health forum (H&W)
Wellbeing Hub (CR)			LRF Testing (H&W)
Partnership design (CSE)			Vulnerable people (safeguarding <i>adults</i>) (CSE)
			Care homes (CSE)
			Domestic abuse (CSE)
<i>Existing remit: OS function, work programme, Finance, Performance, Digital, Commercial, Corporate, HR, Equality & diversity</i>	<i>Existing remit: Schools, SEND, LAC, CAHMS, FE sector, Early Years, Young People's Voice</i>	<i>Existing remit: Strategic planning, highways & transport, waste, housing, climate change / carbon reduction, libraries and leisure, flooding</i>	<i>Existing remit: Primary, acute, mental and public health Adult care and safeguarding</i>

Wiltshire Council

Cabinet

5 January 2021

Subject: COVID-19 Update

Cabinet Member: Cllr Philip Whitehead, Leader of the Council and Cabinet Member for Economic Development, Military Civilian Integration and Communications

Key Decision: Non-Key

Executive Summary

This report provides a summary of activity to mitigate the impact of the coronavirus in Wiltshire since the last update to Cabinet in December. Since the last report a national lockdown has been replaced by a tier system with Wiltshire placed into Tier Two (high). Work has been undertaken to develop a local tracing service and support for businesses, vulnerable groups, care homes and schools continues. Mass vaccination programmes started week commencing 7 December, and local vaccination centres began to open 16 December in Wiltshire. Shadow recovery work continues.

Proposal(s)

Cabinet are asked to

- Continue to encourage all residents to download the NHS Test and Trace app on their phone.
- Encourage all residents to answer a call received from 0300 456 0100 as it may be the local contact tracing team within the Council
- Continue to encourage all residents to follow national guidance
- To note the financial forecast as detailed within the report
- To note changes in national policy and the work underway within the Recovery Coordinating Group themes.

Reason for Proposal(s)

Wiltshire Council continues to work closely with partners to deliver in a rapidly changing environment.

**Terence Herbert
Chief Executive**

Wiltshire Council

Cabinet

5 January 2021

Subject: COVID-19 Update

Cabinet Member: Cllr Philip Whitehead, Leader of the Council and Cabinet Member for Economic Development, Military Civilian Integration and Communications

Key Decision: Non-Key

Purpose of Report

1. A brief summary of the key activity to mitigate the impact of the coronavirus in Wiltshire since the last update to Cabinet in December.

Background

2. As of Sunday 19 December 2020, 1,743,893 people in England had tested positive for COVID-19. Further information is available [online](#). The [ONS](#) suggest that as of 4 December there were 68,939 registered COVID-19 deaths across England and Wales of which 65,061 were in England. As of 18 December in Wiltshire there have now been 6232 people who have tested positive for COVID-19. As of 18 December the rate of cases per 100,000 in Wiltshire in the last 7 days was 78 which is below the national average. Up to the 4 December, 428 registered deaths involving COVID-19 in all settings in Wiltshire had occurred (223 in care homes, 178 in hospital, 23 at home and 4 in hospices). Further information on weekly mortality is available from [ONS](#).

Main Considerations for the Council

3. On 23 November the Prime Minister set out the [COVID-19 Winter Plan](#). Within this measures were confirmed which will be monitored in relation to which tier an area is placed under. These measures include case detection rates in all age groups, case detection rates in the over 60s, the rate at which cases are rising or falling, positivity rate (the number of positive cases detected as a percentage of test taken), and pressure on the NHS both currently and projected.
4. The Prime Minister announced on 26 November that a return to a [tier alert system](#) would commence 2 December.
5. Wiltshire was placed in tier 2 (high tier) as during that time rates within Wiltshire were increasing and pressures were being felt within the acute hospitals. The tiers were reviewed again on 16 December 2020 and Wiltshire remained in tier 2.
6. On 17 December the government announced that the furlough scheme has been extended another month until the end of April 2021.

7. On 19 December the government announced a [revised tier structure](#) consisting of 4 tiers and parts of the country were placed into tier 4. This was due to concerns over the variation of COVID-19 and increasing numbers of positive cases. Wiltshire remained in tier 2.
8. Additional key government announcements published since the cabinet paper are in **Appendix 2**.
9. Wiltshire Council has continued in response mode for the COVID-19 pandemic. Internal Gold response group continues to meet which feeds into weekly multi-agency response groups SSG (strategic Coordination Group) and the TCG (Tactical Coordination Group).
10. The Wiltshire Wellbeing Hub continues to offer support, guidance and signposting and proactively contacted all those recently recorded as being clinically extremely vulnerable.
11. There has been a 13.5% increase of pupils eligible for free school meals in October 2020 compared to January 2020. This equates to 1055 extra pupils.
12. The COVID-19 Winter Grant Scheme is now live. Wiltshire has received a grant of £1.1m to support families with children, other vulnerable households and individuals most in need with the cost of food, energy and water bills. The scheme runs from December until 31 March 2021. Payments have already been made to 9,133 eligible children via 239 schools to the value of £274,440 and to 1217 eligible pre-school children via 236 early years settings to the value of £36,190. Further payments will be made to this group in January and March.
13. We have awarded further grants to the value of £69,454 to Wiltshire Community Foundation – ‘Surviving Winter Scheme’ and the Centre for Sustainable Energy who support vulnerable adults with fuel payments through winter. A proportion of the grant will be held within the Local Welfare Assistance Scheme which will accept applications from individuals and families.
14. To support local retailers and small businesses during the COVID-19 crisis we have put together a Shop Local, Support Wiltshire directory. Sorted by place, shoppers can find the businesses close to them, many offering the option to buy online or click and collect. <https://www.wiltshire.gov.uk/shop-local-wiltshire>.
15. We are on track to deliver approximately £100m of COVID-19 grants to over 10,000 businesses across Wiltshire in 2020.
16. As we moved back out from the national lockdown into the tier system, libraries and leisure centre have been re-opened.
17. A second public COVID-19 webinar was held on 8 December which again was well received. Residents have requested further webinars to be held.
18. Planning for Wiltshire’s long term recovery upon exiting lockdown continues, with our recovery work still running in shadow. Significant developments since the

last report are summarised under the sub-headings below; with additional detail in **Appendix 1**.

Test and Trace

19. The local tracing service has been live since Mid-November, picking up any cases that NHS Test and Trace have not managed to contact. As a total, 85% of COVID-19 cases in Wiltshire are now followed up by either NHS Test and Trace or our local contact tracing service. In previous months the county's average was around 60-70%, so this is a big improvement.
20. In Wiltshire we have a regional testing site in Salisbury and a local testing site became operational on 1 December based at the previous Trowbridge mobile site. Two further sites have been identified for mobile testing units to maintain coverage across the county. These are in Chippenham and Warminster.

Mass Testing

21. Testing is now being widened to include a host of additional settings and community groups. Within Wiltshire, GP surgeries as well as care homes and schools now have access to swab test kits for those most vulnerable. Care homes are also being provided with a number of test kits (lateral flow tests) for visitors so that there can be closer and more frequent family contact with residents in a secure and safe way.
22. In addition, two pilots will be starting in the New Year using the lateral flow test kits within a business setting and within some of internal council staff who work to support some of our more vulnerable individuals. The results of these pilots will be evaluated to assess the potential for wider roll out.

Mass Vaccination

23. Mass vaccination programmes started week commencing 7 December, and local vaccination centres began to open 16 December in the county using the vaccine from Pfizer. Due to the large logistical nature of the programme the council have been working closely with the NHS, who are leading the roll out, to ensure that resources and support are provided across the Local Resilience Forum.

Outbreak Management

24. There has been a continued increase in case notifications to the public health team across a variety of settings, requiring outbreak management and monitoring. New assets to assist schools and businesses prepare for and deal with cases and outbreaks have been designed and distributed locally and surge capacity has been identified from the public health team for an anticipated increase in outbreak notification in the New Year.

Community spaces and engagement

25. As we moved back out from the national lockdown into the tier system, libraries and leisure centre were re-opened. 16 libraries have reverted back to browsing along with bookable computer access ensuring residents without internet or computers are able to get online. 5 libraries continue to offer order and collect and will move to browsing in the new year. Other smaller libraries will follow suit in the New Year. Netheravon Library re-opened for the first time since lockdown on 14 December as a purely volunteer-led and run library.
26. The library service is working to expand opening hours so that libraries are open until 6pm at least once per week and open on a Saturday.
27. All ten in-house leisure centres have re-opened including the new Calne Community Campus and Amesbury Sports Centres for the first time and nine of the ten Places Leisure managed leisure centres are open. Trowbridge Sports Centre will open in the New Year following the structural repairs.
28. The number of community groups increased over the second lockdown to 343. The support required was significantly less during November, however, volunteers again stepped up wherever they were required. We continue to offer guidance and are working with partners and the groups to build up the resilience of these groups. The Wiltshire Together platform is building strongly to provide a more comprehensive picture of community activities, services, community officers and partners.
29. The success of the Wiltshire Together Champions programme now continues, working with voluntary organisations and officers from the Communities and Public Health team to provide a friendly face and to maintain compliance with the current COVID-19 measures.

Wellbeing Hub

30. The Wellbeing hub stood up during the first lockdown period and its objective is to implement a county wide initiative offering support, guidance and signposting to the local population. It was stood back up in November 2020 for the second response phase and initially ran over 7 days a week. The hub will be in operation 5 days a week during the Christmas period to ensure those in need are assisted during this difficult time, with emergency duty service available for any emergencies at weekends and bank holidays. Contacts into the hub significantly dropped during Mid- December and therefore, we have reviewed the hub opening hours and it now operates over 5 days, with support available from the Council's Emergency Duty Service (EDS) to provide an emergency response if required over the weekend.
31. All shielding residents were contacted during the first lockdown. 3,100 people who have been recently identified as being clinically extremely vulnerable since the second lockdown in November 2020 have also been contacted.
32. The hub continues to support members of the public who raise queries around current lockdown guidance and refer concerns or issues relating to business and organisations to the public protection/ public health team.

33. The Wellbeing hub fortnightly multiagency/partner meetings have been re-established to ensure a multiagency responsive system is in place.

Care Homes

34. The Council continues to work in partnership with Wiltshire Care Partnership, the CCG and CQC in implementing a support programme to Care Homes. This has included the dedicated COVID-19 team, regular webinars and newsletters, and a BSW CCG Care Home Oversight Group chaired by the Director of Nursing & Quality.

35. As of 15 December there were 16 care homes reporting new COVID-19 positive cases, a figure that has been stable for the last 3 weeks. There was a total of 51 cases, mainly due to a cluster of cases in 2 homes. There are more cases amongst staff (33) than residents (18). This is the lowest number of cases amongst residents for 4 weeks.

36. Multiple cases in a single setting continues to be a rare occurrence, although has increased, showing how infection control measures supported by regular testing continue to be effective measures preventing widespread transmission in most settings.

37. Since mid-April, the Council has worked in partnership with the CCG and CQC to weekly review risks and support all local care homes.

38. The Health Protection Board reviews outbreaks in care homes fortnightly and considers whether there should be any restrictions to visiting. The Council is encouraging care homes to allow visiting but have advised them to review their risk assessments and ensure that infection prevention and control measures, including social distancing, are in place to ensure COVID-19 safe visiting.

39. This advice continues with the lateral flow tests that have been introduced for care home visitors due to the reliability of such tests on asymptomatic people. These tests will be another way that care homes can strengthen safe visiting but do not signal a relaxation of the measures in place. A letter from the Directors of Public Health and Adult Social Services of BaNES, Wiltshire and Swindon have been sent to care homes to emphasise this message.

40. The Council is working closely with the CCG to prepare for the roll out of the COVID-19 vaccinations.

Health and Care

41. The multi-agency approach we are taking is enabling us to support individuals to return home as quickly as possible. We have identified and implemented additional capacity for people with complex needs so that there is an opportunity to make longer term plans away from a hospital ward. Planning is also taking place to deliver a new service in partnership with our Community Health partners to help people to remain at home and avoid a hospital admission wherever possible and we are aiming to have an impact this winter.

42. The Care Home Advisory group that we established early into the first lockdown to provide expert advice to care providers continues to meet regularly and has addressed a range of issues including testing and infection control measures which has been welcomed by our providers.
43. Our current PPE supply continues to meet the demands of the business across Wiltshire. In addition, both Wiltshire Council and Wiltshire & Swindon Local Resilience Forum (LRF) as a whole, have sufficient stock across lead PPE items. In relation to Wiltshire Council daily monitoring of stock levels, usage rates and estimated days of supply are carried out alongside fortnightly monitoring of stock levels against usage rates seen in April/May, at their highest.
44. Wiltshire Council also carries out the same fortnightly monitoring for Swindon Borough Council in order that the LRF status is known and reported. These reports identify Wiltshire Council having approx. 3 months' supply across lead PPE items and the LRF having approx. 8 months' supply.
45. Department of Health and Social Care continues to provide monthly PPE supplies to assist with demand across certain settings, should the need arise, to those who are ineligible to register on the Govt PPE portal. These services include children's and adults social care, rough sleepers' team, CCG staff and Direct Payment employees and with education and childcare settings recently being included.
46. Discussions with DHSC have taken place as to whether these monthly supplies will also include PPE demands to assist funeral directors within the geographical area. This has yet to be decided.
47. Monthly reviews continue with procurement to ensure commercial suppliers have adequate stocks/lead times with discussions regarding post Brexit.
48. A Wiltshire Council representative attends the Tactical Co-ordination Group (TCG) updating the meeting with the current PPE status relating to the LRF as a whole. Assistance from the TCG would be provided if needed.

Education

49. Attendance continues to be monitored and schools continue to be supported to achieve full attendance. The weekly attendance data survey of early years providers indicates that of the 95% of settings that respond, 90% are open. Attendance across all schools was 91% on the 9 December 2020, this remains above the national level of 86% on the 3 December 2020.
50. There is sufficient childcare provision currently, although there are concerns about the sustainability for a small number of settings. A hardship fund is open for settings that have fewer children this year and who need additional help to maintain viability.
51. There was a total of 113 positive cases across 46 school settings in Wiltshire as of 9 December 2020. A total of 3036 pupils were self-isolating. Early years settings have been increasingly affected by infections with 12% having had a positive case in either staff or a child.

52. On the last day of term in December the government announced that secondary schools would have a staggered return for pupils, with exam years returning first and mass testing of pupils being made available on a weekly basis. The Council has been working closely with schools to support them and to clarify the guidance and the staffing requirements for the tests.
53. There have been 13 Ofsted visits to Wiltshire primary schools during term 2, all of which have been conducted remotely. The outcomes of these are ungraded and have been published in the forms of letters sent to the school community following the visit. They have visited:
- 1 school judged 'outstanding'
 - 6 schools judged 'good'
 - 1 school judged 'requires improvement'
 - 4 schools judged 'inadequate'
54. Continued guidance for schools for remote learning has been given through the Headteachers' briefing and through disadvantaged learner networks from the EdTech Demonstrator Hub, signposting schools to resources, training webinars and school to school support to improve remote learning. All schools have in place remote learning plans which can be enacted for individuals, bubbles, year groups and a whole school. The DFE have updated their expectations for remote education with a minimum set of expectations. This sets out expectations for curriculum coverage and sequencing, quality and minimum equivalent lengths of teaching time for primary and secondary students.
55. With the removal of national restrictions on the 2 December back to a tiered system, additional guidance was published for [schools](#). The changes have been shared with schools via the weekly newsletter and webinars. Schools have adjusted risk assessments and arrangements to implement the guidance.
56. Details to changes to examinations for summer 2021 and for primary assessments have been outlined and shared with schools; further support and guidance will be developed during terms 3 and 4.
57. The 'Well-being for Education Resilience' has been adapted for the local Wiltshire context by a multi-agency collective to ensure it complements existing initiatives (e.g. Five to Thrive training programme). It provides an opportunity to provide immediate support for education settings in managing the emotional health and wellbeing of their communities during the pandemic, and to take a more co-ordinated approach longer term, clearly promoting and signposting people to local support. There has been positive engagement from primary and secondary schools. A multi-agency directory of services and programmes that support children and young people's emotional wellbeing and mental health that went live in November continues to be promoted to schools.
58. Extensive [guidance](#) has been revised and updated following the most recent government guidance introduced to coincide with the resumption of the tier system on 2 December relating to home to school transport. There continues to be no requirement for social distancing on home to school transport, but secondary age pupils on dedicated home to school transport are now required to wear face coverings, unless they are medically exempt. This brings dedicated

school transport into line with public transport. Letters were sent to all affected pupils, to schools and contractors advising them of this change, while exemption cards were sent to schools and notices for display on vehicles were sent to contractors. Wiltshire Council continues to stress the importance of:

- Additional cleaning of vehicles with particular attention being paid to frequently touched areas such as door handles, bells pushes, arm rest etc
- Good vehicle ventilation being maintained at all times

59. All taxi drivers and Passenger Assistants are required to wear a face covering.

60. Free school meal funding has been provided direct to schools and early years settings to ensure all eligible pupils receive two £15 vouchers to cover the two-week Christmas period. This funding is going to all pupils in receipt of free school meals, 2-year-old 'Better Together' funding or early years pupil premium. Education settings have had flexibility to use a variety of methods to provide this support for their families and these have reflected the local area and family circumstances.

Economy

61. In November the claimant rate was 11,895, levelling off from August's 12,850. Wiltshire's claimant rate remains at 4%, compared to a Great Britain rate of 6.3% and a South West rate of 5%.

62. Of the 11,895 claimants, 2465 are under the age of 24 which is a fall of 100 in the past month. For the first time since the initial claimant spike, the number of unemployed has risen in the aged 50+ category, but only by a small margin.

63. Data from Citizen's Advice shows there has been an increase in Universal Credit (UC) claims in November of 389 individuals. This follows a fall last month of -244, and November is showing the highest claimant rate this year.

64. There has been a further decrease in furlough claims through September as national restrictions were eased. We are yet to see the impact of the November restrictions.

65. At the end of September people were furloughed in Wiltshire, a rate of 6%. Wiltshire continues to have a lower furlough rate than the national average (now 8%).

66. A second round of the self-employment grant has generated a rise in the number of claims nationally. Wiltshire's claim rate continues to be lower than the national and regional average. However, Wiltshire businesses have higher value claims, consistently £200.00 higher than the national average across the months. The data identifies 25,300 eligible businesses in Wiltshire.

67. As of 17 December we have received 581 applications for the Self Isolation Payment Scheme (SIPS) and have awarded 167 payments. Payments are £500 and are to support those in financial need as a result of being required to self-isolate. A team is in place to administer this payment scheme.

68. The Kickstart Programme provides apprenticeship support to 16-24 year olds who are not currently in employment or training. We have coordinated a multi-agency approach to the Kickstart Programme, with the Swindon and Wiltshire Local Enterprise Partnership taking the lead on this via the Growth Hub. We have 270 placements lined up across Wiltshire. Department of Work and Pensions (DWP) are now allocating young people to these placements. There has been a delay in rolling out the scheme within the DWP but the scheme will now be implemented early in 2021.
69. The Local Restrictions Support Grant (LRSG) has supported businesses who have had to close during the most recent four week lockdown. As of 17 December we have made £3.176m of payments under this scheme and £483k has been paid using the Additional Restrictions Grant (ARG), which is aimed to support businesses who aren't eligible for the main LRSG funding. These grant payments have supported 2394 Wiltshire businesses. We are on track to deliver approximately £100m of COVID-19 grants to over 10,000 businesses across Wiltshire in 2020.
70. The council has submitted a bid to the Public Sector Decarbonisation Scheme to fund energy efficiency improvements in council buildings. A total of £4.7m has been requested, which will stimulate local supply chains and sustain green jobs locally.
71. The council has also submitted a £0.5m bid to the Green Homes Grant Local Authority Delivery Scheme. This will fund energy efficiency improvements in 2021 for 100 of our council homes that are rated D-F on their Energy Performance Certificates.
72. The council has been talking to training providers about local provision of green skills to prepare for the opportunities presented by the energy transition.

Safe Spaces

73. We continue to work closely with our partners in town councils to evaluate the effectiveness of social distancing schemes and have a clear structure in place with weekly meetings overseeing all schemes for creating safe space for walking and cycling particularly in busy areas.
74. The Council is consulting on all cycling schemes funded from government's Emergency Active Travel, and the consultation will end on 8 January.
75. Following recent guidance from government we have considered our preparedness for severe winter weather, reduced roadworks during seasonal holidays to improve traffic flow, and considered social distancing at busy transport hubs.

Organisational Recovery

76. The organisational recovery programme continues, albeit progress has been impacted by the diversion of some of the programme resources to support the ongoing response to the pandemic. Despite this some initiatives will continue to

be implemented as planned and further details will be provided in the next Covid19 update to Cabinet in February.

Financial Implications

77. This report provides an update on the Councils financial position as at the end of period 8, projecting the forecast position as at 30 November 2020, detailing any significant changes in the variances since the period 7 position and updating on any announcements from Government.
78. At the Cabinet meeting on 1 December the COVID-19 Update and Financial Update report presented a forecast small underspend of £0.071m, a continuing improvement on the previous forecast position. In addition, £4m was set aside in a specific earmarked reserve to deal with the challenges of setting a balanced budget for the financial year 2021/22 as approved by Cabinet at its meeting on 3 November.
79. Since the last budget monitoring report there have not been additional funding announcements to support any additional impact for the current financial year (2020/21). Specific grants continue to be assumed to be fully spent to support the activity for which they have been awarded or ring-fenced for these purposes and therefore do not impact on the overall financial forecasts for the council.
80. Overall Place services have a revised forecast variance improvement of £1.291m from period 7 and is due to income forecasts in Car Parking, Planning, Building Control and Land Charges showing an improvement in actual income received in comparison to the previous forecast. Transport forecasts have improved as confirmation that government grant will continue to the end of the financial year and not end in January as originally expected.
81. In other service areas there are further significant positive changes to forecast variances. The forecast total spend has reduced by £2.197m thus improving the overall position.
82. Families and Children's are forecasting a favourable movement of £0.475m largely due to lower than expected caseloads as a result of lockdown activity during the financial year which have meant vacancies have not been filled by agency social workers as would normally be the case and higher level of income to support asylum seeking children.
83. There has been an adverse movement in Access & Reablement of £0.613m from period 7 to period 8. There is a result of an increase in commitments in Access & Reablement as the Hospital Discharge Funding is phased out, and people become eligible for local authority funded support. There is also an increase in staffing costs. This is offset by a reduction in the anticipated risk of new packages that were built into the previous forecasts.
84. There is a favourable movement on Adults Commissioning of £0.603m from period 7 to period 8. Two block contracts with Order of Saint John have ended, contributing to £0.400m of the movement. There has also been an agreement to fund work undertaken by Age Concern, previously funded from the

commissioning budget, from a mixture of the Hospital Discharge funding and the improved Better Care Fund.

85. The forecast for Housing Benefit Subsidy has improved, with greater confidence in the ability to recover overpayments and results in a £0.500m favourable variance.
86. The net position of the favourable movement in the forecast of the income losses and the additional movements in forecast service spend results in an overall forecast underspend for the council of £2.892m.
87. Given the continued improvement in the overall forecast position, there is now the opportunity to put further monies aside to deal with anticipated issues arising in the 2021/22 financial year. Not only will this be utilised to assist in balancing the 2021/22 budget, but monies will also be set aside to deal with latent demand originally forecast to be incurred this year, but now expected to arise in the next financial year.
88. Areas of latent demand being considered are around Mental Health services, Children in Care, SEND Transport and maintenance of Council buildings. To ensure funding is available to support the anticipated delayed expenditure in future years these balances will be requested to be transferred into an earmarked reserve to manage latent demand.
89. This will be fully reported and detailed out in the quarter 3 position when there is further clarity on the forecast financial position for this financial year as well as understanding the position with respect to latent demand and in which year that pressure and risk may fall on services.
90. Any additional underspend at the end of the year will be transferred to the General Fund Reserve which currently stands at £15.456m. Conversely any overspend that may arise at the financial year end will be required to be funded by this reserve.
91. Given the uncertainty as we move into the winter months and the uncertainty of further response and recovery costs during this period the spending control measures will still continue until the situation becomes clearer and to ensure we continue to protect the General Fund Reserve and where possible continue to bolster earmarked reserves for future resilience.

Legal Implications

92. The Council's legal team continues to provide advice on the application of new COVID-19 legislation and all aspects of recovery.

Safeguarding Implications

93. Adult and Children's social care continue to maintain all statutory requirements.
94. Referrals into children's safeguarding services are now above pre-COVID-19 levels and we forecast this growth to continue to increase at least until the end of the financial year. However, as a result of lower demand from March through

to the summer the number of children subject to child protection plans or looked after is lower than forecasted; this pattern is similar in many local authorities and has recently been recognised by both Ofsted and the DfE, with national publicity campaigns commenced.

95. The Safeguarding Vulnerable People's Partnership in Wiltshire is leading a campaign to ensure all agencies and services review their current practice to maintain good oversight of vulnerable children and know when to refer concerns to social care. We continue to anticipate growth in the numbers of children subject to child protection plans and looked after children, however it is unlikely that this growth will now peak before the end of this financial year.
96. Planning continues to ensure statutory social care demand can be met and demand modelling draws data and intelligence from a wide range of providers and partner organisations to enable a system wide response. Regular sit-reps are obtained from across the safeguarding partnership so that demand readiness can be assured.
97. The demand into Adult MASH remains low with a suspected sudden surge in the New Year. This follows the historical trend and considers the latent demand expected around financial abuse, which is expected due to the pandemic. Further work is underway with our Communications team to raise awareness of financial abuse and where to find support.
98. Referrals into Adult Social Care Advice and Contact teams are predicted to follow a similar pattern to safeguarding referrals with a dip in December followed by a rapid increase in January/ February. Further review and analysis are required to identify and understand incoming demand from primary care/acute services and any resultant impact on demand for adult care.
99. The Learning Disability Team is already experiencing a higher than normal level of demand due to the impact that the closure day and respite services have had on individuals and their carers. Demand is expected to remain high with a peak of very high demand over the Christmas period.
100. The demand for both Mental Health Assessments and s136 assessments is expected to remain stable until the new year when both are likely to see a significant increase. It is also expected that there will be some slight increase coming from cases on the edge of admission requiring more intensive mental health support from the local authority – i.e. those who were being sufficiently supported outside of local authority services pre-COVID-19 may find a reduction in that support increases demand for local authority Adult Mental Health service provision.
101. For the sector, demand for support and services for those with lower level needs is likely to rise significantly as the long-term impact of COVID-19 and associated lockdowns are felt (social isolation, winter season, stretched unpaid carer capacity, reductions in community support capacity, etc).
102. Work is underway to understand the recent government announcements for Ministry of Housing, Communities and Local Government (MHCLG) funding being made available (in-year) to support the local authority's response to

domestic abuse and support to victims and their families. In preparedness of the new Domestic Abuse Bill coming into effect in April 2021, plans are now in place having been reviewed through Safeguarding Vulnerable People Partnerships as well as the Vulnerable People Stakeholder's group.

103. Lessons learnt in relation to domestic abuse from the previous lockdown are being used by providers of domestic abuse services. Christmas and New Year is usually the time where demand and pressure is highest on domestic abuse services with volumes already higher than normally anticipated, and awareness of helplines and communications is being raised. We will continue to maintain the domestic abuse 24 helpline at least until the end of the financial year.

Overview and Scrutiny Engagement

104. This report will be considered by the Financial Planning Task Group on 4 January 2021 and Wiltshire COVID-19 Response Task Group on 7 January 2021, with members of the Executive and senior officers in attendance to answer members' questions. The Chairmen will report any comments and findings of the task group at the Cabinet meeting.

Procurement Implications

105. A sequential approach to supplier relief was agreed earlier on in the response phase of the pandemic, ensuring that suppliers were pointed to central Government support where possible first and work with us on an open book basis when necessary. The Council has established an internal Commercial Board to provide oversight and assurance on the end to end procurement process around future contract activity and management.

Equalities Impact of the Proposal

106. Work continues to understand the impact of the pandemic on those with protected characteristics. Equality implications are being considered in the Council's decision making and any change to service provision. Recovery theme leads have embedded the use of a Health Equality Assessment Tool. The Community Resilience theme working with partners is leading on the work to enable Wiltshire's communities to be cohesive places where difference is celebrated.
107. Further information about some of the work undertaken by the Community Resilience theme is outlined in **Appendix 1**.

Environmental and Climate Change Considerations

108. A new Climate Strategy will be developed in the coming year to set out how the council is going to meet its challenging targets to become carbon neutral by 2030. As part of developing the strategy, each Recovery Theme will need to consider the environmental impact of its activities and identify opportunities to contribute to a green recovery.
109. The council has recently joined forces with dozens of local authorities across the country and signed up to the ADEPT blueprint for a green recovery. This

[initiative](#) aims to secure more powers and resources for councils to take action on climate change and nature restoration, and to build back better from COVID-19.

110. The Global Warming and Climate Emergency Task Group has put forward recommendations on Energy, Transport and Planning which have now all been published. The Executive's response to the Energy and Transport recommendations and the Planning recommendations are available as downloads [here](#).

Risks that may arise if the proposed decision and related work is not taken

111. A partnership risk register is in place and owned by the Recovery Co-ordinating Group (RCG). Recovery partnership risks are managed in themes on separate registers with an escalation procedure for significant risks to be reviewed by the RCG.
112. Wiltshire Council specific risks around recovery are managed within the Organisational Recovery programme on a separate register. That register will feed into the Council's Strategic Risk Register. Wiltshire Council's Performance and Risk Management reporting will resume for quarter two 2020/21.
113. Internal management of risk during the current response phase has led to the identification of new risks and the creation of a Council-wide risk register managed by Gold CLT.

Workforce Implications

114. Government guidance about employment matters affected by the pandemic continues to be applied. The COVID-19 policy implemented in March 2020 sets out information for staff, including the application of policies and procedures to support response and during recovery, and will continue to be reviewed and updated following consultation with the trade unions.
115. The current tiering of regions based on the level of COVID cases has been taken account of and communications to staff to reiterate the need to work at home wherever possible have been issued. In addition, the process for approving staff to return to the workplace has been reviewed to ensure staff are only attending the workplace for essential reasons, i.e. impact on service delivery, to access equipment or information or for well-being reasons, and with approval of Directors.
116. The organisation recovery programme is taking steps to assess, evaluate and review the way in which the workforce operated during lockdown so that we can embed some of the positive changes and identify new opportunities to deliver services differently.

Conclusions

117. Wiltshire Council continues to play a critical role with its partners and the local community in responding to the impact of the coronavirus in the county.

Terence Herbert, Chief Executive

Report Authors: Layla Bridger, Recovery Project Support Officer
Lizzie Watkins, Head of Corporate Finance
17 December 2020

Appendices:

Appendix 1: Additional detail on work under themes and on Organisation Recovery
Appendix 2: Key government announcements provided since last cabinet report

Appendix 1

Health and Wellbeing – additional information

Homelessness

- In partnership with Aster Housing, we have allocated a property using the Housing 1st Model . The first review is due in a couple of weeks, but early signs are positive and wrap around support is working well .
- With long-term government funding we have identified properties for use as move on accommodation for rough sleepers. We are hoping that these will be available in the new year.
- The Homes4Wilts housing need figures were 2712 in March 2020 and are now 3071 - an increase of 13%. The reason for the increase will be a combination of increased demand and the fact that less affordable housing has been re-let due to organisations locking down and also a prioritisation of homeless applicants being rehoused during the pandemic for obvious reasons. The additional applications have placed a toll on the Homes4wilts team. Additional resources have been brought in and also colleagues from the housing options and homelessness teams have stepped in to help address the increase. If the supply of affordable housing does not catch up the inevitable consequence will be that households will wait longer before being rehoused. The service manages this through the coordination of various affordable housing supplies primarily to meet homelessness demand. That is through the temporary accommodation supply and increasingly the property provided by Stone Circle Housing company. There is every reason to believe demand will increase significantly in 2021 when Courts start hearing more possession proceedings.
- In partnership with agencies who work with rough sleepers we have completed our annual rough sleepers count which was done in the early hours of the morning at the end of November. Figures are due to be verified shortly by government but are not that different to our September quarterly count .

Anti-social behaviour

- Next steps are being taken with the wider ASB group to define ASB, it's types, their links and differences to then understand applicable and effective responses. The Salisbury City Centre group are keen to resolve issues closer to the root and positively.
- National PHE guidance supports our approach to work in an intensive, person-centred, strengths focused way with clients as equal partners in this process and a blueprint is being developed.

Substance misuse

- We continue to work closely with Motiv8, who support children with substance misuse, on their digital offer.
- Turning Point, who support adults with substance misuse, continue to support those most vulnerable. Their online offer continues to grow as do online workshops.
- Dual diagnosis work is progressing and pathways for both adults and children are close to being finalised.

BSW Mental Health / Learning Disability / Autism

- Bringing partners and localities together to co-design a response to the national community services framework for mental health.
- AWP have undertaken a bed base review which was undertaken with partners and CCG localities.
- The system has restarted the learning disability and autism spectrum condition programme (and the 18-25 pathway)

Care, Safeguarding and Education Theme – additional information

FACT

- The FACT Executive and Operational Boards continue to oversee the delivery of the revised programme structure focussing on the agreed priority projects;
 - Early Support Assessment - implementation plan
 - Inclusive approaches - alternative education provision
 - Young People's Service - multi agency staffing, Contextual Safeguarding and data sharing related to Child Exploitation
 - School Readiness - speech, language and communication in the early years
 - Integrated Working - MH/LD/ASD
 - Transitional Safeguarding - older adolescents and young adults
- The current focus is on ensuring each project has an effective multi-agency project board driving its progress and a clear set of objectives and milestones.
- The FACT Operational Board is planning to hold a workshop session during March/April 2021 to reflect on the impact that COVID-19 has had upon services and service; the outcome of these discussions will inform current and potential future FACT projects.

Community Resilience Theme -additional information

With the move out of national lockdown and into tier 2 the Community Resilience recovery continues to focus work on activities that address inequalities deepened by COVID-19 and on enabling and supporting communities to undertake compliant activity during lockdown to support, in particular, loneliness, isolation, youth provision and mental health.

A youth provision task and finish group is promoting networking across youth organisations in Wiltshire, enabling them to better share learning and information and to connect with statutory services within Wiltshire Council. The group will also review funding from Area Boards to Youth Services and work with those Area Boards where there are opportunities to bridge the gaps in provision in the rural parts of the county.

Further work to understand how inclusive and diverse the sector is will also be undertaken focusing on the impact of COVID-19 on minority groups to help understand if youth provision is picking up on this need and meeting it, or if there a gap that will lead to reduced opportunity for these young people.

Community spaces

The Wiltshire and Swindon History Centre has re-opened enabling 26 visits per day.

Active Communities continues to support residents utilising online resources on its website. An active communities advent calendar was released through December via social media.

Wiltshire Community Foundation, Community First and Public Health held a webinar for 66 participants to support community groups with guidance to open community spaces and groups safely.

Community Engagement

A series of recovery workshops, Area Boards, partnership meetings have been delivered during the latter half of 2020. Comprehensive reports will be taken to the Area Boards early in 2021 identifying key priority themes based on data and community feedback.

Regular meetings and partnership working continues with VCS partners, Town and Parish Clerks, Community groups and Faith Leaders.

Recovery community engagement activity across the partnership system has been mapped seeking to enable a joined-up approach to connecting activity.

Inequalities workstream

We are continuing to collate and monitor the data on the impact of COVID-19 on inequality groups in Wiltshire in order to ensure we are able to support our communities to target activity to address emerging issues, and link into other Recovery themes as needed to provide targeted support.

Opportunities to build on our data include the VCS Impact Survey (currently live), a series of targeted, informal engagement sessions with specific groups, and a proposal for an academic research piece on the hidden voices of the pandemic in Wiltshire. The latter comes with a financial cost and options for supporting this are being explored.

The group is assisting BSW CCG Engagement Team with roll out of the COVID-19 vaccine, helping them to engage with marginalised groups who are less likely to come forward, whether because they aren't registered with a GP, have communication or transport barriers, or have lack of understanding or trust in the vaccination process.

Good progress by the "Get Connected" multiagency digital inclusion group: AbilityNet taking over the work previously carried out by Wiltshire Online Digital Champions, working with older people to improve digital skills, another project had delivery of 50 Chromebooks to be distributed to those without equipment. Julian House linked in

with the group to address specific needs of Gypsy, traveller and boater communities with the potential for these groups to benefit from Project Mercury (Army technicians have been renovating old laptops for reuse in the community).

Appendix 2- Key government updates provided since last Cabinet report

- Guidance was issued on 29 November 2020 in relation to [Christmas bubbles](#). This was [revised](#) on 19 December 2020 due to increases of cases.
- Evidence published 30 November 2020 on [the health, economic and social effects of COVID 19 and the tiered approach](#)
- From Monday 14 December the [self isolation period](#) for people identified as being a close contact of someone who tested positive for COVID-19 changed from 14 days to 10 days (with the exception of those in certain health and care settings).
- Publication of guidance for the [Christmas Support Payment \(CSP\)](#) for wet-led pubs that have been severely impacted over the Christmas period due to temporary local restrictions
- Announcement on 30 November that retailers will be able to [extend their daily opening hours](#) from Monday to Saturday in the run up to Christmas and through January.

This page is intentionally left blank

Wiltshire Council

Environment Select Committee

13 January 2021

Subject: Highways Annual Review of Service 2020

Cabinet Member: Councillor Bridget Wayman - Highways, Transport and Waste

Key Decision: No

Executive summary

At its meeting on 5 November 2019 this committee requested an annual report on the performance of the highway service and the contractors involved in maintaining the highway network. Because of the Covid-19 restrictions the usual meetings did not take place in November, and instead as requested this interim report has been prepared.

The highways service and its suppliers adapted well to the challenges of Covid-19 and the associated restrictions. Changes to working practices and reprioritising of work meant that it was possible to complete a large programme of various types of maintenance and renewal on the highway network last year (see **Appendix 1**).

The essential maintenance and improvement work continued even during the lockdown with more potholes being filled in 2020 than in the previous year. Major road resurfacing work, drainage repairs and bridge maintenance were undertaken while traffic flows were reduced. Procurement of major new contracts for road resurfacing, surface dressing and tree maintenance were also successfully undertaken during the year.

The performance of the Council's existing key highway contractors has been good during 2020. The good collaboration between the partners was recognised in December when the Council's highways team, Atkins, Tarmac and Ringway won the Institute of Collaborative Working Public Sector award for 2020.

A Performance Management Framework for Wiltshire was originally prepared for this committee in 2016 and is updated annually and reported to this committee. A summary for 2019/20 has been prepared (see **Appendix 2**).

The number killed and seriously injured on the county's roads remains a major concern. Although the number Killed and Seriously Injured (KSI) reduced in 2019, it was still above the Safety Strategy Aim.

Overall, public satisfaction with most aspects of the highway service improved slightly in the 2019 National Highways and Transportation survey, and they generally remain close to the national average. However, public satisfaction with road maintenance and walking and cycling remains slightly below the national average.

Proposal

It is recommended to:

- (i) Welcome the Wiltshire Highways Annual Review of Service 2020 and acknowledge the considerable work being undertaken on the highway network in these difficult times;
- (ii) Thank the Council's highway contractors for the steps they have taken in ensuring that essential highway maintenance and improvements work in Wiltshire have continued safely despite Covid-19;
- (iii) Congratulate the Council's highways team, Atkins, Tarmac and Ringway on winning the Institute of Collaborative Working Public Sector award for 2020;
- (iv) Note the continuing concern that the numbers killed and seriously injured on the county's roads during 2019 were above the road safety target, and that there is a need to continue to prioritise road safety;
- (v) Request a report on the highways service and the Performance Management Framework in a year's time.

Reason for Proposal

The highway network forms the Council's largest asset, and it is important that it is maintained in the most cost-effective way that demonstrates value for money. This includes the use of asset management and whole life costing approaches to inform investment decisions, taking into account the environmental implications.

The performance of the Council's contractors and their supply chains are important in maintaining the condition of the highway assets and ensuring an efficient and effective highways service. Their performance is continuously monitored and is reviewed and reported annually to this committee.

Parvis Khansari
Director Highways and Environment

Wiltshire Council

Environment Select Committee

13 January 2021

Subject: Highways Annual Review of Service 2020

Cabinet Member: Councillor Bridget Wayman - Highways, Transport and Waste

Key Decision: No

Purpose of Report

1. To provide an update on the highway service, including the response to the Covid-19 pandemic.

Background

2. At its meeting on 5 November 2019 this committee requested an annual report on the performance of the highway service and the contractors involved in maintaining the highway network. Because of the Covid-19 restrictions the usual meetings did not take place, and instead an interim report has been requested.

Main Considerations for the Committee

Annual Review of Service

3. The Council's highways service is delivered by a number of specialist contractors managed by the Council's highways staff, with the support of the Council's highways consultant. A review of the delivery of the highways service during 2020 has been prepared (see **Appendix 1**).
4. The review indicates that the highways service and its suppliers adapted well to the challenges of Covid-19 and the associated restrictions. Changes to working practices and reprioritising meant that it was possible to complete a large programme of various types of work on the highway network last year.
5. The essential maintenance work on the highway network continued during the pandemic with more potholes being filled in 2020 than in 2019, and with major road resurfacing work, drainage repairs and bridge maintenance being undertaken while traffic flows were reduced. During 2020 the Highways Service:
 - a. Resurfaced 58.4 km of road (since March 2020)
 - b. Resurfaced 4.8 km of footway
 - c. Retextured 11.5 km of road to improve skid resistance
 - d. Filled 12,354 potholes (20% more than in 2019)
 - e. Completed localised road repairs at 81 sites totalling 25,000 sqm
 - f. Carried out 12 major bridge schemes
 - g. Installed over 17,000 energy efficient street lights

6. Procurement of major new contracts for road resurfacing, surface dressing and tree maintenance were successfully undertaken during the year.
7. The performance of the key highways contractors has been assessed against the contract objectives using a mixture of satisfaction scoring by staff managing the contract, and by measured Key Performance Indicators as set out in the contract documentation. Overall performance has been rated as good.

Collaborative Working

8. The Council has been working closely with its main highways service partners Atkins, Tarmac and Ringway with a view to establishing a more formal relationship to achieve ISO 44001 accreditation, which is being facilitated by Atkins. In recognition of this work on 10th December 2020, Wiltshire Highways Service won the Institute of Collaborative Working (ICW) Public Sector Award for 2020.
9. The award, which was sponsored by the British Standards Institute, recognised how the organisations in Wiltshire were working together and how the partnership is driving efficiencies, improving quality and programme certainty to deliver better outcomes for the end customer, the Wiltshire community, despite the Covid-19 challenges.

Performance Management Framework

10. The Highways Asset Management Guidance published by the Highway Maintenance Efficiency Programme (HMEP) provided guidance on the approach to be followed in managing the highways network. It recommended that a Performance Management Framework should be developed that is clear and accessible to stakeholders as appropriate and supports the asset management strategy.
11. The Performance Management Framework for Wiltshire was originally prepared for this committee in 2016. It is updated annually and reported to this committee. A summary for 2019/20 has been prepared (see **Appendix 2**). It contains a suite of performance measures based on the themes of:
 - a. Network Safety Condition and Resilience
 - b. Planned Maintenance
 - c. Maintenance for Sustainable Transport
 - d. Infrastructure to Support Economic Growth
 - e. Environmental Sustainability
 - f. Customer
12. There are six key indicators for each theme, which are a mixture of outcome, output and input measures designed to provide an overall view of performance without being too complex or difficult to collect or understand. Each indicator is measured at a high level as: poor – does not meet minimum standards, fair – meets minimum standards, or good – exceeds minimum standards. Long-term performance aims have been developed for each indicator, and a red, amber and green colour coding is used to aid understanding.

13. The framework enables performance to be tracked on a year by year basis. The measures include several indicators which are National Indicators or previously Best Value Performance Indicators. It also includes performance indicators using the National Highways and Transportation (NHT) public satisfaction results.
14. The Framework indicates that overall progress and performance was good in 2019/20. However, a serious concern is that although the number Killed and Seriously Injured (KSI) on the county's roads reduced from 200 to 187 in 2019, the number was still above the Safety Strategy Aim of 141 for 2019. The number of slight casualties did increase slightly but is still on target.
15. For most aspects of the service the performance was rated as good. The overall condition of the road network has improved, but the number of potholes increased significantly in 2019/20 because of the exceptionally wet winter causing damage at those locations where the road construction was less resilient.
16. The wet winter in 2019/20 also affected other measures. With only five sweepers, sites had to be revisited where there were continuing issues with detritus, and consequently carriageway sweeping was not completed to target.
17. Overall public satisfaction with most aspects of the highway service improved slightly in the 2019 NHT survey, and generally remains close to the national average. However, public satisfaction with road maintenance and walking and cycling remains slightly below the national average.
18. It is proposed that the indicators should continue to be reviewed on an annual basis and performance reported to the Environment Select Committee.

Environmental impact of the proposal

19. The effects of climate change could be significant for the highway network as there can be considerable damage to the roads, footways and drainage systems during flooding, and road surfaces can be damaged by high temperatures during the summer. Having robust maintenance strategies to improve the condition of the network, and experienced maintenance contractors, helps build resilience into the highway network and the infrastructure.
20. The highway service recycles a large proportion of the waste material generated by its highway operations and takes specific measures to protect the environment when carrying out maintenance and construction work. In recent years the Council has been using 'warm asphalt' which has a lower carbon impact and has been promoting its use within the industry.
21. The carbon footprint of the highways service has recently reduced considerably because of the ongoing introduction of energy efficient LED street lighting.

Equality and diversity impact of the proposal

22. The improved maintenance of the highway network, its management using sound asset management principles, and good performance by the highway contractors, should benefit all road users, including public transport, and particularly vulnerable road users such as cyclists and pedestrians.

23. The employment policies of contractors are taken into account when considering the award of contracts by the Council. They are required to conform to the Council's Behaviour Framework, and the contracts are closely monitored and managed.

Risk assessment

24. There are considerable risks associated with the highway network, particularly in terms of safety, environmental, financial and reputational risks. The Council's highways contracts provide resources to ensure the successful delivery of the highways service and reduce the risks to the Council.
25. There are risk management processes in place to manage the risks associated with the highways service, which include regular liaison with service suppliers and the effective management of resources. A risk-based approach has been adopted as required by the latest code of practice and is incorporated in the Wiltshire Highways Safety Inspection Manual.

Financial implications

26. There are no financial decisions required as a result of this report. However, it should be noted that the highway network and related infrastructure forms the Council's largest asset and has a replacement value of over £5 billion. It is important that the network is maintained in the most cost-effective way to keep it safe and ensure value for money. This includes the adoption of a whole life costing approach to inform investment decisions on highway maintenance.
27. There has been an increasing drive for improved asset management from the Department of Transport in recent years, and a failure to demonstrate the application of this approach could result in reduced funding from central government in the future.
28. The current LED street lighting replacement scheme is being funded as an 'invest to save scheme' which is significantly reducing the energy costs which were becoming increasingly unaffordable.
29. There are no procurement implications at this stage. New road surfacing, surface dressing and tree maintenance contracts were procured during 2020.

Legal implications

30. The Council has a duty under the Highways Act to maintain the county's roads. The highway inspection procedures, policies and asset management plans help ensure that this duty is fulfilled. The increased investment and improved road conditions in recent years are helping the Council meet its responsibilities regarding road maintenance and keeping the network safe.

Options considered

31. No decisions are required in connection with this report.

Conclusion

32. It is concluded that maintenance and improvement of the highway network continued successfully during 2020 despite the restrictions caused by Covid-19. The Council's highways staff, contractors and suppliers adapted to the new circumstances and adjusted working methods as required.
33. The success of the Council and its suppliers in working together was recognised by the Institute of Collaborative Working in December when the Wiltshire Highways Service won the Institute of Collaborative Working Public Sector Award for 2020, which was sponsored by the British Standards Institute.
34. The Performance Management Framework indicates that overall performance was good. However, although the number Killed and Seriously Injured (KSI) on the county's roads reduced in 2019, the number was still above the Safety Strategy Aim.
35. Overall public satisfaction with most aspects of the highway service improved slightly in the 2019 NHT survey, and they generally remain close to the national average. However, public satisfaction with road maintenance and walking and cycling remains slightly below the national average.

Parvis Khansari Director Highways and Environment

Report Author:
Peter Binley
Head of Major Highway Projects
January 2021

Background papers

The following unpublished documents have been relied on in the preparation of this report:

None

Appendices

Appendix 1 – Wiltshire Highways Annual Review of Service 2020
Appendix 2 – Wiltshire Highways Performance Management Framework

This page is intentionally left blank

Wiltshire Highways

Annual Review of Service



December 2020

Wiltshire Highways Annual Review of Service 2020

Introduction

The weather at the start of 2020 was considerably wetter than usual, and this was followed by two named storms, Ciara and Dennis, which caused hundreds of trees to be blown over in the county on two consecutive weekends. The Councils contractors and staff worked through the weekends to deal with the issues and assisted at several flooding incidents.

When the Covid-19 restrictions were first introduced in March 2020 most highway authorities found it difficult to carry on with planned construction and maintenance because of operatives self-isolating, social distancing requirements, lack of accommodation for operatives from outside the area, and reduced material supplies.

In Wiltshire discussions were held at an early stage with the main suppliers, particularly Atkins, Ringway and Tarmac, to determine how they could continue to work as close to business as usual as possible, whilst still following the government restrictions and guidance. Some adjustments to operations and priorities had to be made, but most work was able to continue as planned.

Highway authorities reduced their planned highway inspections, and as in Wiltshire, adopted a temporary highway inspection regime of one-person driven inspections concentrating on the main road network only, and reacting to reports on the remainder of the network.

The Council's highways staff, both in County Hall and in the area offices, started working from home, as did the supplier's office-based staff as far as was practicable. The reduced traffic flows on the network because of lockdown and travel restrictions did provide the opportunity to accelerate some planned maintenance and construction work.

On 24th April 2020 the approach being taken by Wiltshire Council and some other authorities was endorsed by Baroness Vere of Norbiton, Transport Minister for Roads, Buses and Places who wrote to all Local authorities:

I am aware many local authorities have made detailed plans to continue with routine business while also being able to react rapidly to these changing and very demanding circumstances. I would urge all authorities to follow their lead, trying to maintain as close to a 'business as usual' approach as possible, working to existing maintenance and construction plans where it is safe and appropriate to do so, but also to look at what opportunities there could be to accelerate works whilst roads are quieter than normal.

Wiltshire Council, its consultant and contractors put in place safe working methods to ensure that vital maintenance and improvement work on the road network could continue whilst still following the government's Covid-19 guidance. A summary of the main achievements of the Highway Service are included in **Appendix 1** of this document with a list of the main sites in **Appendix 2**.

Overall it was possible to continue with much of the planned maintenance and improvement works, and to continue to operate most of the highways service as normal once suitable adjustments to processes and procedures had been made. The support of the Council's highway suppliers and contractors was vital during these difficult times.

Highway Contracts

Wiltshire Council has contracts with Atkins, Ringway Infrastructure Services, Tarmac and other specialist contractors to help deliver the highway service.



The current Wiltshire Highways Consultancy Contract with Atkins started in December 2019 and follows their previous contract which ran from 2012. Atkins help plan, design and enable major capital projects, and provide expert consultancy support to the Council. Atkins manage the county's street lighting and traffic signals on behalf of the Council and carry out the design and supervision of construction of road schemes.



Ringway delivers a range of services for Wiltshire Council from planned and reactive highways maintenance, through to winter precautionary salting, emergency response, gully cleansing, street lighting installation and maintenance, traffic management and safety schemes. Ringway were previously the highways term maintenance contractor in Wiltshire between 1999 and 2013. The current contract started in April 2016, and is for five years, with possible extensions of up to two years subject to performance.



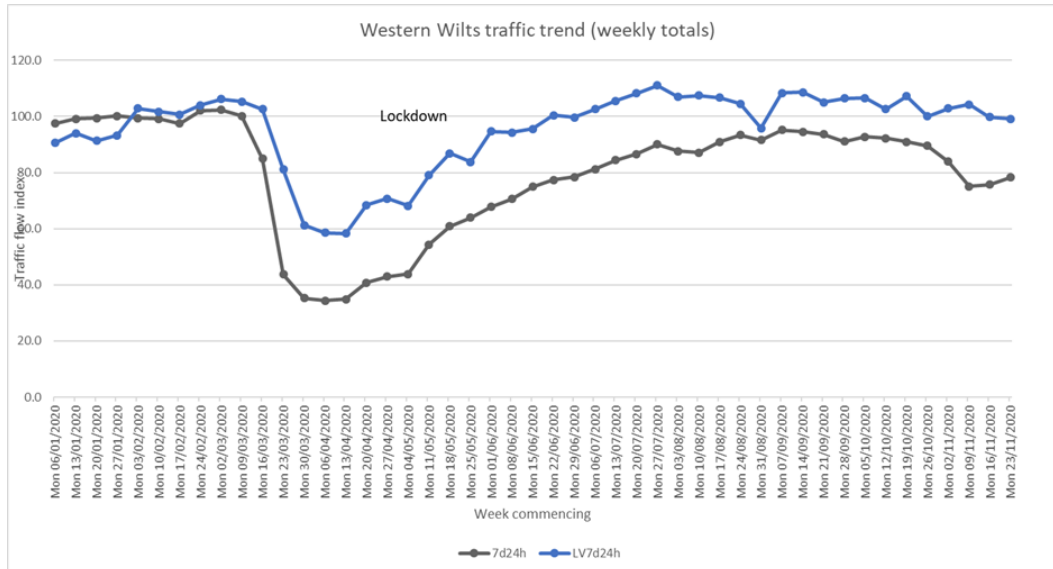
The current contract with Tarmac for road surfacing in the county started in June 2020 and is for 5 years. Tarmac successfully operated the previous surfacing contract with the Council, and they carry out resurfacing and the larger carriageway repairs on the network.



There are other specialist suppliers who have worked for the Council during the year, including Wessex Tree Care, Simon Jackson for rural grass cutting, Telent maintaining traffic signals, Texture Blast and Miles Macadam providing specialist road maintenance treatments and processes.

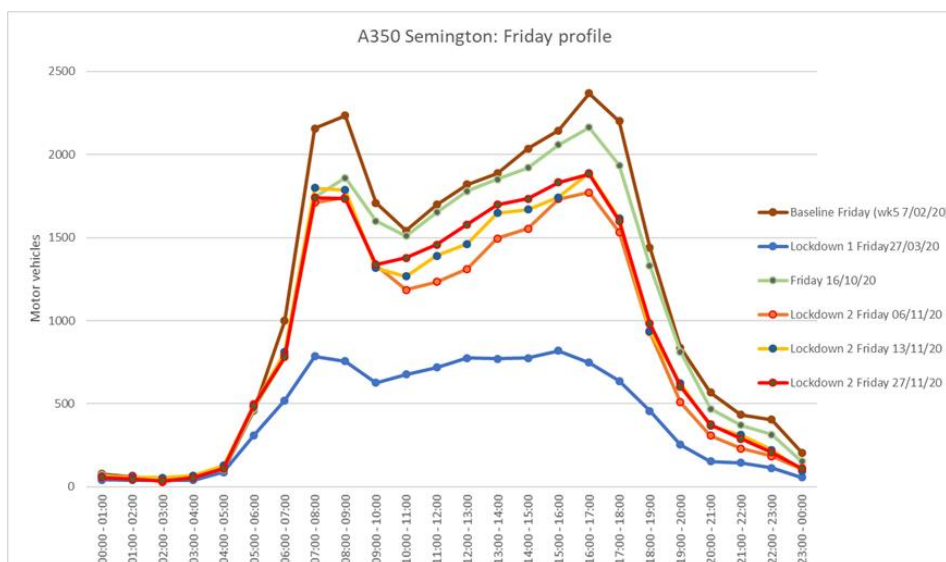
Traffic during the Pandemic

Traffic flows reduced significantly during the first lockdown in March 2020 and slowly returned to close to normal over the summer period.



The Blue shows the change in the number of Larger Vehicles (including hgvs) and the Black line shows the change in all traffic

The morning peak traffic flows reduced and have continued to be slightly less than before, probably as a result of increased home working. However, the green line below shows traffic flows in October prior to the second lockdown starting, and indicates that traffic flows during the day outside the peak periods had almost returned to previous levels.

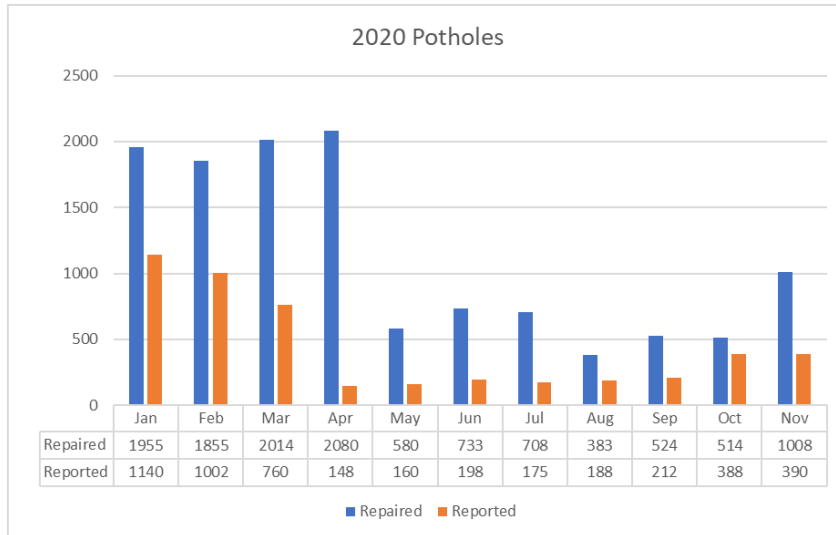


The Brown line represents traffic prior to Covid-19 restrictions. The green line shows traffic flows immediately prior to the second lockdown.

The reduced traffic flows during the first lockdown provided the opportunity for work to be carried out on major roads with considerably less disruption to traffic.

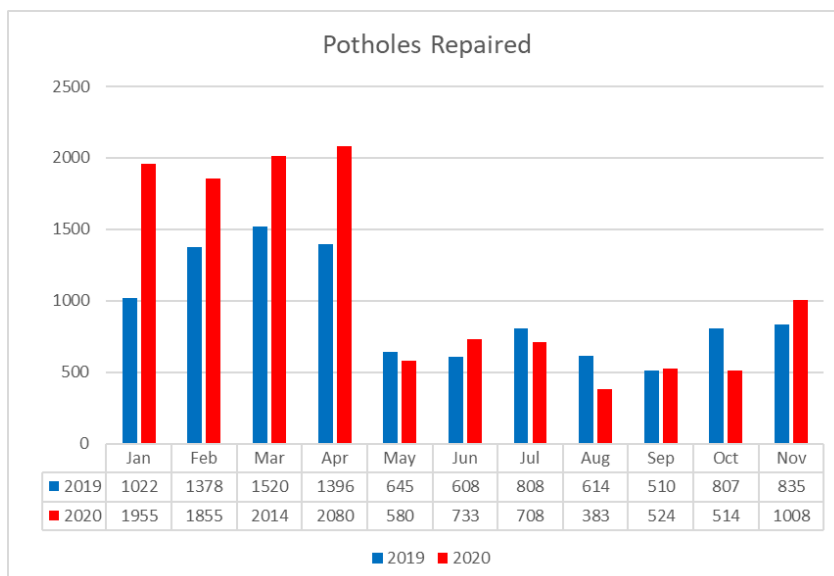
Road Repairs and Potholes

The number of potholes and defect reports from the public were higher than usual at the beginning of 2020 following a prolonged wet winter. The pothole gangs, supported by the Parish Stewards, were able to continue making carriageway repairs as usual during the first lockdown, using reports from the local highway teams and 'find and fix', while following the Covid-19 guidance.



The number of potholes on the network declined as usual during the spring

The number of potholes repaired on the network increased by over 20% during 2020 compared to 2019. There were 12,354 repaired between January and November in 2020 compared to 10,143 in the same period in 2019.



Over 20% more potholes were filled in 2020 than in 2019

In many cases the reduced traffic levels made it easier to gain access to make repairs, and the repair gangs continued completing this essential safety work.

Road Resurfacing

In view of the early commitment to carry on with the highway surfacing programme the Council's term surfacing contractor, Tarmac, kept a local quarry and batching plant open to supply the county, whilst others in the south west were temporarily closed. With some changes to material choices, and additional vehicles to aid social distancing, it was possible to continue with most of the programme as planned, whilst also taking advantage of the reduced traffic on the network.



Tarmac resurfacing work continued through the lockdowns to ensure safe delivery of the road resurfacing programme

The reduced traffic flows enabled surfacing on main roads to be carried out with significantly less traffic disruption. Where roads had to be closed to allow work to be carried out safely there was less traffic having to use the diversion routes, resulting in less disturbance and disruption. During 2020 there were localised repairs carried out at 81 sites with a total area of over 25,000 sqm. and major resurfacing was carried out at 38 sites. There has been 58.4km of road resurfaced since March.

There was some uncertainty about when schools would be reopening, which made planning some work difficult as it was important to avoid working close to schools when they did reopen because of the increased travel demand and potential increased car journeys resulting from reduced public transport capacity.



Surface Dressing programme start was delayed whilst safe Covid-19 compliant working processes were put in place, but continued as planned during the summer

There was a slight delay to the start of the road surface dressing programme by Eurovia whilst Covid-19 complaint arrangements were put in place but works

soon started and a major programme of surface dressing was successfully undertaken during the summer.

Most of the proposed Microasphalt surfacing sites were in residential streets where access was difficult during the first lockdown because of parked cars with more people working from home and because of the proximity of the public. It was considered that maintaining social distancing would prove difficult with this type of work and the early part of the programme was postponed until later in the year.



Microasphalt surfacing was carried out by new contractor Kiely Brothers

The Microasphalt programme was subsequently carried out by the new contractor Kiely Brothers who started their contract on 1st June 2020 and the programme of resurfacing 4km of road was completed in the autumn.

The vital work to ensure that key roads have adequate skid resistance was carried out as planned in the summer. The retexturing process increases the friction of the road surface in order to improve safety and 11.5km of road was treated.



Road retexturing was carried out to restore skid resistance to carriageways at key locations, particularly at bends

The footway renewal programme was also disrupted at the start of the first lockdown whilst measures were put in place to ensure that Ringway's sub-contractor could arrange Covid-19 secure working arrangements, but it soon resumed with appropriate measures in place, and 4,843 m of footway were renewed or resurfaced.



Footway renewal programme resumed in the summer

Advantage was taken of the low traffic volumes to carry out verge repairs at 19 sites accounting for over 15km (9 miles) of overrun repairs, including some on busier roads such as the A342 and West Ashton Road, Trowbridge. The repairs were co-ordinated with other works such as drainage improvements, sign re-erection, hedge trimming, and gully clearance to make best use of the road closures.



Verge and carriageway repairs were made to address damage by vehicles over running the verge on rural roads

Ringway commenced the Velocity Patching programme in May as planned, with one team in the north operating from Bath Road depot, and a second machine in the south starting shortly after.



Before and after Jet Patcher repairs in Westbury.

Despite the difficulties caused by Covid-19 and the associated restrictions, the Council's surfacing contractors adjusted their working methods and programmes to enable safe delivery of the major programme of works during 2020. Preparations and advance works are in hand for next year's programme of potential schemes.

Routine Highway Maintenance

During the lockdown the usual routine inspection regime for the road network was suspended because of the restrictions on sharing vehicles. However, the Council's Highway Technicians continued inspecting essential reports of defects and undertaking patrols of the network based on the safety inspection routes.

Ringway continued with routine highways maintenance work, including pothole operations, tractors for ad-hoc grass cutting, gully emptying and sweeping. The Parish Stewards made scheduled visits to areas, undertaking essential work in the parishes.



Keeping drainage systems clear and in working order is important all year round

Lining and signing works started at the end of April and continued through the summer, making best use of the weather and reduced traffic. Junction markings, mini-roundabouts, centre line markings and waiting restriction markings were renewed in many locations.



A programme of lining renewal took place during the summer

Rural grass cutting by Jacksons commenced in May on the A350 Chippenham Bypass dual carriageway section, where the grass cutting was co-ordinated with other essential work. This was followed by grass cutting on the A361 Devizes dual carriageways, and then the remainder of the network. The Council's fleet of tractors were fitted with flails to undertake additional safety cuts and ad-hoc work as required.



Working with landowner to remove private and highway trees affected by Ash Dieback

Routine maintenance work on the county's highway trees continued though out the year, but it became clear that Ash Dieback is becoming an increasing problem in Wiltshire, with increasing numbers of trees having to be removed for safety reasons.

The highways team worked with Badminton and Bowood Estates to remove over 1,000 private and highway trees which were becoming unsafe because of Ash Dieback disease. Surveys carried out during the summer have identified a further 4,100 trees which will have to be removed.

Traffic Signals

Telent, the Council's traffic signals maintenance contractor, continued working as usual during the lockdown, responding to faults and damaged equipment. The Atkins traffic signals team, who manage the signals on behalf of the Council were working from home and generally had arrangements in place to monitor traffic signal faults, but it did prove difficult with some of the older equipment. Consequently, some of the communications equipment on these units was upgraded to enable remote monitoring by Atkins staff working away from the Trowbridge office.



The traffic signals contractor Telent continued to maintain the equipment though out the year with the support of Atkins

The usual reviews of traffic signal timings were temporarily put on hold because of the unusually low traffic flows. However, the opportunity was taken to increase time for pedestrians at some crossings in order to facilitate better social distancing.

Streetworks

The Council's streetworks team worked closely with the public utilities to try to bring forward some of the more disruptive works to take advantage of this quieter period on the network. Work included a mains replacement in Wilton which was coordinated with other work on the network in that area, including highway drainage investigations and repairs.

Despite the difficulties caused by the Covid-19 restrictions and home working, the Council implemented the Wiltshire Permitting Scheme on 1st June, which enables the Council to take a more active role in planning and coordinating streetworks. Those organisations working on the highway are now required to book occupations, get approval of variations, and conform to conditions. There are sanctions of fixed penalty notices for organisations working without a permit or in breach of permit conditions.

A further complication was the introduction of the Department for Transport's Street Manager system which became operational on 1st July and provides a new method of communicating streetworks requests and approvals.

The introduction of Street Manager and the Permit scheme together was a challenge, especially as there was a need for additional staff who had to be trained remotely during the lockdown, but the scheme was introduced and has operated successfully.

The team processed over 12,500 permits for works on the highway network in 2020, of which 3,500 were for the Council's own works. A high volume of public utilities and highway works continued on the network throughout the lockdown and periods of travel restrictions during 2020.

Bridges and Structures

At the start of the Covid-19 restrictions in March there were initial problems with the supply of materials in connection with bridge works, as many concrete plants and material suppliers closed temporarily. It was necessary for Ringway to divert some operatives onto minor bridge maintenance works for a few weeks until the supply chain adapted to the new circumstances and suppliers reopened.

Work was delayed at Melksham Town Bridge at the start of the lockdown, but was soon able to resume, with work on other bridges and retaining walls following. Major bridge maintenance works involving waterproofing, joints and resurfacing on the A3094 Park Wall Wilton, were brought forward in view of the reduced traffic levels.



Work on Melksham Town Bridge was delayed at the start of the lockdown because of the difficulty in obtaining materials, but soon resumed.

Most routine bridge works continued as normal, including inspections and supervision of utility crossings. It was also possible to carry out specialist work such as the manufacture of traditional timber parapets for Combe Bisset Packhorse Bridge and other parapet repairs.

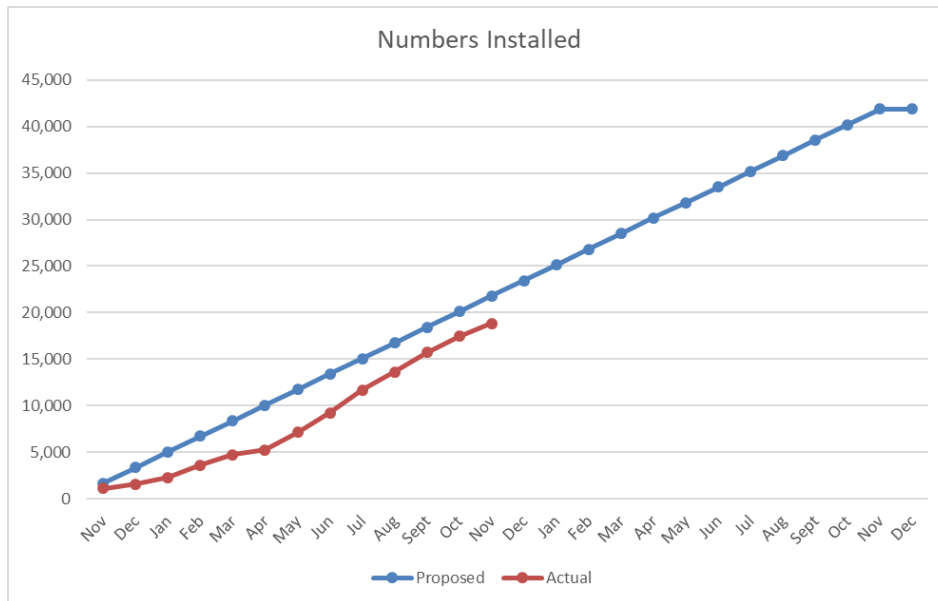


Bridge repairs and renewal was carried out on various types of bridges

Eventually developers also started to return to work, and the team monitored construction of infrastructure by others, including a new bridge in Calne as part of a housing development.

Street Lighting

Street lighting maintenance and repairs continued during the lockdown with appropriate measures being put in place to ensure the safety of operatives. The LED conversion programme which will replace over 42,000 street lights with new energy efficient LED units over two years started in November 2019 but had to stop temporarily in March. This was initially because the manufacturer's plant in Spain had to close due to a lockdown, and then some of the local operatives had to self-isolate.



The installation of LED street lighting units was slow initially because of supply issues and lockdown but has now increased to the planned rate

The manufacture and installation of the LED units resumed after a few weeks, and during the summer the rate of installation increased so that the project is returning to programme.



Installation of the new energy saving LED lights was delayed because of Covid-19 restrictions, but soon resumed

Design work on the LED project by Atkins continued throughout the year and orders have continued to be placed with the manufacturer of the new units. In 2020 there were 17,274 LED units installed up to the end of November, with 14,117 of these being installed since the start of the first lockdown.

The £12 million programme will convert streetlights across Wiltshire to LEDs. Street lighting energy consumption had already been reduced by 36% since 2013/14 thanks to part-night lighting, dimming and the use of LEDs for new and replacement units. During this period carbon emissions have more than halved despite a growth in the number of streetlights as new developments are built. The 42,000 new LED units are projected to reduce the Council's street lighting energy consumption by 67% and carbon emissions by 83% by 2022/23 compared with the 2013/14 baseline.

Traffic Engineering

Design work for future traffic and integrated transport schemes continued during the lockdown with staff working from home. Community Area Transport Group (CATG) meetings were initially cancelled or held virtually with varying numbers of attendees. Some meetings with schools as part of the Taking Action on School Journeys (TAOSJ) programme were also done virtually rather than face to face. Requests from Parish Councils and others for face to face site meetings were declined initially during the lockdown, and only took place later with appropriate social distancing measures in place.

There were problems in progressing the design of a few schemes because of the difficulty in collecting representative traffic flows and pedestrian data during the lockdown. However, construction and implementation of schemes did take place where possible. Initially the focus was on minor schemes to keep the construction teams busy whilst the material suppliers and supply chains were fully re-established following lockdown. There were 8 traffic engineering schemes, 5 CATG schemes, 6 Cycle infrastructure schemes, and 6 schemes to improve journeys to school implemented in 2020.



Aging traffic signals and pedestrian crossings are renewed as to keep them safe as here on the A350 at Melksham

Signing and lining schemes continued, with 67 schemes being implemented. Lining replacement in car parks was carried out, taking advantage of the reduced usage during lockdown, and town centre lining remarking took place in Westbury and Warminster as part of the planned renewal programme.



Sign renewal and upgrading schemes of various types were carried out.

In May the DfT announced that they were keen to see Reallocation of Road Space Projects introduced to increase space for pedestrians to improve social distancing and to encourage cycling, especially as an alternative to using public transport during the restrictions. Schemes were quickly introduced at Devizes, Malmesbury and Bradford on Avon.



Road space reallocation was introduced in Devizes and Marlborough to aid social distancing

Balancing the needs of businesses, residents and pedestrians was difficult with some of these schemes, especially as they needed to be implemented quickly with limited opportunity for consultations. A flexible approach was taken so that changes could be made as circumstances required as was the case at Bradford on Avon and Salisbury.

Drainage and Flooding

The weather at the start of 2020 was wetter than usual, and this was followed by two named storms, Ciara and Dennis. There were several flooding incidents, but generally the county was not as badly affected as other parts of the country. The Councils contractors and staff worked through the weekends to deal with the issues resulting from the storms. Groundwater levels were high, and preparations were made to deal with potential flooding, including positioning flood defence barriers and pumps.

At the start of the Covid-19 restrictions the Operational Flood Working Group Meetings had to be cancelled temporarily. However, it was possible to provide on-line support and training for Flood Wardens during the year for over 200 people, and to provide a newsletter.

Drainage investigation work in advance of major resurfacing work continued, taking advantage of reduced traffic flows where possible. CCTV drainage surveys were carried out at 48 sites. This helped ensure to ensure that drainage problems were resolved before resurfacing took place.



Drainage repairs in Wilton were co-ordinated with works by public utilities

Drainage scheme design work, Land Drainage Consent requests and responding to planning applications and consultations continued during the lockdown. Opportunities to bid for future flood alleviation schemes were taken and to advice to developers on drainage matters is being updated. Liaison with the Environment Agency continued, especially in connection with Partnership schemes and flooding priorities.

Drainage repairs and improvements were carried out to address identified problems, including at Wilton where repairs were coordinated with public utilities work requiring temporary road closures.

Major Highway Schemes

Schemes to improve the Major Road Network (MRN) at M4 Junction 17, Melksham Bypass and Harnham Gyratory and Exeter St Roundabout, Salisbury received development funding from the Department of Transport (DfT) and are being progressed to Outline Business Case (OBC) stage by Atkins. The OBC for the A350 Chippenham Bypass (Phases 4 & 5) scheme has been submitted to the DfT for a funding decision, which is expected shortly.



A bid has been submitted to DfT for funding for further A350 improvements at Chippenham and public consultation started on a Melksham Bypass

The highways team and Atkins also assisted with bids for Salisbury Railway Station Forecourt and Fisherton Street, Salisbury, and provided technical support for the Future Chippenham scheme.

Generally, design and assessment work on major schemes was able to continue during the lockdown, although access for some environmental surveys was delayed and obtaining representative traffic data was not always possible.

The public consultation on the proposals for Melksham Bypass started in November, but this had to be a virtual consultation as it was not possible to use libraries or halls to show display boards because of the Covid restrictions.

Emergency and Winter response

Despite the warmer than usual temperatures, it was still necessary to carry out some precautionary salting of main roads during the early part of the year when road surface temperatures were low. As well as responding to flood events because of surface water, plans were put in place to respond to rising groundwater levels, which have the potential to cause long term flooding at vulnerable locations.



There were several flood events early in the year which the highways teams responded to

The Council's highway team and contractors operate a 24 hour a day and 7 days a week service to respond to issues on the road network. These include flooding, fallen trees, vehicle collisions, oil spills and damage to street furniture. A prompt response is required in order to keep the highway network safe for the public and residents.



Storms caused extensive damage to trees early in the year

The named storms, Ciara and Dennis, caused hundreds of trees to be blown over in the county on two consecutive weekends, which the Council's contractors had to respond to keep the roads safe.

Preparations for winter started in the summer with salt deliveries arriving, vehicles being serviced, and drivers being trained. A two-day on-line winter preparedness event was arranged for Parish Councils with demonstrations and presentations to help them prepare for adverse weather.

Contract Management

The services provided under the highway contracts are managed by Service Delivery Teams, which report to the Council's monthly Contract Management Meeting. The teams are headed by a Council officer and include representatives from the consultant and contractor as appropriate. They are responsible for managing the delivery of the service, including project planning, programming and budget control. Sub-groups have been established to ensure effective environmental management and procedures, and to drive innovation and continuous improvement.

Performance of the key service suppliers is assessed using a series of Key Performance Indicators, satisfaction surveys and by monitoring the delivery of undertakings given at the tender stage. There is a formal process of awarding extensions on the major contracts to reward good performance.

The current Atkins contracted started in December 2019 and their performance during the first year has been rated as good and it is likely that they will be awarded a six-month contract extension this year based on current performance. Ringway's performance has also been good and it is likely that they be awarded the full potential extension of 24 months by the end of their contract. These extensions to the contracts depend on continuing satisfactory performance.

The performance of the other specialist contractors who assist in the delivery of the highways service was also good during 2020. The new surfacing contract was awarded to Tarmac and the surface dressing contract was awarded to Kiely Brothers. The procurement of these contracts, and the new tree maintenance contract, were carried out during the Covid-19 restrictions, and although some adjustments to tender periods had to be made all these procurement exercises have proved to be successful.

Collaborative Working

The Council has been working closely with its main highways service partners Atkins, Tarmac and Ringway with a view to establishing a more formal relationship to achieve ISO 44001 accreditation, which is being facilitated by Atkins. In recognition of this work on 10th December 2020, Wiltshire Highways Service won the Institute of Collaborative Working (ICW) Public Sector Award for 2020.



Wiltshire Council, Atkins, Tarmac and Ringway won the ICW Public Sector Award for 2020 for collaborative working

The Institute of Collaborative Working was established in 1990 by the then Department of Trade and Industry (DTI). The Institute's role is to establish collaborative working as a professional business discipline and help organisations, large and small, in both the public and private sectors, to build and develop effective competitive business relationships based on collaborative working good practice.

The award, which is sponsored by the British Standards Institute, recognised how the organisations in Wiltshire were working together and how the partnership is driving efficiencies, improving quality and programme certainty to deliver better outcomes for the end customer, the Wiltshire community, despite the Covid-19 challenges.

The collaboration between the key suppliers places the service in a good position to improve the service in 2021 and build on the successful achievements made in this particularly difficult year.

Summary of Wiltshire Highways Achievements 2020

- Continued to deliver essential highway maintenance during Covid-19 lockdowns with safe working methods put in place by contractors.
- Resurfaced 58.4 km of road since March.
- Retextured 11.5 km of road to improve skid resistance.
- Resurfaced 4.8 km of footway.
- Filled 12,354 potholes (to end of November) – over 20% more than in previous year.
- Installed 17,364 new energy efficient LED streetlights (to end of November).
- Completed localised road repairs at 81 sites, comprising 25,309 sqm of repairs.
- Completed 19 verge repair sites on over 15km (9 miles) of road.
- Carried out 12 major bridge maintenance schemes.
- Implemented 8 traffic engineering schemes, 5 CATG schemes, 6 Cycle infrastructure schemes, and 6 schemes to improve journeys to school.
- Introduced road space reallocation projects in Devizes, Malmesbury and Bradford on Avon to facilitate social distancing.
- Introduced and removed traffic management measures for People Friendly Salisbury scheme.
- Carried out 67 signing and road marking schemes.
- Processed 12,500 permits for works on the network, including 3,500 for the Councils own highway works.
- Implemented 29 drainage improvement and flood alleviation schemes.
- Carried out drainage CCTV surveys at 48 sites and removed 164 tonnes of silt and debris from drainage systems.
- Diverted 4,500 tonnes of material from landfill by recycling highway waste materials.
- Inspected 520 bridges. Based on nationally recognised bridge condition indicators the Wiltshire bridge stock is in good condition.
- Dealt with effects of storms Ciara and Dennis at the start of the year when hundreds of trees were blown over on two consecutive weekends.
- Worked with Badminton and Bowood Estates to remove over 1,000 private and highway trees close to roads which were becoming unsafe because of Ash Dieback disease.
- Surveyed main roads for potential Ash Dieback disease and identified 4,100 needing removal next year.
- Carried out 31 primary and 2 secondary precautionary salting runs in 2019/20.
- Commented on the drainage aspects of over 800 planning applications, with just under half being major applications.

- Awarded new major contracts for road surfacing, surface dressing and tree maintenance.
- Submitted Outline Business Case for A350 Chippenham Bypass (Phases 4&5) to DfT.
- Progressed design of M4 Junction 17 improvements and A338 Salisbury Junction Major Road Network (MRN) schemes.
- Undertook public consultation on A350 Melksham Bypass scheme options.
- Assisted with Future High Street bids for Salisbury Railway Station Forecourt and Fisherton Street, Salisbury, and provided technical support for the Future Chippenham scheme.
- Worked with Environment Agency to develop Salisbury River Park proposals which are currently the subject of a public consultation.
- Contributed to Sub National Transport Body (Cllr Wayman Chairing).
- Continued to maintain highways development control levels of service despite increase in activity and limitations on site access.
- Implemented Traffic Orders using new Covid-19 related powers to ensure they are progressed despite publicity constraints.

List of Sites and Work 2020

Below is a list of the main sites where was carried out in 2020:

Road Resurfacing by Tarmac

- B4042 SWINDON RD, LITTLE SOMERFORD
- FORWOODS COMMON & HOLT VILLAGE
- A30 LOPCOMBE CORNER, SALISBURY
- COUNTESS RD, AMESBURY final areas
- A360 TILSHEAD
- A4 COPENACRE, CORSHAM
- A350 CHIPPENHAM TO MELKSHAM
- NEW RD, ROYAL WOOTON BASSETT
- A342 SANDY LANE, BROMHAM
- A342 NURSTEAD RD, DEVIZES
- A360 SOUTHBROOM ROUNDABOUT, DEVIZES
- ESCORT ST, DEVIZES
- THE GARLINGS, ALDBOURNE
- POORES RD, DURRINGTON
- C62 SEMLEY
- RISING SUN RBT TO PHILIPS WAY, NORTH BRADLEY
- STALLARD ST, TROWBRIDGE
- A4 LONDON RD, QUEMERFORD, CALNE
- A4 CURZON STREET, CALNE
- A338 DOWNTON RD, BRITFORD
- CAMP HILL, AMESBURY
- BULFORD HILL, BULFORD
- BOUVERIE DRIVE, MARKET LAVINGTON
- PENNYFARTHING STREET, SALISBURY
- KELSTON RD, LITTLE BEDWYN
- GLADSTONE RD & TIMBER ST, CHIPPENHAM
- PRSOSPECT, CORSHAM
- STATION RD, CHRISTIAN MALFORD
- B3083 SHREWTON
- STATION RD, WARMINSTER
- BOUVERIE DRIVE, MARKET LAVINGTON
- THE CAUSEWAY, BROADCHALKE
- B3089 WEST STRETT, BARFORD ST MARTIN
- OLD CASTLE ROAD, SALISBURY
- EASTBOURNE GARDENS, TROWBRIDGE
- A350 SEMINGTON BYPASS PHASE 1
- A346 CADLEY
- OLD CASTLE RD, SALISBURY

Grouted Asphalt Surfacing by Miles Macadam

- Chippenham High Street
- Lower Compton Road roundabout at recycling centre
- Rudloe Roundabouts
- Priory Roundabout Malmesbury

Micro asphalt surfacing by Eurovia

- Chiltern Close, Melksham
- Malvern Close, Melksham
- Brecon Close, Melksham
- Quantock Close, Melksham
- Pennine Close, Melksham
- Ingram Road, Melksham
- Foresters Park Road
- Westbury View, Melksham

Surface dressing by Eurovia

- A30 Thorney Down Dual Carriageway
- C251 A350 Pertwood Xrds Se To A303 Knoyle Down Farm, Chicklade
- Parsonage Farm lane / road, Horningsham
- Forest Road, Cock Road, Water Lane , Horningsham
- Roundhill Farm Road, Horningsham
- Westbury Road, Warminster
- A350 Warminster Road, Upton Scudamore
- A361 Devizes Road, The Strand
- A361 Seend (Original Etnyre)
- B3109 Frome Road, Wingfield
- B3109 Frome Road, Bradford On Avon
- Rushey Lane, Bradford on Avon
- A4361 Swindon Road, Winterbourne Bassett
- A4361 Swindon Road, Winterbourne Monkton
- A3102 Oxford Road Roundabout To C111 Catcombe Street Hilmarton
- A4 Pewsham Way And London Road, Chippenham
- B4039 The Gibb
- B4042 Swindon Road, Malmesbury / Lea
- C109 Link Road Grittenham To Brinkworth Road
- C85 Chelworth Road, Oaksey
- C311 North Down Road, Donhead St Mary
- The Street, Kilmington
- C254 The Green, Great Cheverell
- A420 Bristol Road/Marshfield Road (Orig Etnyre)
- Drewetts Mill, Colerne
- C136 Norley Lane, Bremhill
- B4553 Purton Road, Lydiard Millicent

Surface dressing by Eurovia (Continued)

- B4553 Packhorse Lane, Purton
- C126 Collins Lane, Purton
- B4040 Malmesbury Road / Common Hill, Cricklade
- C97 Chelworth, Chelworth

Micro asphalt surfacing by Kiely Brothers

- John Rennie Close Bradford on Avon
- Deverell Close Bradford On Avon
- Palairet Close Bradford on Avon
- Sadlers Mead Chippenham
- Ashdown Drive Melksham
- Blackmore Road, Melksham
- Dean Close Melksham
- Epping Drive Melksham
- Savernake Avenue Melksham
- Sherwood Avenue Melksham
- Whites Corner, Whitley
- Chichester Close, Salisbury Micro Asphalt
- Frogmore Road, Westbury Micro Asphalt

Carriageway Repairs in preparation for potential surfacing next year

- Drewetts Mill to Colerne
- C129 Hollow Way, Bradenstoke
- Chichester Avenue, Salisbury
- Wood Lane, Brinkworth
- Stoke Common Lane, Purton Stoke
- Queens street, Brinkworth
- Ham Lane, Biddestone
- Heddington Wick to Stockley including loop
- The Street
- Wick Road
- Ashley Road, Bradford on Avon
- Bowers Hill, Grove lane, Timberly Lane
- Hilmarton to Bushton
- Moot Lane
- Cocklebury Lane, Chippenham
- High Meadow, Upton Scudamore
- Sunnyhill Lane, Pewsey
- B3087 Burbage Road
- Netherstreet and yard lane, Bromham
- Butts Hill Stapleford
- C105 Pond Lane, Charlton
- A30 Shaftesbury Road, Swallowcliffe

Carriageway Repairs (Continued)

- Westbury Road/ Melbourne Street, Bratton
- Dilton Lane, Upton Scudamore
- Mill Farm Road, Heytesbury
- B3099 Clivey
- Geys Hill - Stalls Lane, Dertfords, Corsley
- Rail Bridge to 30 mph limit Heytesbury and Manor Farm to Rail bridge
- Deverill Road, Warminster
- Portfield Road, Coombe Bissett
- A350 to Village Hall, Semley
- C316 Swallowcliffe Manor to A30 Garage
- West End Lane, Donhead St Andrew
- C309 Kinghay Crossroads to C43 South Lodge
- Common Road, Whiteparish
- B4040 Chelworth to Cricklade Leigh Huntenhull Green, Corsley
- B3108 Lower Stoke, Limpley Stoke
- Park Lane , Corsham
- A30 South of Barford St Martin

Road Repair Sites

Localised repairs to damaged carriageways and potholes at:

- Hawkstone, Rudloe
- 23-24 Churchfields, Salisbury
- A360 Chocolate Poodle
- C250 Old Church Hill, Bromham adjacent to Hunts Mead
- B3105 Kings Arm Roundaboutbt, Staverton
- A350 Warminster Road, Westbury
- Westmead Lane, Chippenham
- Miles Lane, Whiteparish
- Lyneham Banks
- New Terrace, Staverton
- Mirror Corner
- Chapel Rise, Atworth
- Peaks Down, Baydon
- B4553 The Pry, Near Purton
- B4696 Ballard's Ash
- B4042 Brinkworth Road, Nr Callow Hill
- B4553 High Street, Cricklade
- Compton Bassett
- B4040 2 South Lodge, Nr Charlton
- Cross Hayes Lane, Malmesbury
- Newcroft Road, Chippenham
- Sutton Hill, Sutton Mandeville
- A338 Aughton
- Stratford Road, Salisbury
- West End Lane, Donhead St Andrew
- Figsbury Road, The Winterbournes
- Three Crowns Lane, Whaddon
- The Parade & The Packway, Larkhill
- Bodenham Loop, Charlton
- Brown Street (Winchester St to St Ann), Salisbury
- Glebe Lane (B3079 Lyndhurst Rd to A36), Landford
- Lyndhurst Rd (Beech Grange at Hamptworth Rd), Landford
- New Road (B3079 Bromhill Crossroads), Landford
- Stock Lane (South Lodge South to A36), Landford
- Dunns House, St Pauls Road, Salisbury
- Elmgrove Rd between Junction Kelsey Rd/Rampart Rd
- Parsonage Green between junction Parsonage Green spur and junction of Wiltshire Rd, Harnham
- Knapp Close Junction, Collingbourne Ducis
- Stonehenge Road, Durrington
- Humber Lane Junction with A338 Tidworth
- Junction with A338 Idmiston Unclassified Road
- C10 Great Wishford
- Flower Lane, Amesbury

Road Repair Sites (Continued)

- Winsley Road, Bradford on Avon
- Frome Road, Bradford on Avon
- Melksham Road, Holt
- Sells Green
- Coburg Square, Melksham
- Sandridge Common
- Picket Post, Corsley
- Drove House, Sutton Veny
- Gare Hill Junction
- Imber Road
- Park Lane/Park St, Heytesbury
- Sutton Veny Road, North Bavant
- Millards Farm, Upton Scudamore
- White Horse Way, Westbury
- Station Road, Westbury
- Bellefield Crescent, Trowbridge
- Holbrook Lane
- Gooselands, Westbury
- The Mead, Westbury
- High Street, Westbury
- High Street, Sutton Veny
- Leigh Road, Westbury
- Eden Vale Road, Westbury
- Monastery Lane, Edington
- Bradley Road/College Road, Trowbridge
- C19 Edington by Turnpike Cottage
- Lower Road Edington near Inmead Junction
- Seymour Road, Trowbridge
- A350 West Ashton at Junction with Kettle Lane
- Chestnut Grove, Trowbridge
- Horse Road, Hilperton
- Winsley War Memorial
- Woolley Close, BOA
- Drynham Road, Trowbridge
- Broadmead, Trowbridge
- Brook Road, Trowbridge
- Cross Road, Green Barrow Farm
- Chippenham Lane, Sheldon Corner
- Kington Farm, Kington St Michael
- Between 31 and 33 King Alfred St, Chippenham
- Outside 24 King Avenue, Corsham

Bridges

520 bridges were inspected, predominantly in the south of the county. Bridges are inspected biennially with the north and south of the county being done in alternate years. Based on nationally recognised bridge condition indicators our bridge stock is currently rated as 'good'.

Major bridge works were undertaken at:

- Melksham Town Bridge, Melksham - Vehicle barrier to prevent loading on substandard footways
- Sling Orchard, Fovant – Redeck substandard bridge
- Pound mead, Corsham – Partially redeck dilapidated bridge
- Nadder Bridge Quidhampton – waterproofing and resurfacing
- Wylde Bridge Quidhampton – Waterproofing and resurfacing
- Oaklake Bridge Ashton Keynes – Waterproofing and resurfacing
- Dead Lane Brinkworth – Waterproofing, resurfacing and masonry repairs
- Pavilion Wall Monkton Combe – Reconstruction of highway retaining wall
- Pack Horse Bridge, Coombe Bissett – Replacement Oak parapets.
- Share Cottage, Semley Partial rebuild following collision damage from Agricultural vehicle
- Baldham bridge, Seend, Parapet repair following vehicle collision
- Kennet Bridge East Kennet Parapet repair following vehicle collision

In addition, minor maintenance works such as repointing masonry, timber parapet repairs, vegetation clearance etc were undertaken on bridges throughout the county.

Drainage and Flood Alleviation

Drainage works to upgrade or repair drainage systems was carried out at:

- Keevil,
- Wilton (West),
- Brinkworth
- Fowlswick Lane, Kington Michael
- Bodenham A338 Dual
- B3109 Wingfield
- All Cannings
- British Row, Trowbridge
- Goatacre
- A361 Littleton
- Moss Mead, Chippenham
- Stanton St Quentin
- A346 Tidworth
- Brokerswood, Dilton Marsh
- High St, RWB
- Sutton Veny
- Minety
- Fovant

Drainage and Flood Alleviation (Continued)

- Olivier Close, Salisbury
- A361 Seend
- Windsor Road, Salisbury
- Shaw
- Days Lane, Seend
- Erlestoke
- Wichta Cottage, Ramsbury
- West Knoyle

Traffic Engineering

Traffic Engineering / Asset Improvement

- A365 Bath Road / Corsham Road, Shaw – Traffic Signal Refurbishment & Surfacing
- High Street, Melksham – Public Realm enhancement
- Chippenham – Bus Stop Improvements
- London Road, Devizes – Drainage
- Newman Road, Devizes – Removal of faulty Bus Gate and replaced with ANPR monitoring
- Morgans Vale, Redlynch – Bus Stop Improvement
- Downton – Kerbing improvement
- Stratford Road, Salisbury – Footway Improvement

CATG Schemes

- Corsham & Neston – Dropped Kerb Installation
- Cuttle Lane, Biddestone – Footway
- Hullavington – Dropped Kerb Installation
- Corsley Heath, Warminster – Bus stop improvement
- Bethal Green, Corsham – Dropped Kerbs

Cycle Infrastructure

- A4 Bath Road, Chippenham – Cycle Infrastructure
- Langley Road, Chippenham – Shared Use Path
- Cocklebury Road, Chippenham – Installation of Toucan Crossing & Shared Use Path
- A420 Bristol Road, Chippenham – Toucan Crossing
- Sadlers Mead, Chippenham – Installation of Shared Use Path
- Old Road / Union Road – Improvements to quiet street including resurfacing

Taking Action on School Journeys

- Durrington Infant School – Dropped Kerb's
- Idmiston – Footway
- Frome Road, Bradford on Avon - Dropped Kerb's
- Winterslow - Footway Improvement
- A363 Bath Road, Bradford on Avon – PUFFIN Crossing
- A363 Trowbridge Road, Bradford on Avon – PUFFIN Crossing

Emergency Active Travel

- A363 Bradford on Avon to Winsley - Cycle Infrastructure
- A361 Hilperton Road, Trowbridge - Cycle Infrastructure
- A420 Bristol Road, Chippenham – Cycle Infrastructure
- Monkton Hill, Chippenham – Cycle Infrastructure
- Exeter Street / Brown Street, Salisbury – Cycle Infrastructure

Social Distancing

- St Johns Street, Devizes – Temporary Footway widening
- Bradford on Avon – Temporary One Way
- Malmesbury High Street (Phase 1)– Temporary Footway widening
- Marlborough High Street – Temporary footway widening
- Malmesbury Oxford Road (Phase 2) – Temporary footway widening

Signs / Road Markings

67 Signing & Road Marking schemes across the authority.

This page is intentionally left blank

Wiltshire Highways Performance Management Framework Indicators



December 2020

WILTSHIRE HIGHWAYS PERFORMANCE MANAGEMENT FRAMEWORK

SUMMARY

Network Safety Condition and Resilience		2017/18	2018/19	2019/20
NSCR01	Collisions – People killed and seriously injured			
NSCR02	Collisions – Slight Injury Accidents			
NSCR03	Road Skid Resistance			
NSCR04	Structural Condition of Carriageways			
NSCR05	Winter and weather response			
NSCR06	Bridges and Structures Condition			
Network Availability		2017/18	2018/19	2019/20
NA01	Low proportion of reactive maintenance			
NA02	Forward highway surfacing programme			
NA03	Forward structures programme			
NA04	Planned routine maintenance on programme			
NA05	Reducing number of potholes			
NA06	Reducing pothole safety defects			
Maintenance for Sustainable Transport		2017/18	2018/19	2019/20
MST01	Footway conditions			
MST02	Dropped kerbs for pedestrians			
MST03	Pedestrian improvement schemes			
MST04	CATG schemes delivered			
MST05	Condition of traffic signals			
MST06	Rights of Way Improvement schemes			
Infrastructure to Support Economic Growth		2017/18	2018/19	2019/20
ISEG01	A350 Chippenham dualling			
ISEG02	M4 Junction 17 Improvement			
ISEG03	A350 Yarnbrook/West Ashton			
ISEG04	Development of future Major Schemes			
ISEG05	Network Improvements from development			
ISEG06	Access improvements for developments			
Environmental Sustainability		2017/18	2018/19	2019/20
ES01	Reduction in street lighting energy			
ES02	Use of low carbon surfacing materials			
ES03	Recycling of road surfacing materials			
ES04	Flood prevention and drainage schemes			
ES05	Programme of tree and landscape works			
ES06	Treatment of noxious weeds			
Customer		2017/18	2018/19	2019/20
C01	Public satisfaction with road safety			
C02	Public satisfaction with road maintenance			
C03	Public satisfaction with dealing with potholes			
C04	Public satisfaction with walking and cycling			
C05	Public satisfaction with tackling congestion			
C06	Public satisfaction with managing roadworks			

Green – On target or better. Amber – Close to target. Red – Below target

Wiltshire Highways Performance Management Framework

2019/ 2020

INTRODUCTION AND SUMMARY

The Performance Management Framework gives an indication of performance and trends in the highways service.

This document provides a summary of performance, and a one page description of each of the performance indicators, with an overview of the indicator, trends in the recorded performance to date, future targets and a description of how the indicator is measured and the source of the data.

The targets and assessment methods are reviewed annually and amended as required. The previous years results may need to be adjusted accordingly when measures change in order to represent the current trend more accurately.

2019/20 TRENDS

The main trends identified in 2019/20 are outlined below.

The number killed and seriously injured on the county's roads reduced in 2019 but is still above the Safety Strategy Aim and consequently the performance for this measure is assessed as poor. The number of slight casualties increased slightly but is still on target. Overall road safety, especially the increase in the number of killed and seriously injured on the highway network continues to be a concern.

The overall condition of the road network has improved, but the number of potholes increased significantly in 2019/20 because of the exceptionally wet winter causing damage at those locations where the road construction was less resilient.

The wet winter also affected other measures. With only five sweepers, sites had to be revisited where there were continuing issues with detritus, and consequently carriageway sweeping was not completed to target.

Performance in connection with skid resistance of roads, the condition of footways and traffic signals have all been assessed as fair and are identified as areas where further capital investment will be required in the future to improve conditions and address the maintenance backlog.

The number of Community Area Transport Group (CATG) schemes and those for pedestrians were above target.

Overall public satisfaction with most aspects of the highway service improved slightly in 2019, and generally remained close to the national average. However, public satisfaction with road maintenance and walking and cycling remained slightly below the national average.

ASSET MANAGEMENT OBJECTIVES

The Asset Management Objectives are described in the Wiltshire Highways Asset Management Strategy. The relevant Strategic Objectives and Key Performance Indicators are summarised below.

Network Safety Condition and Resilience

To reduce road casualties, improve road safety and the condition and resilience of the highway network.

Strategic Objective	Key Performance Indicator
To support and help improve the vitality, viability and resilience of Wiltshire's economy and market towns. (LTP SO1) To make the best use of the existing infrastructure through effective design, management and maintenance (LTP SO6). To improve the resilience of the transport system to impacts such as adverse weather, climate change and peak oil (LTP SO16). To improve safety for all road users and to reduce the number of casualties on Wiltshire's roads (LTP SO8)	NSCR01 - Accidents - People Killed and seriously Injured
	NSCR02 - Accidents - People Slight Injury
	NSCR03 - Road Surface Skidding Resistance
	NSCR04 - Structural Condition of Carriageway
	NSCR05 - Winter Maintenance
	NSCR06 - Bridges and Structures Condition

Network Availability

Minimise the impact of road works by ensuring works are planned and carried out at an optimal time.

Strategic Objective	Key Performance Indicator
To minimise traffic delays and disruption and improve journey time reliability on key routes (LTP SO4). To enhance the journey experience of transport users (LTP SO18)	NA01 - Planned Works versus Reactive Works
	NA02 - Forward Visibility of Surfacing Programme
	NA03 - Forward Visibility of Structures Programme
	NA04 - Planned Routine maintenance
	NA05 - Reducing number of Potholes recorded
	NA06 - Reducing Priority Safety Defects

Maintenance for Sustainable Transport

To provide a highway network that supports public transport and enables sustainable transport alternatives

Strategic Objective	Key Performance Indicator
<p>To provide, support and/or promote a choice of sustainable transport alternatives including walking, cycling, buses and rail. (LTP SO2)</p> <p>To improve sustainable access to a full range of opportunities particularly for those people without access to a car. (LTP SO5)</p> <p>To reduce the need to travel, particularly by private car. (LTP SO13)</p> <p>To reduce barriers to transport and access for people with disabilities and mobility impairment. (LTP SO15)</p> <p>To improve sustainable access to Wiltshire's countryside and provide a more useable public rights of way network. (LTP SO17)</p>	MST01 - Footway Condition
	MST02 - Dropped kerbs for pedestrians
	MST03 - Pedestrian Improvements
	MST04 - CATG Schemes
	MST05 - Traffic Signals
	MST06 - Rights of Way

Infrastructure to Support Economic Growth

To effectively plan for the management of new infrastructure required to support growth.

Strategic Objective	Key Performance Indicator
<p>To support planned growth in Wiltshire and ensure that new developments adequately provide for their sustainable transport (LTP SO12)</p> <p>To enhance Wiltshire's public realm and streetscene. (LTP SO7)</p>	ISEG01 - Delivery of A350 Chippenham Phase 3
	ISEG02 - Delivery of M4 Junction 17 Improvement
	ISEG03 - Development A350 Yarnbrook/West Ashton Scheme
	ISEG04 - Development of future major schemes
	ISEG05 - Network improvements from development
	ISEG06 - Access improvements for development

Environmental Sustainability

To minimise the environmental impact of maintaining and operating the highway network.

Strategic Objective	Key Performance Indicator
To reduce the impact of traffic on people's quality of life and Wiltshire's built and natural environment. (LTP SO3) To encourage the efficient and sustainable distribution of freight in Wiltshire. (LTP SO10) To reduce the level of air pollutant and climate change emissions from transport. (LTP SO11) To reduce the impact of traffic speeds in towns and villages. (LTP SO9)	ES01 - Energy Consumption for street lighting
	ES02 - Low carbon surfacing materials
	ES03 - Recycling of road construction materials
	ES04 - Flood Prevention Schemes
	ES05 - Highway Trees and Verges
	ES06 - Treating Noxious Weeds

Customer

To manage the highway network in a manner that supports our vision of placing customers first.

Strategic Objective	Key Performance Indicator
Trust and Respect, Simplicity, Responsibility, Leadership, Working Together, Excellence (Behaviours Framework) Communicating effectively with the public (Communications Strategy) Place Customers First (Business Plan) Strengthen our communities (Business Plan)	C01 - Satisfaction with Road Safety
	C02 - Satisfaction with Road Maintenance
	C03 - Deals with Potholes & Damaged Roads
	C04 - Satisfaction with Walking and Cycling
	C05 - Tackling congestion
	C06 - Satisfaction with Managing Roadworks

Wiltshire Highways Performance Management Framework

Contents

Network Safety Condition & Resilience 01: Accidents – People Killed and seriously injured.	6
Network Safety Condition & Resilience 02: Accidents – People Slight Injury.....	7
Network Safety Condition & Resilience 03: Road Surface Skidding Resistance (SCRIM)	8
Network Safety Condition & Resilience 04: Structural Condition of Carriageway.....	9
Network Safety Condition & Resilience 05: Winter Maintenance	10
Network Safety Condition & Resilience 06: Bridges and Structures (BCI)	11
Network Availability NA01: Planned works versus reactive works.	12
Network Availability NA02: Forward visibility of Surfacing Programme.	13
Network Availability NA03: Forward Visibility of Structures Programme.	14
Network Availability NA04: Planned Routine Maintenance	15
Network Availability NA05: Reducing the Number of Potholes	16
Network Availability NA06: Repair of Priority 1 Defects	17
Maintenance for Sustainable Transport 01: Footway Condition.....	18
Maintenance for Sustainable Transport 02: Dropped Kerbs for Pedestrians	19
Maintenance for Sustainable Transport 03: Pedestrian Improvements.....	20
Maintenance for Sustainable Transport 04: Community Area Transport Group Schemes ...	21
Maintenance for Sustainable Transport 05: Traffic Signals.....	22
Maintenance for Sustainable Transport 06: Rights of Way	23
Environmental Sustainability 01: Energy Consumption	30
Environmental Sustainability 02: Low Carbon Asphalt Materials	31
Environmental Sustainability 03: Recycling of Road Construction Materials.....	32
Environmental Sustainability 04: Flood Prevention Schemes	33
Environmental Sustainability 05: Highway Trees and Verges.....	34
Environmental Sustainability 06: Noxious Weeds.....	35
Customer 01: Satisfaction with Road Safety	36
Customer 02: Satisfaction with Road Maintenance	37
Customer 03: Deals with potholes and damaged roads	38
Customer 04: Satisfaction with Walking and Cycling	39
Customer 05: Satisfaction with Tackling Congestion	40
Customer 06: Satisfaction with Managing Roadworks	41

Network Safety Condition & Resilience NSCR01: Accidents – People Killed and seriously injured.																						
Overview	<p>The purpose of this performance measure is to report on the effectiveness of the measures undertaken to meet the casualty reduction targets.</p> <p>This measure is as defined in the road safety strategy.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: red; color: black; text-align: center;">Poor</td> <td style="background-color: yellow; color: black; text-align: center;">Fair</td> <td style="background-color: lightgreen; color: black; text-align: center;">Good</td> </tr> <tr> <td style="background-color: red; color: black; text-align: center;">Above target</td> <td style="background-color: yellow; color: black; text-align: center;">On Target or close to target</td> <td style="background-color: lightgreen; color: black; text-align: center;">Below Target</td> </tr> </table> <p>Where Poor is defined as not meeting the Safety Strategy Aim. Fair is an achievement in line with the Safety Strategy targets and Good signifies that the road safety targets are being exceeded.</p>	Poor	Fair	Good	Above target	On Target or close to target	Below Target															
Poor	Fair	Good																				
Above target	On Target or close to target	Below Target																				
Trends	<p>Forward targets for this measure are:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="6" style="background-color: #b8cce4;">Actual</th> <th style="background-color: #b8cce4;">Forward Targets</th> </tr> <tr> <th style="background-color: #b8cce4;">14/15</th> <th style="background-color: #b8cce4;">15/16</th> <th style="background-color: #b8cce4;">16/17</th> <th style="background-color: #b8cce4;">17/18</th> <th style="background-color: #b8cce4;">18/19</th> <th style="background-color: #b8cce4;">19/20</th> <th style="background-color: #b8cce4;">20/21</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">209</td> <td style="background-color: lightgreen; text-align: center;">190</td> <td style="background-color: red; text-align: center;">192</td> <td style="background-color: lightgreen; text-align: center;">174</td> <td style="background-color: red; text-align: center;">200</td> <td style="background-color: red; text-align: center;">187</td> <td style="text-align: center;">141</td> </tr> </tbody> </table> <p>This measure is not affected by network hierarchy.</p> <p>Driver for Change / Improvement Action National and local aims to reduce accidents</p>	Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	209	190	192	174	200	187	141
Actual						Forward Targets																
14/15	15/16	16/17	17/18	18/19	19/20	20/21																
209	190	192	174	200	187	141																
Measure Details	<p>This is an annual measure. This measure conforms to the Road Safety Strategy.</p> <p>This measure is based on STATS19 Police Accident data.</p> <p>Measure shows number of people killed each year. Excludes motorways and trunk roads.</p> <p>Collision Reduction Policy aim is for a 40% reduction in killed and seriously injured based on the 2005-09 average by 2020 (calendar year).</p> <p>Target for 2019/20 killed and seriously injured is 152. The actual figure is 187, which is significantly above the target, but is a reduction from the previous year. Performance is currently assessed as Poor.</p>																					

Network Safety Condition & Resilience NSCR02: Accidents – People Slight Injury.																						
Overview	<p>The purpose of this performance measure is to report on the effectiveness of the measures undertaken to meet the casualty reduction targets.</p> <p>This measure is as defined in the road safety strategy.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: red; color: black; text-align: center;">Poor</td> <td style="background-color: yellow; color: black; text-align: center;">Fair</td> <td style="background-color: lightgreen; color: black; text-align: center;">Good</td> </tr> <tr> <td style="background-color: red; color: black; text-align: center;">Increasing slight accidents</td> <td style="background-color: yellow; color: black; text-align: center;">On or close to Target</td> <td style="background-color: lightgreen; color: black; text-align: center;">Decreasing slight accidents</td> </tr> </table> <p>Where poor is defined as not meeting the Safety Strategy Target. Fair is an achievement in line with the Safety Strategy targets. Good signifies that the Safety Strategy targets are being exceeded.</p>	Poor	Fair	Good	Increasing slight accidents	On or close to Target	Decreasing slight accidents															
Poor	Fair	Good																				
Increasing slight accidents	On or close to Target	Decreasing slight accidents																				
Trends	<p>Forward targets for this measure are:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="6" style="background-color: #b8cce4;">Actual</th> <th style="background-color: #b8cce4;">Forward Targets</th> </tr> <tr> <th>14/15</th> <th>15/16</th> <th>16/17</th> <th>17/18</th> <th>18/19</th> <th>19/20</th> <th>20/21</th> </tr> </thead> <tbody> <tr> <td style="background-color: #d9d9d9;">1108</td> <td style="background-color: #c6e0b4;">1105</td> <td style="background-color: #c6e0b4;">1069</td> <td style="background-color: #c6e0b4;">887</td> <td style="background-color: #c6e0b4;">832</td> <td style="background-color: #c6e0b4;">892</td> <td style="background-color: #d9d9d9;">1105</td> </tr> </tbody> </table> <p>Targets to be reviewed, but currently assumed that it should be no increase in accidents in future years based on 2014/15 base year.</p> <p>Driver for Change / Improvement Action National and local aims to reduce accidents</p>	Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	1108	1105	1069	887	832	892	1105
Actual						Forward Targets																
14/15	15/16	16/17	17/18	18/19	19/20	20/21																
1108	1105	1069	887	832	892	1105																
Measure Details	<p>This is an annual measure</p> <p>This measure reflects the Road Safety Strategy and is the number of slight injury casualties.</p> <p>This measure is based on STATS19 Police accident data. Excludes motorways and trunk roads.</p> <p>Collision Reduction Policy aim is for a 40% reduction in killed and seriously injured based on the 2005-09 average by 2020 (calendar year). No specific aim has been adopted for slight injuries.</p> <p>2019/20 shows an increase in slight injuries compared to the previous year but is still below the 2014 to 2016 numbers and performance is assessed as good.</p>																					

Network Safety Condition & Resilience NSCR03: Road Surface Skidding Resistance (SCRIM)																						
Overview	<p>The purpose of this performance measure is to report the percentage of the network with low skidding resistance.</p> <p>This measure is part of the annual network condition survey. The level of performance for this measure is determined based on the following change in % of surveyed network below investigatory level.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: red; color: white; text-align: center;">Poor</td> <td style="background-color: orange; text-align: center;">Fair</td> <td style="background-color: lightgreen; text-align: center;">Good</td> </tr> <tr> <td style="background-color: red; color: white; text-align: center;">Increased %</td> <td style="background-color: orange; text-align: center;">Slight change or unchanged</td> <td style="background-color: lightgreen; text-align: center;">Reduced %</td> </tr> </table> <p>Where poor is defined as percentage of the road surface below the investigatory level increasing, fair is unchanged or slight increase, and good is a reduction in %.</p>	Poor	Fair	Good	Increased %	Slight change or unchanged	Reduced %															
Poor	Fair	Good																				
Increased %	Slight change or unchanged	Reduced %																				
Trends	<p>Forward targets for this measure are:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="6" style="background-color: #b8cce4;">Actual</th> <th style="background-color: #b8cce4;">Forward Targets</th> </tr> <tr> <th>14/15</th> <th>15/16</th> <th>16/17</th> <th>17/18</th> <th>18/19</th> <th>19/20</th> <th>20/21</th> </tr> </thead> <tbody> <tr> <td style="background-color: #d9d9d9;">28.4%</td> <td style="background-color: orange;">30.4%</td> <td style="background-color: orange;">30.98%</td> <td style="background-color: lightgreen;">29.55%</td> <td style="background-color: orange;">31.4%</td> <td style="background-color: orange;">34.49 %</td> <td>Reduce %</td> </tr> </tbody> </table> <p>Driver for Change / Improvement Action/Comment</p> <p>National and local aims to reduce accidents. Skid resistance is an important factor in road safety.</p>	Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	28.4%	30.4%	30.98%	29.55%	31.4%	34.49 %	Reduce %
Actual						Forward Targets																
14/15	15/16	16/17	17/18	18/19	19/20	20/21																
28.4%	30.4%	30.98%	29.55%	31.4%	34.49 %	Reduce %																
Measure Details	<p>This is measured annually.</p> <p><i>SCRIM Survey</i> – surface skid resistance is measured in accordance with DMRB publication HD28/04. The SCRIM vehicle measures the friction between a tyre and the road under controlled slip conditions. Each section of the highway network is assigned a site category known as an investigatory level. The Council surveys the main road network annually, which comprises all A and B roads, and specific C and UC roads. This is approximately 1,097km, and is 24% of the network.</p> <p>This information is also used by the Direct Management Group for benchmarking.</p> <p>Figure for 2018/19 was 31.40% which was a very slight decline from 29.55% in 2017/18. The increase to 34.49% in 2019/20 is disappointing and will continue to be monitored.</p> <p>The 2019/20 percentage of surveyed road below investigatory level is assessed as Fair.</p>																					

Network Safety Condition & Resilience NSCR04: Structural Condition of Carriageway																						
Overview	<p>This performance measure is designed to determine the percentage of carriageway where maintenance should be considered soon.</p> <p>The level of service for this measure is determined based on the following bandings.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: red; color: black; text-align: center;">Poor</td> <td style="background-color: yellow; color: black; text-align: center;">Fair</td> <td style="background-color: lightgreen; color: black; text-align: center;">Good</td> </tr> <tr> <td style="background-color: red; color: black; text-align: center;">Increased %</td> <td style="background-color: yellow; color: black; text-align: center;">Slight increase or unchanged</td> <td style="background-color: lightgreen; color: black; text-align: center;">Reduced %</td> </tr> </table> <p>Where poor is defined as the percentage increasing, Fair is defined as slight increase in percentage or unchanged, and Good is defined as percentage decreasing.</p>	Poor	Fair	Good	Increased %	Slight increase or unchanged	Reduced %															
Poor	Fair	Good																				
Increased %	Slight increase or unchanged	Reduced %																				
Trends	<p>Trends for this measure are:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="6" style="background-color: #b8cce4;">Actual</th> <th style="background-color: #b8cce4;">Forward Targets</th> </tr> <tr> <th>14/15</th> <th>15/16</th> <th>16/17</th> <th>17/18</th> <th>18/19</th> <th>19/20</th> <th>20/21</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">-</td> <td style="text-align: center;">3.7%</td> <td style="text-align: center;">3.7%</td> <td style="text-align: center;">3.6%</td> <td style="text-align: center;">4.7%</td> <td style="text-align: center;">3.6%</td> <td style="text-align: center;">Reduce %</td> </tr> </tbody> </table> <p>Driver for Change / Improvement Action</p> <p>Improved road safety and customer satisfaction</p>	Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	-	3.7%	3.7%	3.6%	4.7%	3.6%	Reduce %
Actual						Forward Targets																
14/15	15/16	16/17	17/18	18/19	19/20	20/21																
-	3.7%	3.7%	3.6%	4.7%	3.6%	Reduce %																
Measure Details	<p>This is an annual measure derived from the annual Scanner survey of the highway network. Survey based on annually 50% of A class roads in both directions, 100% of B class roads in one direction, and 50% of C class roads and 20% of unclassified roads in one direction. The lengths of unclassified roads surveyed has been increased in 2020.</p> <p>The information used to generate this measure is also used by the Direct Management Group for benchmarking.</p> <p>Measure is lane length with Scanner condition Red as a percentage of total length surveyed. It should be noted that the survey methodology may result in some fluctuations in these survey results over time.</p> <p>2017/18 percentage was a slight reduction compared to the previous year and was assessed as good. However, the 2018/19 survey results show a slight increase in % in poor condition, but the 2019/20 result has returned to 2017/18 levels.</p> <p>The 2019/20 result for this measure is assessed as good.</p>																					

Network Safety Condition & Resilience NSCR05: Winter Maintenance																						
Overview	<p>This performance measure records the percentage of Winter Service treatment carried out within the prescribed the timescales.</p> <p>The level of service for this measure is determined based on the following bandings.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: red; color: white; text-align: center;">Poor</td> <td style="background-color: yellow; text-align: center;">Fair</td> <td style="background-color: lightgreen; text-align: center;">Good</td> </tr> <tr> <td style="text-align: center;"><90%</td> <td style="text-align: center;">90% to 96%</td> <td style="text-align: center;">96% to 100%</td> </tr> </table> <p>Where poor is defined as an achievement of less than 90%, fair is an achievement of greater than 90% but less than or equal to 96%, good is an achievement of 100% delivery.</p>	Poor	Fair	Good	<90%	90% to 96%	96% to 100%															
Poor	Fair	Good																				
<90%	90% to 96%	96% to 100%																				
Trends	<p>Trends for this measure are:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="6">Actual</th> <th>Forward Targets</th> </tr> <tr> <th>14/15</th> <th>15/16</th> <th>16/17</th> <th>17/18</th> <th>18/19</th> <th>19/20</th> <th>20/21</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">-</td> <td style="background-color: lightgreen; text-align: center;">Good</td> <td style="background-color: lightgreen; text-align: center;">Good</td> <td style="background-color: lightgreen; text-align: center;">Good</td> <td style="background-color: lightgreen; text-align: center;">Good</td> <td style="background-color: lightgreen; text-align: center;">Good</td> <td style="text-align: center;">Good</td> </tr> </tbody> </table> <p>This measure applies to precautionary salting network only.</p> <p>Driver for Change / Improvement Action</p> <p>Road safety, resilience and customer satisfaction.</p>	Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	-	Good	Good	Good	Good	Good	Good
Actual						Forward Targets																
14/15	15/16	16/17	17/18	18/19	19/20	20/21																
-	Good	Good	Good	Good	Good	Good																
Measure Details	<p>This measure is a contract compliance requirement and included in the PMF as an annual figure.</p> <p>The contractor/Client keeps a record of all daily proposed and actual actions, including all dates and times for each route and each treatment to produce the Performance Measure.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Year</th> <th>Primary</th> <th>Secondary</th> </tr> </thead> <tbody> <tr> <td>2015/16</td> <td style="text-align: center;">30</td> <td style="text-align: center;">5</td> </tr> <tr> <td>2016/17</td> <td style="text-align: center;">44</td> <td style="text-align: center;">16</td> </tr> <tr> <td>2017/18</td> <td style="text-align: center;">80</td> <td style="text-align: center;">27</td> </tr> <tr> <td>2018/19</td> <td style="text-align: center;">39</td> <td style="text-align: center;">6</td> </tr> <tr> <td>2019/20</td> <td style="text-align: center;">31</td> <td style="text-align: center;">2</td> </tr> </tbody> </table> <p>In 2017/18 there were significantly more treatments than in most years as result of the severe winter. 2019/20 was a mild winter with fewer treatments.</p> <p>No major problems were noted with the operation of winter maintenance in 2019/20 and performance was assessed as good.</p>	Year	Primary	Secondary	2015/16	30	5	2016/17	44	16	2017/18	80	27	2018/19	39	6	2019/20	31	2			
Year	Primary	Secondary																				
2015/16	30	5																				
2016/17	44	16																				
2017/18	80	27																				
2018/19	39	6																				
2019/20	31	2																				

Network Safety Condition & Resilience NSCR06: Bridges and Structures (BCI)																						
Overview	<p>This performance measure is a number of bridge condition factors amalgamated into a single condition indicator using the Bridge Condition Indicator (BCI) information.</p> <p>The level of service for this measure is determined based on the following bandings.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: red; color: white; text-align: center;">Poor</td> <td style="background-color: yellow; text-align: center;">Fair</td> <td style="background-color: lightgreen; text-align: center;">Good</td> </tr> <tr> <td style="background-color: red; text-align: center;"><65</td> <td style="background-color: yellow; text-align: center;">>65 and <80</td> <td style="background-color: lightgreen; text-align: center;">>80</td> </tr> </table> <p>Where poor is defined as less than 65%, fair is greater than or equal to 65% but less than 80%, good is greater than or equal to 80%</p>	Poor	Fair	Good	<65	>65 and <80	>80															
Poor	Fair	Good																				
<65	>65 and <80	>80																				
Trends	<p>Forward targets for this measure are:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="6" style="background-color: #a6c9ec;">Actual</th> <th style="background-color: #a6c9ec;">Forward Targets</th> </tr> <tr> <th style="background-color: #a6c9ec;">14/15</th> <th style="background-color: #a6c9ec;">15/16</th> <th style="background-color: #a6c9ec;">16/17</th> <th style="background-color: #a6c9ec;">17/18</th> <th style="background-color: #a6c9ec;">18/19</th> <th style="background-color: #a6c9ec;">19/20</th> <th style="background-color: #a6c9ec;">20/21</th> </tr> </thead> <tbody> <tr> <td style="background-color: #d3d3d3; text-align: center;">-</td> <td style="background-color: lightgreen; text-align: center;">84.13</td> <td style="background-color: lightgreen; text-align: center;">84.56</td> <td style="background-color: lightgreen; text-align: center;">86.00</td> <td style="background-color: lightgreen; text-align: center;">85.34</td> <td style="background-color: lightgreen; text-align: center;">85.47</td> <td style="text-align: center;">80</td> </tr> </tbody> </table> <p>Driver for Change / Improvement Action Need to ensure the Council's bridges are safe and fit for purpose.</p>	Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	-	84.13	84.56	86.00	85.34	85.47	80
Actual						Forward Targets																
14/15	15/16	16/17	17/18	18/19	19/20	20/21																
-	84.13	84.56	86.00	85.34	85.47	80																
Measure Details	<p>This is an annual measure.</p> <p>This measure is calculated using the latest General or Principal Inspection information from the Structures Management System and in particular the condition (severity/extent) information recorded against each structural element. The BCI is evaluated based on the 'Guidance Document for Performance Measurement of Highway Structures, Part B1: Condition Performance Indicator'.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="background-color: #d9e1f2;">Measure</th> <th style="background-color: #d9e1f2;">2017/18</th> <th style="background-color: #d9e1f2;">2018/19</th> <th style="background-color: #d9e1f2;">2019/20</th> </tr> </thead> <tbody> <tr> <td>BCI Average</td> <td style="text-align: center;">88.41</td> <td style="text-align: center;">87.81</td> <td style="text-align: center;">87.96</td> </tr> <tr> <td>BCI Critical</td> <td style="text-align: center;">82.39</td> <td style="text-align: center;">81.63</td> <td style="text-align: center;">81.73</td> </tr> <tr> <td>Blended (0.6 BCI Ave + 0.4 BCI)</td> <td style="text-align: center;">86.00</td> <td style="text-align: center;">85.34</td> <td style="text-align: center;">85.47</td> </tr> </tbody> </table> <p>For 2019/20 the results are: BCI average 87.96, BCI critical 81.73</p> <p>Blended weighted average is 85.47 (0.6 BCI Ave + 0.4 BCI Critical weighted against deck area)</p> <p>Based on the target 2019/20 performance is rated as good.</p>	Measure	2017/18	2018/19	2019/20	BCI Average	88.41	87.81	87.96	BCI Critical	82.39	81.63	81.73	Blended (0.6 BCI Ave + 0.4 BCI)	86.00	85.34	85.47					
Measure	2017/18	2018/19	2019/20																			
BCI Average	88.41	87.81	87.96																			
BCI Critical	82.39	81.63	81.73																			
Blended (0.6 BCI Ave + 0.4 BCI)	86.00	85.34	85.47																			

Network Availability NA01: Planned works versus reactive works.																						
Overview	<p>The purpose of the performance measure is to compare proportion of planned highway maintenance works to reactive works. Low proportion of reactive works is good.</p> <p>The measure is the percentage expenditure of highway maintenance reactive work.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: red; color: white; text-align: center;">Poor</td> <td style="background-color: orange; text-align: center;">Fair</td> <td style="background-color: lightgreen; text-align: center;">Good</td> </tr> <tr> <td style="text-align: center;">Reactive work more than 15%</td> <td style="text-align: center;">Reactive work 15%</td> <td style="text-align: center;">Reactive work 15% or less</td> </tr> </table> <p>Where poor is defined Reactive work more than 15%, fair is 15% reactive work, and good is less than 15% reactive work.</p>	Poor	Fair	Good	Reactive work more than 15%	Reactive work 15%	Reactive work 15% or less															
Poor	Fair	Good																				
Reactive work more than 15%	Reactive work 15%	Reactive work 15% or less																				
Trends	<p>Forward targets for this measure are:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="6" style="background-color: yellow;">Actual</th> <th style="background-color: yellow;">Forward Targets</th> </tr> <tr> <th>14/15</th> <th>15/16</th> <th>16/17</th> <th>17/18</th> <th>18/19</th> <th>19/20</th> <th>20/21</th> </tr> </thead> <tbody> <tr> <td style="background-color: lightgrey;">N/A</td> <td style="background-color: lightgreen;">9%</td> <td style="background-color: lightgreen;">12%</td> <td style="background-color: lightgreen;">13%</td> <td style="background-color: lightgreen;">14%</td> <td style="background-color: lightgreen;">15%</td> <td style="background-color: lightgreen;">15%</td> </tr> </tbody> </table> <p>This measure is not affected by network hierarchy.</p> <p>Driver for Change / Improvement Action</p> <p>An improvement in the longer term would indicate a larger highways capital maintenance programme and increased planned maintenance.</p>	Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	N/A	9%	12%	13%	14%	15%	15%
Actual						Forward Targets																
14/15	15/16	16/17	17/18	18/19	19/20	20/21																
N/A	9%	12%	13%	14%	15%	15%																
Measure Details	<p>This performance measure is the budget expenditure on reactive work such as pothole repairs and patching compared to expenditure on planned highway maintenance such as surfacing, reconstruction and surface dressing.</p> <p>The performance measure is reviewed annually to calculate the NA01 measure.</p> <p>Targets for future years will be reviewed next year.</p> <p>2019/20 proportion of the budget for reactive road maintenance compared to the total budget was estimated as 15% which is assessed as good. The actual expenditure on planned maintenance was higher than anticipated as it was possible to bring some planned maintenance forward.</p>																					

Network Availability NA02: Forward visibility of Surfacing Programme.																						
Overview	<p>The purpose of the performance measure is to measure the extent of the forward programme of planned highway maintenance works. Long forward programme is good.</p> <p>The measure is the forward highway major maintenance programmed.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: red; color: white; text-align: center;">Poor</td> <td style="background-color: orange; text-align: center;">Fair</td> <td style="background-color: lightgreen; text-align: center;">Good</td> </tr> <tr> <td style="background-color: red; color: white; text-align: center;">Less than target</td> <td style="background-color: orange; text-align: center;">Close to target</td> <td style="background-color: lightgreen; text-align: center;">Better than or on target</td> </tr> </table> <p>Where poor is defined less than target, fair is close to target, and good is on target or better.</p>	Poor	Fair	Good	Less than target	Close to target	Better than or on target															
Poor	Fair	Good																				
Less than target	Close to target	Better than or on target																				
Trends	<p>Forward targets for this measure are:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="6" style="background-color: yellow;">Actual</th> <th style="background-color: yellow;">Forward Targets</th> </tr> <tr> <th>14/15</th> <th>15/16</th> <th>16/17</th> <th>17/18</th> <th>18/19</th> <th>19/20</th> <th>20/21</th> </tr> </thead> <tbody> <tr> <td style="background-color: #cccccc;">N/A</td> <td style="background-color: lightgreen;">1 year</td> <td style="background-color: lightgreen;">1 year</td> <td style="background-color: lightgreen;">2 years</td> <td style="background-color: lightgreen;">5 years</td> <td style="background-color: lightgreen;">5 years</td> <td style="background-color: lightgreen;">5 years</td> </tr> </tbody> </table> <p>This measure is not affected by network hierarchy.</p> <p>Driver for Change / Improvement Action</p> <p>Need to identify an effective maintenance programme for the road network for future investment.</p>	Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	N/A	1 year	1 year	2 years	5 years	5 years	5 years
Actual						Forward Targets																
14/15	15/16	16/17	17/18	18/19	19/20	20/21																
N/A	1 year	1 year	2 years	5 years	5 years	5 years																
Measure Details	<p>This performance measure is length of the forward planned highway maintenance such as surfacing, reconstruction and surface dressing.</p> <p>The performance measure is reviewed annually to calculate the NA02 measure.</p> <p>Target of a 5 year forward programme has been set from 2018/19. The 5 year highways major maintenance programme was has been updated to reflect the next five years based on assumed budgets.</p> <p>2019/20 programme has forward visibility of five years. Performance is considered to be on target.</p>																					

Network Availability NA03: Forward Visibility of Structures Programme.																											
Overview	<p>The purpose of the performance measure is to measure the extent of the forward programme of structures and bridges works. Long forward programme is good.</p> <p>The measure is the forward structures and bridges programmed.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: red; color: white; text-align: center;">Poor</td> <td style="background-color: orange; text-align: center;">Fair</td> <td style="background-color: lightgreen; text-align: center;">Good</td> </tr> <tr> <td style="text-align: center;">Less than target</td> <td style="text-align: center;">Close to target</td> <td style="text-align: center;">Better than or on target</td> </tr> </table> <p>Where poor is defined less than target, fair is close to target, and good is on target or better.</p>						Poor	Fair	Good	Less than target	Close to target	Better than or on target															
Poor	Fair	Good																									
Less than target	Close to target	Better than or on target																									
Trends	<p>Forward targets for this measure are:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="6" style="background-color: yellow;">Actual</th> <th style="background-color: yellow;">Forward Targets</th> </tr> <tr> <th style="background-color: #e0e0e0;">14/15</th> <th style="background-color: #e0e0e0;">15/16</th> <th style="background-color: #e0e0e0;">14/15</th> <th style="background-color: #e0e0e0;">15/16</th> <th style="background-color: #e0e0e0;">14/15</th> <th style="background-color: #e0e0e0;">15/16</th> <th style="background-color: #e0e0e0;">14/15</th> </tr> </thead> <tbody> <tr> <td style="background-color: #e0e0e0;">N/A</td> <td style="background-color: #e0e0e0;">5 year</td> <td style="background-color: #e0e0e0;">5 year</td> <td style="background-color: #e0e0e0;">5 year</td> <td style="background-color: #e0e0e0;">5 year</td> <td style="background-color: #e0e0e0;">5 year</td> <td style="background-color: #e0e0e0;">5 year</td> </tr> </tbody> </table> <p>This measure is not affected by network hierarchy.</p> <p>Driver for Change / Improvement Action</p> <p>A detailed forward programme for structures and bridges work is required to support good asset management and lifecycle planning.</p>						Actual						Forward Targets	14/15	15/16	14/15	15/16	14/15	15/16	14/15	N/A	5 year	5 year	5 year	5 year	5 year	5 year
Actual						Forward Targets																					
14/15	15/16	14/15	15/16	14/15	15/16	14/15																					
N/A	5 year	5 year	5 year	5 year	5 year	5 year																					
Measure Details	<p>This performance measure is length of the forward planned programme of bridges and structures works. A programme with named schemes for 5 years is considered desirable.</p> <p>The performance measure is reviewed annually to calculate the NA03 measure.</p> <p>2019/20 programme has forward visibility of five years which is on target and good.</p>																										

Network Availability NA04: Planned Routine Maintenance																																																
Overview	<p>The purpose of the performance measure is to measure the completion of various routine maintenance operations on programme.</p> <p>The measure is the progress on delivering routine maintenance operations assessed annually.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: red; color: white; text-align: center;">Poor</td> <td style="background-color: orange; text-align: center;">Fair</td> <td style="background-color: green; text-align: center;">Good</td> </tr> <tr> <td style="background-color: red; color: white; text-align: center;">Not on programme</td> <td style="background-color: orange; text-align: center;">Close to programme</td> <td style="background-color: green; text-align: center;">On programme or better</td> </tr> </table> <p>Where poor is defined as work not on programme, fair is close to programme or within 5%, and good is on programme or ahead of programme.</p>						Poor	Fair	Good	Not on programme	Close to programme	On programme or better																																				
Poor	Fair	Good																																														
Not on programme	Close to programme	On programme or better																																														
Trends	<p>Forward targets for this measure are:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="6" style="background-color: yellow;">Actual</th> <th style="background-color: yellow;">Forward Targets</th> </tr> <tr> <th style="background-color: yellow;">14/15</th> <th style="background-color: yellow;">15/16</th> <th style="background-color: yellow;">16/17</th> <th style="background-color: yellow;">17/18</th> <th style="background-color: yellow;">18/19</th> <th style="background-color: yellow;">19/20</th> <th style="background-color: yellow;">20/21</th> </tr> </thead> <tbody> <tr> <td style="background-color: lightgrey;">N/A</td> <td style="background-color: orange;">Close to target</td> <td style="background-color: orange;">Close to target</td> <td style="background-color: orange;">Close to target</td> <td style="background-color: green;">Good</td> <td style="background-color: orange;">Close to target</td> <td style="background-color: white;">On target</td> </tr> </tbody> </table> <p>This measure is generally not affected by network hierarchy.</p> <p>Driver for Change / Improvement Action</p> <p>It is important that routine operations are carried out to an agreed programme in terms of road safety, environmental impact and cost.</p>						Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	N/A	Close to target	Close to target	Close to target	Good	Close to target	On target																					
Actual						Forward Targets																																										
14/15	15/16	16/17	17/18	18/19	19/20	20/21																																										
N/A	Close to target	Close to target	Close to target	Good	Close to target	On target																																										
Measure Details	<p>This performance measure reflects gully emptying, rural grass cutting and road sweeping. Measure could be extended to include urban grass cutting, lighting night scouting, bulk lamp changes and other programmed routine maintenance in future years when base line data established. The performance measure will initially be based on:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="background-color: yellow;">Maintenance Operation</th> <th style="background-color: yellow;">Annual target (total)</th> <th style="background-color: yellow;">Frequency</th> <th style="background-color: yellow;">2017/18 Performance</th> <th style="background-color: yellow;">2018/19 Performance</th> <th style="background-color: yellow;">2019/20 Performance</th> </tr> </thead> <tbody> <tr> <td>Gully emptying (gully visits)</td> <td>Target 34,560</td> <td>Annual Target</td> <td>26,771 Below target</td> <td>45875 Above Target</td> <td>43,747 Above Target</td> </tr> <tr> <td>Rural grass cutting (exc for visibility areas)</td> <td>11,488km</td> <td>Once per year</td> <td>Completed</td> <td>Completed</td> <td>Completed</td> </tr> <tr> <td>Road sweeping town centre</td> <td>7,519km</td> <td>Fortnightly. Weekly in Salisbury.</td> <td>Completed</td> <td>Completed</td> <td>Completed</td> </tr> <tr> <td>Road sweeping residential</td> <td>4,850km</td> <td>Once per year</td> <td>Not Completed</td> <td>Completed</td> <td>Not Completed</td> </tr> <tr> <td>Road sweeping Car parks</td> <td>568,344sq m.</td> <td>Twice per year</td> <td>Completed</td> <td>Completed</td> <td>Completed</td> </tr> <tr> <td>Road sweeping Rural</td> <td>2,182km</td> <td>Once per year</td> <td>Not Completed</td> <td>Completed</td> <td>Not Completed</td> </tr> </tbody> </table> <p>In 2019/20 most of the planned routine maintenance operations were completed except sweeping which was affected by the demands of the wet winter and performance has been assessed as Fair.</p>						Maintenance Operation	Annual target (total)	Frequency	2017/18 Performance	2018/19 Performance	2019/20 Performance	Gully emptying (gully visits)	Target 34,560	Annual Target	26,771 Below target	45875 Above Target	43,747 Above Target	Rural grass cutting (exc for visibility areas)	11,488km	Once per year	Completed	Completed	Completed	Road sweeping town centre	7,519km	Fortnightly. Weekly in Salisbury.	Completed	Completed	Completed	Road sweeping residential	4,850km	Once per year	Not Completed	Completed	Not Completed	Road sweeping Car parks	568,344sq m.	Twice per year	Completed	Completed	Completed	Road sweeping Rural	2,182km	Once per year	Not Completed	Completed	Not Completed
Maintenance Operation	Annual target (total)	Frequency	2017/18 Performance	2018/19 Performance	2019/20 Performance																																											
Gully emptying (gully visits)	Target 34,560	Annual Target	26,771 Below target	45875 Above Target	43,747 Above Target																																											
Rural grass cutting (exc for visibility areas)	11,488km	Once per year	Completed	Completed	Completed																																											
Road sweeping town centre	7,519km	Fortnightly. Weekly in Salisbury.	Completed	Completed	Completed																																											
Road sweeping residential	4,850km	Once per year	Not Completed	Completed	Not Completed																																											
Road sweeping Car parks	568,344sq m.	Twice per year	Completed	Completed	Completed																																											
Road sweeping Rural	2,182km	Once per year	Not Completed	Completed	Not Completed																																											

Network Availability NA05: Reducing the Number of Potholes																															
Overview	<p>The purpose of the performance measure is to measure the number of potholes meeting intervention levels. Reducing numbers of potholes is good.</p> <p>The measure is the number of intervention level potholes filled annually.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: red; color: white; text-align: center;">Poor</td> <td style="background-color: orange; text-align: center;">Fair</td> <td style="background-color: lightgreen; text-align: center;">Good</td> </tr> <tr> <td style="text-align: center;">Potholes increasing</td> <td style="text-align: center;">Potholes slightly above target</td> <td style="text-align: center;">Potholes reducing</td> </tr> </table> <p>Where poor is defined as numbers of potholes increasing, fair is slightly above target, and good is pothole numbers reducing.</p>	Poor	Fair	Good	Potholes increasing	Potholes slightly above target	Potholes reducing																								
Poor	Fair	Good																													
Potholes increasing	Potholes slightly above target	Potholes reducing																													
Trends	<p>Forward targets for this measure are:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="6" style="background-color: yellow;">Actual</th> <th style="background-color: yellow;">Forward Targets</th> </tr> <tr> <th>14/15</th> <th>15/16</th> <th>16/17</th> <th>17/18</th> <th>18/19</th> <th>19/20</th> <th>20/21</th> </tr> </thead> <tbody> <tr> <td style="background-color: #cccccc;">N/A</td> <td style="background-color: #cccccc;">N/A</td> <td style="background-color: orange;">6822</td> <td style="background-color: red;">10484</td> <td style="background-color: red;">11426</td> <td style="background-color: red;">13,235</td> <td>Reducing number</td> </tr> </tbody> </table> <p>This measure is not affected by network hierarchy.</p> <p>Driver for Change / Improvement Action</p> <p>Improving road conditions should result in reduced number of potholes.</p>	Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	N/A	N/A	6822	10484	11426	13,235	Reducing number									
Actual						Forward Targets																									
14/15	15/16	16/17	17/18	18/19	19/20	20/21																									
N/A	N/A	6822	10484	11426	13,235	Reducing number																									
Measure Details	<p>This performance measure is the number of intervention level potholes completed each year.</p> <p>The performance measure is reviewed annually to calculate the NA05 measure.</p> <p>2016/17 has been used as a baseline figure.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="background-color: yellow;">Identified by</th> <th>2016/17</th> <th>2017/18</th> <th>2018/19</th> <th>2019/20</th> </tr> </thead> <tbody> <tr> <td>Safety Inspection potholes</td> <td>1994</td> <td>2647</td> <td>2520</td> <td>2028</td> </tr> <tr> <td>Technician Inspection potholes</td> <td>462</td> <td>847</td> <td>1098</td> <td>939</td> </tr> <tr> <td>Customer reports</td> <td>1833</td> <td>1961</td> <td>1332</td> <td>2099</td> </tr> <tr> <td>Find and fix pothole repairs</td> <td>2533</td> <td>5029</td> <td>6476</td> <td>8104</td> </tr> <tr> <td>Total</td> <td>6822</td> <td>10484</td> <td>11426</td> <td>13235</td> </tr> </tbody> </table> <p>The number of potholes repaired increased considerably in 2019/20 as result of the exceptionally wet winter and the diversion of Parish Stewards onto filling potholes in the early months of 2020. Performance assessed as poor because of the increase in potholes.</p>	Identified by	2016/17	2017/18	2018/19	2019/20	Safety Inspection potholes	1994	2647	2520	2028	Technician Inspection potholes	462	847	1098	939	Customer reports	1833	1961	1332	2099	Find and fix pothole repairs	2533	5029	6476	8104	Total	6822	10484	11426	13235
Identified by	2016/17	2017/18	2018/19	2019/20																											
Safety Inspection potholes	1994	2647	2520	2028																											
Technician Inspection potholes	462	847	1098	939																											
Customer reports	1833	1961	1332	2099																											
Find and fix pothole repairs	2533	5029	6476	8104																											
Total	6822	10484	11426	13235																											

Network Availability NA06: Repair of Priority 1 Defects																															
Overview	<p>The purpose of the performance measure is to measure the number of safety defect potholes meeting safety intervention levels. Reducing numbers of safety defect (P1) potholes is good.</p> <p>The measure is the number of P1 potholes annually.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: red; color: white; text-align: center;">Poor</td> <td style="background-color: orange; text-align: center;">Fair</td> <td style="background-color: lightgreen; text-align: center;">Good</td> </tr> <tr> <td style="background-color: red; color: white; text-align: center;">P1 Potholes increasing</td> <td style="background-color: orange; text-align: center;">P1 Potholes slightly above target</td> <td style="background-color: lightgreen; text-align: center;">P1 Potholes reducing</td> </tr> </table> <p>Where poor is defined as P1 potholes increasing, fair is slightly above target, and good is P1 pothole numbers reducing.</p>						Poor	Fair	Good	P1 Potholes increasing	P1 Potholes slightly above target	P1 Potholes reducing																			
Poor	Fair	Good																													
P1 Potholes increasing	P1 Potholes slightly above target	P1 Potholes reducing																													
Trends	<p>Forward targets for this measure are:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="6" style="background-color: yellow;">Actual</th> <th style="background-color: yellow;">Forward Targets</th> </tr> <tr> <th>14/15</th> <th>15/16</th> <th>16/17</th> <th>17/18</th> <th>18/19</th> <th>19/20</th> <th>20/21</th> </tr> </thead> <tbody> <tr> <td style="background-color: #d3d3d3;">N/A</td> <td style="background-color: #d3d3d3;">N/A</td> <td style="background-color: orange;">707</td> <td style="background-color: red;">816</td> <td style="background-color: lightgreen;">643</td> <td style="background-color: orange;">685</td> <td>Reducing number</td> </tr> </tbody> </table> <p>This measure reflects the priorities on the network hierarchy.</p> <p>Driver for Change / Improvement Action</p> <p>Improving road conditions should result in reduced number of P1 potholes.</p>						Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	N/A	N/A	707	816	643	685	Reducing number				
Actual						Forward Targets																									
14/15	15/16	16/17	17/18	18/19	19/20	20/21																									
N/A	N/A	707	816	643	685	Reducing number																									
Measure Details	<p>This performance measure is the number of intervention level P1 potholes completed each year.</p> <p>The performance measure is reviewed annually to calculate the NA06 measure.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="background-color: yellow;">Identified by</th> <th style="background-color: yellow;">2016/17</th> <th style="background-color: yellow;">2017/18</th> <th style="background-color: yellow;">2018/19</th> <th style="background-color: yellow;">2019/20</th> </tr> </thead> <tbody> <tr> <td>P1 Potholes (safety Inspections)</td> <td>383</td> <td>421</td> <td>355</td> <td>304</td> </tr> <tr> <td>P1 Potholes (technician Inspections)</td> <td>110</td> <td>150</td> <td>129</td> <td>170</td> </tr> <tr> <td>P1 Potholes (customer reports)</td> <td>214</td> <td>245</td> <td>159</td> <td>211</td> </tr> <tr> <td>Total</td> <td>707</td> <td>816</td> <td>643</td> <td>685</td> </tr> </tbody> </table> <p>2016/17 has been used as the baseline.</p> <p>There was a reduction in the number of P1 potholes in 2018/19, but there has been a slight increase in 2019/20 mainly as a result of the exceptionally wet winter. The number is below the 2016/17 number and is assessed as Fair.</p>						Identified by	2016/17	2017/18	2018/19	2019/20	P1 Potholes (safety Inspections)	383	421	355	304	P1 Potholes (technician Inspections)	110	150	129	170	P1 Potholes (customer reports)	214	245	159	211	Total	707	816	643	685
Identified by	2016/17	2017/18	2018/19	2019/20																											
P1 Potholes (safety Inspections)	383	421	355	304																											
P1 Potholes (technician Inspections)	110	150	129	170																											
P1 Potholes (customer reports)	214	245	159	211																											
Total	707	816	643	685																											

Maintenance for Sustainable Transport MST01: Footway Condition																						
Overview	<p>This performance measure is designed to determine the percentage of footways where maintenance should be considered.</p> <p>The level of service for this measure is determined based on the following bandings.</p> <table border="1" data-bbox="614 432 1185 555"> <tr> <td>Poor</td> <td>Fair</td> <td>Good</td> </tr> <tr> <td>>25%</td> <td>>10% <25%</td> <td><10%</td> </tr> </table> <p>Where Poor is defined as >25% of surveyed footway length is considered as Structurally Unsound. Fair is defined as where between 10% and 25% of surveyed footway length is considered as Structurally Unsound. Good is defined as less than 10% of the surveyed footway length is considered as Structurally Unsound.</p>	Poor	Fair	Good	>25%	>10% <25%	<10%															
Poor	Fair	Good																				
>25%	>10% <25%	<10%																				
Trends	<p>Measured previously in 2015/16. Percentage of total surveyed footway length considered as structurally unsound.</p> <table border="1" data-bbox="443 831 1355 1032"> <thead> <tr> <th colspan="6">Actual</th> <th>Forward Targets</th> </tr> <tr> <th>14/15</th> <th>15/16</th> <th>16/17</th> <th>17/18</th> <th>18/19</th> <th>19/20</th> <th>20/21</th> </tr> </thead> <tbody> <tr> <td>-</td> <td>27.07</td> <td>Fair</td> <td>Fair</td> <td>Fair</td> <td>Fair</td> <td>Fair</td> </tr> </tbody> </table> <p>Driver for Change / Improvement Action</p> <p>Footway condition is not as good as desired in many instances as a result of underinvestment in previous years.</p>	Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	-	27.07	Fair	Fair	Fair	Fair	Fair
Actual						Forward Targets																
14/15	15/16	16/17	17/18	18/19	19/20	20/21																
-	27.07	Fair	Fair	Fair	Fair	Fair																
Measure Details	<p>This measure uses the Footway Network Survey (FNS) data to identify those locations recorded as being Structurally Unsound.</p> <p>The Council uses the structurally unsound footway condition data to identify and prioritise footway sites for treatment against the available budget.</p> <p>Footway surveys are usually undertaken on a 4 year cycle. Footway condition data is recorded in 4 categories – As New, Aesthetically Impaired, Functionally Impaired (FI) and Structurally Unsound (SU).</p> <p>SU assessment of condition in 2015/16 was 27.07 which is more in poor condition than 25% and was assessed as poor in 2015/16.</p> <p>No additional surveys have been completed, but a budget of £1.25 million was included for 2017/18 footway maintenance, and progress is now being made on reducing the backlog. Budget was reduced for 2018/19, but has been increased for 2019/20.</p> <p>Performance has been assessed as Fair for 2019/20 as some progress has been made on reducing the backlog.</p>																					

Maintenance for Sustainable Transport MST02: Dropped Kerbs for Pedestrians																						
Overview	<p>This performance measure is designed to determine the quantity of dropped kerb pedestrian access points installed per year.</p> <p>The level of service for this measure is determined based on the following bandings.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Poor</th> <th>Fair</th> <th>Good</th> </tr> </thead> <tbody> <tr> <td>Less than 5 per year</td> <td>5 to 10 per year</td> <td>10 per year</td> </tr> </tbody> </table> <p>Where Poor is defined as less than 5 sites per year, Fair is defined as 5 to 10 sites per year, and Good is more than 10 sites per year.</p>	Poor	Fair	Good	Less than 5 per year	5 to 10 per year	10 per year															
Poor	Fair	Good																				
Less than 5 per year	5 to 10 per year	10 per year																				
Trends	<p>Forward targets for this measure are:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="6">Actual</th> <th>Forward Targets</th> </tr> <tr> <th>14/15</th> <th>15/16</th> <th>16/17</th> <th>17/18</th> <th>18/19</th> <th>19/20</th> <th>20/21</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">-</td> <td style="text-align: center;">11</td> <td style="text-align: center;">26</td> <td style="text-align: center;">16</td> <td style="text-align: center;">31</td> <td style="text-align: center;">26</td> <td style="text-align: center;">More than 10</td> </tr> </tbody> </table> <p>Driver for Change / Improvement Action Improved accessibility for all road users.</p>	Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	-	11	26	16	31	26	More than 10
Actual						Forward Targets																
14/15	15/16	16/17	17/18	18/19	19/20	20/21																
-	11	26	16	31	26	More than 10																
Measure Details	<p>This measure records the number of dropped kerbs installed each year.</p> <p>Dropped kerbs are installed via the Integrated Transport Programme in response to requests raised at the Community Area Transport Groups (CATG).</p> <p>In 2019/20 there were 26 CATG schemes involving dropped kerbs to improve pedestrian access.</p> <p>This is above the target number. The indicator is assessed as Good.</p>																					

Maintenance for Sustainable Transport MST03: Pedestrian Improvements																						
Overview	<p>This performance measure is designed to determine the quantity of pedestrian improvements installed per year.</p> <p>The level of service for this measure is determined based on the following bandings.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: red; color: black; text-align: center;">Poor</td> <td style="background-color: yellow; color: black; text-align: center;">Fair</td> <td style="background-color: green; color: black; text-align: center;">Good</td> </tr> <tr> <td style="text-align: center;">Less than 10</td> <td style="text-align: center;">10 to 25</td> <td style="text-align: center;">More than 25</td> </tr> </table> <p>Where Poor is defined as less than 10 sites per year, Fair is defined as 10 to 25 sites per year, and Good is more than 25 sites per year.</p>	Poor	Fair	Good	Less than 10	10 to 25	More than 25															
Poor	Fair	Good																				
Less than 10	10 to 25	More than 25																				
Trends	<p>Forward targets for this measure are:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="6" style="background-color: #d9ead3;">Actual</th> <th style="background-color: #d9ead3;">Forward Targets</th> </tr> <tr> <th style="background-color: #d9ead3;">14/15</th> <th style="background-color: #d9ead3;">15/16</th> <th style="background-color: #d9ead3;">16/17</th> <th style="background-color: #d9ead3;">17/18</th> <th style="background-color: #d9ead3;">18/19</th> <th style="background-color: #d9ead3;">19/20</th> <th style="background-color: #d9ead3;">20/21</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">-</td> <td style="text-align: center;">29</td> <td style="text-align: center;">18</td> <td style="text-align: center;">15</td> <td style="text-align: center;">42</td> <td style="text-align: center;">50</td> <td style="text-align: center;">More than 25</td> </tr> </tbody> </table> <p>Driver for Change / Improvement Action</p> <p>Improved pedestrian facilities to improve safety and encourage walking for shorter journeys.</p>	Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	-	29	18	15	42	50	More than 25
Actual						Forward Targets																
14/15	15/16	16/17	17/18	18/19	19/20	20/21																
-	29	18	15	42	50	More than 25																
Measure Details	<p>This measure records the number of pedestrian crossing, footway improvements and pedestrian schemes implemented each year. Measure excludes dropped kerbs assessed under MST02.</p> <p>Pedestrian crossings and other facilities are installed via the Integrated Transport Programme mainly in response to requests raised at the Community Area Transport Groups,</p> <p>Future targets may need to be reviewed in due course, and may depend on levels of Integrated Transport block funding from the Department for Transport.</p> <p>In 2019/20 there were 50 pedestrian schemes implemented which was significantly more than in recent years.</p> <p>Performance is assessed as Good.</p>																					

Maintenance for Sustainable Transport MST04: Community Area Transport Group Schemes																						
Overview	<p>This performance measure is designed to measure the number of Community Area Transport Group (CATG) schemes investigated each year.</p> <p>The level of service for this measure is determined based on the following bandings.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: red; color: white; text-align: center;">Poor</td> <td style="background-color: yellow; text-align: center;">Fair</td> <td style="background-color: lightgreen; text-align: center;">Good</td> </tr> <tr> <td style="background-color: red; color: white; text-align: center;">Less than 60 per year</td> <td style="background-color: yellow; text-align: center;">60 to 100 per year</td> <td style="background-color: lightgreen; text-align: center;">Over 100 per year</td> </tr> </table> <p>Where Poor is defined as less than 60 sites per year, Fair is defined as 60 to 100 sites per year, and Good is more than 100 sites per year. Target revised in 2019/20 to reflect increasing success of CATG delivery.</p>	Poor	Fair	Good	Less than 60 per year	60 to 100 per year	Over 100 per year															
Poor	Fair	Good																				
Less than 60 per year	60 to 100 per year	Over 100 per year																				
Trends	<p>Trends for this measure are:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="6" style="background-color: #d9ead3;">Actual</th> <th style="background-color: #d9ead3;">Forward Targets</th> </tr> <tr> <th style="background-color: #d9ead3;">14/15</th> <th style="background-color: #d9ead3;">15/16</th> <th style="background-color: #d9ead3;">16/17</th> <th style="background-color: #d9ead3;">17/18</th> <th style="background-color: #d9ead3;">18/19</th> <th style="background-color: #d9ead3;">19/20</th> <th style="background-color: #d9ead3;">20/21</th> </tr> </thead> <tbody> <tr> <td style="background-color: #d9ead3; text-align: center;">-</td> <td style="background-color: #d9ead3; text-align: center;">106</td> <td style="background-color: #d9ead3; text-align: center;">66</td> <td style="background-color: #d9ead3; text-align: center;">114</td> <td style="background-color: #d9ead3; text-align: center;">237</td> <td style="background-color: #d9ead3; text-align: center;">245</td> <td style="background-color: #d9ead3; text-align: center;">More than 100</td> </tr> </tbody> </table> <p>Driver for Change / Improvement Action</p> <p>Improved accessibility for all road users and delivering local priorities.</p>	Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	-	106	66	114	237	245	More than 100
Actual						Forward Targets																
14/15	15/16	16/17	17/18	18/19	19/20	20/21																
-	106	66	114	237	245	More than 100																
Measure Details	<p>Community Area Transport Groups (CATG) meet at least 4 times a year. Locally raised issues are discussed and considered by the CATG representatives and local priorities are identified.</p> <p>Schemes are investigated for feasibility, and if agreed, proceed to design and construction phases.</p> <p>The types of schemes include signing and lining improvements, 20mph speed limits, traffic calming and similar schemes. This measure excludes dropped kerbs and pedestrian improvements assessed under MST02 and MST03.</p> <p>The target has been reviewed and increased to 100 in the light of continuing success of CATGs and the Integrated Transport block funding from Department for Transport.</p> <p>In 2019/20 there were 245 sites progressed through the CATG process, which is an increase compared to the previous year, and is above the target.</p> <p>Performance is assessed as Good.</p>																					

Maintenance for Sustainable Transport MST05: Traffic Signals																									
Overview	<p>This performance measure is reporting the condition of traffic signals based on age of installation.</p> <p>The level of service for this measure is determined based on the following bandings.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="background-color: red; color: white;">Poor</th> <th style="background-color: yellow;">Fair</th> <th style="background-color: lightgreen;">Good</th> </tr> </thead> <tbody> <tr> <td style="background-color: red; color: white;">Number in poor condition increasing</td> <td style="background-color: yellow;">No major change in number in poor condition</td> <td style="background-color: lightgreen;">Number in poor condition reducing</td> </tr> </tbody> </table> <p><i>Where poor is defined number of signal units in poor condition increasing, fair is no major change, good is a reduction in number in poor condition. Currently based on age of units, with measure being those over 20 years old.</i></p>	Poor	Fair	Good	Number in poor condition increasing	No major change in number in poor condition	Number in poor condition reducing																		
Poor	Fair	Good																							
Number in poor condition increasing	No major change in number in poor condition	Number in poor condition reducing																							
Trends	<p>Forward targets for this measure are:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="6" style="background-color: #d9ead3;">Actual</th> <th style="background-color: #d9ead3;">Forward Targets</th> </tr> <tr> <th>14/15</th> <th>15/16</th> <th>16/17</th> <th>17/18</th> <th>18/19</th> <th>19/20</th> <th>20/21</th> </tr> </thead> <tbody> <tr> <td style="background-color: #f2f2f2;">-</td> <td style="background-color: yellow;">26.1%</td> <td style="background-color: lightgreen;">23.0%</td> <td style="background-color: yellow;">24.9%</td> <td style="background-color: yellow;">26.0%</td> <td style="background-color: yellow;">28.4%</td> <td>tbc</td> </tr> </tbody> </table> <p>Driver for Change / Improvement Action</p> <p>Need to manage highway assets including aging stock of traffic signals.</p>	Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	-	26.1%	23.0%	24.9%	26.0%	28.4%	tbc			
Actual						Forward Targets																			
14/15	15/16	16/17	17/18	18/19	19/20	20/21																			
-	26.1%	23.0%	24.9%	26.0%	28.4%	tbc																			
Measure Details	<p>Measure is based on sets of traffic signals greater than 20 years old, or greater than 20 years since major refurbishment or renewal.</p> <p>Based on traffic signals data held in asset register.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="background-color: #d9ead3;">Age of Unit</th> <th>2015/16</th> <th>2016/17</th> <th>2017/18</th> <th>2018/19</th> <th>2019/20</th> </tr> </thead> <tbody> <tr> <td>20 years or more</td> <td>26.1%</td> <td>23.0%</td> <td>24.9%</td> <td>26.0%</td> <td>28.4%</td> </tr> <tr> <td>20 – 11 years</td> <td>44.6%</td> <td>32.5%</td> <td>31.3%</td> <td>31.9%</td> <td>37.0%</td> </tr> <tr> <td>Less than 10 years</td> <td>29.3%</td> <td>44.5%</td> <td>43.8%</td> <td>42.2%</td> <td>34.6%</td> </tr> </tbody> </table> <p>Based on current data and rate of renewal the measure is estimated as Fair for 2019/20.</p> <p>The age of some of the signal systems remains a concern, but the renewal programme is reducing the overall age of some of the equipment.</p> <p>Measure may need to be reviewed as more detailed inventory data becomes available and could include performance and reliability of units.</p>	Age of Unit	2015/16	2016/17	2017/18	2018/19	2019/20	20 years or more	26.1%	23.0%	24.9%	26.0%	28.4%	20 – 11 years	44.6%	32.5%	31.3%	31.9%	37.0%	Less than 10 years	29.3%	44.5%	43.8%	42.2%	34.6%
Age of Unit	2015/16	2016/17	2017/18	2018/19	2019/20																				
20 years or more	26.1%	23.0%	24.9%	26.0%	28.4%																				
20 – 11 years	44.6%	32.5%	31.3%	31.9%	37.0%																				
Less than 10 years	29.3%	44.5%	43.8%	42.2%	34.6%																				

Maintenance for Sustainable Transport MST06: Rights of Way																						
Overview	<p>This performance measure is designed measure footpath problems resolved and footpaths improved.</p> <p>The level of service for this measure is determined based on the following bandings.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: #d9534f; color: white; text-align: center;">Poor</td> <td style="background-color: #f1c40f; text-align: center;">Fair</td> <td style="background-color: #27ae60; color: white; text-align: center;">Good</td> </tr> <tr> <td style="background-color: #d9534f; color: white; text-align: center;">Below target</td> <td style="background-color: #f1c40f; text-align: center;">Below but close to Target</td> <td style="background-color: #27ae60; color: white; text-align: center;">Above target</td> </tr> </table> <p>Where poor is defined as number below target, fair is below but close to target, and good is on or above target.</p>	Poor	Fair	Good	Below target	Below but close to Target	Above target															
Poor	Fair	Good																				
Below target	Below but close to Target	Above target																				
Trends	<p>Forward targets for this measure are to confirmed:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="6" style="background-color: #d9ead3;">Actual</th> <th style="background-color: #d9ead3;">Forward Targets</th> </tr> <tr> <th>14/15</th> <th>15/16</th> <th>16/17</th> <th>17/18</th> <th>18/19</th> <th>19/20</th> <th>20/21</th> </tr> </thead> <tbody> <tr> <td style="background-color: #f3f3f3;">2799</td> <td style="background-color: #27ae60;">2226</td> <td style="background-color: #d9534f;">1518</td> <td style="background-color: #d9534f;">1301</td> <td style="background-color: #27ae60;">4122</td> <td style="background-color: #f3f3f3;">tbc</td> <td style="background-color: #f3f3f3;">tbc</td> </tr> </tbody> </table> <p>Driver for Change / Improvement Action</p> <p>Access to countryside and improvements to rights of way.</p>	Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	2799	2226	1518	1301	4122	tbc	tbc
Actual						Forward Targets																
14/15	15/16	16/17	17/18	18/19	19/20	20/21																
2799	2226	1518	1301	4122	tbc	tbc																
Measure Details	<p>Measure is based on number of path problems resolved and footpaths improved.</p> <p>Number of paths improved in 2013/14 was 1,816. This has been taken as the base year.</p> <p>In 2014/15 there was a significant increase over previous year, and in 2015/16 the number was 2,226. As this above the 2013/14 number the performance was rated as good.</p> <p>In 2016/17 the need to make in year budget savings meant that only essential works were carried out in the second half of the year, and scheme numbers reduced to 1,518.</p> <p>The number of schemes reduced to 1,301 in 2018/18 because of staffing and resource issues. In 2018 the number of schemes increased substantially to 4,122, and performance was assessed as Good.</p> <p>Equivalent data for 2019/20 is not currently available.</p>																					

Infrastructure ISEG01: Delivery of A350 Chippenham																						
Overview	<p>The purpose of this performance measure is to report on the progress of delivering improvements to the A350 Chippenham bypass.</p> <p>This measure reflects the progress being made through design, procurement and construction of the A350 works at Bumpers Farm to Lackham Roundabout, Chippenham.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: red; color: white; text-align: center;">Poor</td> <td style="background-color: yellow; text-align: center;">Fair</td> <td style="background-color: lightgreen; text-align: center;">Good</td> </tr> <tr> <td style="background-color: red; color: white; text-align: center;">No progress</td> <td style="background-color: yellow; text-align: center;">Scheme on hold</td> <td style="background-color: lightgreen; text-align: center;">Scheme progressing</td> </tr> </table> <p>Where poor is defined as no progress, fair is on hold or delayed, and good is scheme progressing on programme or ahead of programme.</p>	Poor	Fair	Good	No progress	Scheme on hold	Scheme progressing															
Poor	Fair	Good																				
No progress	Scheme on hold	Scheme progressing																				
Trends	<p>Forward targets for this measure are:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="6">Actual</th> <th>Forward Targets</th> </tr> <tr> <th>14/15</th> <th>15/16</th> <th>16/17</th> <th>17/18</th> <th>18/19</th> <th>19/20</th> <th>20/21</th> </tr> </thead> <tbody> <tr> <td style="background-color: #d3d3d3;">N/A</td> <td style="background-color: lightgreen;">Design</td> <td style="background-color: lightgreen;">Tender</td> <td style="background-color: lightgreen;">Works Stage 3</td> <td style="background-color: lightgreen;">Design Stages 4 and 5</td> <td style="background-color: lightgreen;">Bid Submitted Stages 4 and 5</td> <td style="text-align: center;">-</td> </tr> </tbody> </table> <p>Driver for Change / Improvement Action/Comment Proposals to dual the A350 at Chippenham to support economic growth</p>	Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	N/A	Design	Tender	Works Stage 3	Design Stages 4 and 5	Bid Submitted Stages 4 and 5	-
Actual						Forward Targets																
14/15	15/16	16/17	17/18	18/19	19/20	20/21																
N/A	Design	Tender	Works Stage 3	Design Stages 4 and 5	Bid Submitted Stages 4 and 5	-																
Measure Details	<p>This indicator is measured annually.</p> <p>Scheme progress is measured against programme regularly through the Major Scheme Service Delivery Meetings, and is assessed annually for the ISEG01 measure.</p> <p>Outline Business Case for Stage 3 was approved by SWLEP Board in November 2016. Detailed design progressed through remaining part of 2016/17 and tender procurement exercise undertaken in early 2017. Full Business Case approved by SWLEP Board in May 2017. Stage 3 is now completed.</p> <p>Indicator has been amended to include Stages 4 and 5.</p> <p>Bid and OBC for Chippenham Bypass Stages 4 and 5 submitted 2019/20, and result of bid awaited. Progress assessed as good.</p>																					

Infrastructure ISEG02: Delivery of M4 Junction 17 Improvement																						
Overview	<p>The purpose of this performance measure is to report on the progress of delivering the improvements to the M4 Junction 17.</p> <p>This measure reflects the progress being made through design, procurement and construction of the M4 Junction 17 and A350/A429 works to facilitate development at Chippenham.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: red; color: white; text-align: center;">Poor</td> <td style="background-color: yellow; text-align: center;">Fair</td> <td style="background-color: lightgreen; text-align: center;">Good</td> </tr> <tr> <td style="background-color: red; color: white; text-align: center;">No progress</td> <td style="background-color: yellow; text-align: center;">Scheme on hold</td> <td style="background-color: lightgreen; text-align: center;">Scheme progressing</td> </tr> </table> <p>Where poor is defined as no progress, fair is on hold or delayed, and good is scheme progressing on programme or ahead of programme.</p>	Poor	Fair	Good	No progress	Scheme on hold	Scheme progressing															
Poor	Fair	Good																				
No progress	Scheme on hold	Scheme progressing																				
Trends	<p>Forward targets for this measure are:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="6">Actual</th> <th>Forward Targets</th> </tr> <tr> <th>14/15</th> <th>15/16</th> <th>16/17</th> <th>17/18</th> <th>18/19</th> <th>19/20</th> <th>20/21</th> </tr> </thead> <tbody> <tr> <td style="background-color: #cccccc;">N/A</td> <td style="background-color: lightgreen;">Design</td> <td style="background-color: lightgreen;">Tender</td> <td style="background-color: lightgreen;">Works</td> <td style="background-color: lightgreen;">Completed</td> <td style="background-color: lightgreen;">Design funding</td> <td style="text-align: center;">-</td> </tr> </tbody> </table> <p>Driver for Change / Improvement Action/Comment</p> <p>Improvements to the junction to accommodate traffic increases and economic growth.</p>	Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	N/A	Design	Tender	Works	Completed	Design funding	-
Actual						Forward Targets																
14/15	15/16	16/17	17/18	18/19	19/20	20/21																
N/A	Design	Tender	Works	Completed	Design funding	-																
Measure Details	<p>This indicator is measured annually.</p> <p>Scheme progress is measured against programme regularly through the Major Scheme Service Delivery Meetings, and is assessed annually for the ISEG02 measure.</p> <p>Outline Business Case for installing traffic signals on off slip road approved by SWLEP Board in November 2016. Detailed design progressed through remaining part of 2016/17 and tender procurement exercise undertaken in early 2017. Full Business Case approved by SWLEP Board in May 2017. Scheme completed.</p> <p>Indicator has been amended to include next phase of improvements as Major Road Network scheme.</p> <p>MRN bid for design funding for major scheme approved in 2019/20. Assessment is that progress is Good.</p>																					

Infrastructure ISEG03: Development of A350 Yarnbrook and West Ashton																						
Overview	<p>The purpose of this performance measure is to report on the progress of delivering the improvements to the A350 at Yarnbrook and West Ashton.</p> <p>This measure reflects the progress being made through design, and delivery of this scheme which is being provided in conjunction with development.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: red; color: white; text-align: center;">Poor</td> <td style="background-color: yellow; text-align: center;">Fair</td> <td style="background-color: lightgreen; text-align: center;">Good</td> </tr> <tr> <td style="background-color: red; text-align: center;">No progress</td> <td style="background-color: yellow; text-align: center;">Scheme on hold or slow progress</td> <td style="background-color: lightgreen; text-align: center;">Scheme progressing</td> </tr> </table> <p>Where poor is defined as no progress, fair is on hold or delayed, and good is scheme progressing on programme or ahead of programme.</p>	Poor	Fair	Good	No progress	Scheme on hold or slow progress	Scheme progressing															
Poor	Fair	Good																				
No progress	Scheme on hold or slow progress	Scheme progressing																				
Trends	<p>Forward targets for this measure are:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="6">Actual</th> <th>Forward Targets</th> </tr> <tr> <th>14/15</th> <th>15/16</th> <th>16/17</th> <th>17/18</th> <th>18/19</th> <th>19/20</th> <th>20/21</th> </tr> </thead> <tbody> <tr> <td style="background-color: #cccccc;">N/A</td> <td style="background-color: lightgreen;">Design</td> <td style="background-color: yellow;">Design</td> <td style="background-color: yellow;">Design</td> <td style="background-color: lightgreen;">Design</td> <td style="background-color: lightgreen;">Design</td> <td>tbc</td> </tr> </tbody> </table> <p>Driver for Change / Improvement Action/Comment</p> <p>The programme for delivery of the scheme will depend on progress of the housing and related development.</p>	Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	N/A	Design	Design	Design	Design	Design	tbc
Actual						Forward Targets																
14/15	15/16	16/17	17/18	18/19	19/20	20/21																
N/A	Design	Design	Design	Design	Design	tbc																
Measure Details	<p>This indicator is measured annually.</p> <p>Scheme progress is measured against programme regularly through the Major Scheme Service Delivery Meetings, and is assessed annually for the ISEG03 measure.</p> <p>2019/20 – Developers are continuing to prepare detailed proposals as part of strategic housing site. Outline Business Case being prepared.</p> <p>In view of progress Indicator score for 2019/20 is currently assessed as Good.</p>																					

Infrastructure ISEG04: Development of future major schemes																						
Overview	<p>The purpose of this performance measure is to report on the progress of delivering a programme of major schemes for construction in future years.</p> <p>This measure reflects the progress being made on preparation and development of the major schemes programme, including bidding for funding.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: red; color: white; text-align: center;">Poor</td> <td style="background-color: yellow; text-align: center;">Fair</td> <td style="background-color: lightgreen; text-align: center;">Good</td> </tr> <tr> <td style="background-color: red; color: white; text-align: center;">No progress</td> <td style="background-color: yellow; text-align: center;">Scheme on hold</td> <td style="background-color: lightgreen; text-align: center;">Scheme progressing</td> </tr> </table> <p>Where poor is defined as no progress, fair is on hold or delayed, and good is scheme progressing on programme or ahead of programme.</p>	Poor	Fair	Good	No progress	Scheme on hold	Scheme progressing															
Poor	Fair	Good																				
No progress	Scheme on hold	Scheme progressing																				
Trends	<p>Forward targets for this measure are:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="6" style="background-color: #d3d3d3;">Actual</th> <th style="background-color: #d3d3d3;">Forward Targets</th> </tr> <tr> <th style="background-color: #d3d3d3;">14/15</th> <th style="background-color: #d3d3d3;">15/16</th> <th style="background-color: #d3d3d3;">16/17</th> <th style="background-color: #d3d3d3;">17/18</th> <th style="background-color: #d3d3d3;">18/19</th> <th style="background-color: #d3d3d3;">19/20</th> <th style="background-color: #d3d3d3;">20/21</th> </tr> </thead> <tbody> <tr> <td style="background-color: #d3d3d3;">N/A</td> <td style="background-color: lightgreen;">Develop ment</td> <td style="background-color: lightgreen;">Develop ment</td> <td style="background-color: lightgreen;">Develop ment</td> <td style="background-color: lightgreen;">Develop ment</td> <td style="background-color: lightgreen;">Develop ment</td> <td style="background-color: lightgreen;">tbc</td> </tr> </tbody> </table> <p>Driver for Change / Improvement Action/Comment</p> <p>The programme for delivery of the scheme will depend on progress through the major schemes bidding processes.</p>	Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	N/A	Develop ment	Develop ment	Develop ment	Develop ment	Develop ment	tbc
Actual						Forward Targets																
14/15	15/16	16/17	17/18	18/19	19/20	20/21																
N/A	Develop ment	Develop ment	Develop ment	Develop ment	Develop ment	tbc																
Measure Details	<p>This indicator is measured annually.</p> <p>Scheme progress is measured against programme regularly through the Major Scheme Service Delivery Meetings, and is assessed annually for the ISEG04 measure.</p> <p>2019/20 – Successful bid for Melksham Bypass design of Large Local Major (LLM) Scheme and for Salisbury Exeter street and Harnham (MRN) schemes.</p> <p>Development of proposals is progressing and indicator score is assessed as Good.</p>																					

Infrastructure ISEG05: Network Improvements from development																						
Overview	<p>The purpose of this performance measure is to report on the progress of delivering improvements to the highway network through development opportunities.</p> <p>This measure reflects the progress being made on developing and delivering network and capacity improvements through planning applications.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: red; color: white; text-align: center;">Poor</td> <td style="background-color: yellow; text-align: center;">Fair</td> <td style="background-color: lightgreen; text-align: center;">Good</td> </tr> <tr> <td style="background-color: red; color: white; text-align: center;">No schemes</td> <td style="background-color: yellow; text-align: center;">Proposals on hold</td> <td style="background-color: lightgreen; text-align: center;">Schemes progressing</td> </tr> </table> <p>Where poor is defined as no progress, fair is on hold or delayed, and good is scheme progressing on programme or ahead of programme.</p>	Poor	Fair	Good	No schemes	Proposals on hold	Schemes progressing															
Poor	Fair	Good																				
No schemes	Proposals on hold	Schemes progressing																				
Trends	<p>Forward targets for this measure are:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="6">Actual</th> <th>Forward Targets</th> </tr> <tr> <th>14/15</th> <th>15/16</th> <th>16/17</th> <th>17/18</th> <th>18/19</th> <th>19/20</th> <th>20/21</th> </tr> </thead> <tbody> <tr> <td style="background-color: #cccccc;">N/A</td> <td style="background-color: lightgreen;">Schemes developed</td> <td style="background-color: lightgreen;">Schemes developed</td> <td style="background-color: lightgreen;">Schemes developed</td> <td style="background-color: lightgreen;">Schemes developed</td> <td style="background-color: lightgreen;">Schemes developed</td> <td style="background-color: lightgreen;">Schemes developed</td> </tr> </tbody> </table> <p>Driver for Change / Improvement Action/Comment</p> <p>The programme for delivery network improvements as a result of development will depend on development opportunities.</p>	Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	N/A	Schemes developed	Schemes developed	Schemes developed	Schemes developed	Schemes developed	Schemes developed
Actual						Forward Targets																
14/15	15/16	16/17	17/18	18/19	19/20	20/21																
N/A	Schemes developed	Schemes developed	Schemes developed	Schemes developed	Schemes developed	Schemes developed																
Measure Details	<p>This indicator is measured annually.</p> <p>Scheme progress is reviewed annually in conjunction with the Development Control team, and is assessed annually for the ISEG05 measure.</p> <p>2019/20 – Schemes being progressed to support development growth.</p> <p>Schemes to improve the highway network are progressing and indicator score is assessed as Good.</p>																					

Infrastructure ISEG06: Access improvements for development																						
Overview	<p>The purpose of this performance measure is to report on the progress of delivering access improvements to developments.</p> <p>This measure reflects the progress being made on developing and delivering access improvements to development sites through the planning process.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: red; color: white; text-align: center;">Poor</td> <td style="background-color: yellow; text-align: center;">Fair</td> <td style="background-color: lightgreen; text-align: center;">Good</td> </tr> <tr> <td style="background-color: red; color: white; text-align: center;">No schemes</td> <td style="background-color: yellow; text-align: center;">Proposals on hold</td> <td style="background-color: lightgreen; text-align: center;">Schemes progressing</td> </tr> </table> <p>Where poor is defined as no progress, fair is on hold or delayed, and good is schemes progressing on programme or ahead of programme.</p>	Poor	Fair	Good	No schemes	Proposals on hold	Schemes progressing															
Poor	Fair	Good																				
No schemes	Proposals on hold	Schemes progressing																				
Trends	<p>Forward targets for this measure are:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="6" style="background-color: #d3d3d3;">Actual</th> <th style="background-color: #d3d3d3;">Forward Targets</th> </tr> <tr> <th style="background-color: #d3d3d3;">14/15</th> <th style="background-color: #d3d3d3;">15/16</th> <th style="background-color: #d3d3d3;">16/17</th> <th style="background-color: #d3d3d3;">17/18</th> <th style="background-color: #d3d3d3;">18/19</th> <th style="background-color: #d3d3d3;">19/20</th> <th style="background-color: #d3d3d3;">20/21</th> </tr> </thead> <tbody> <tr> <td style="background-color: #d3d3d3;">N/A</td> <td style="background-color: lightgreen;">Schemes developed</td> <td style="background-color: lightgreen;">Schemes developed</td> <td style="background-color: lightgreen;">Schemes developed</td> <td style="background-color: lightgreen;">Schemes developed</td> <td style="background-color: lightgreen;">Schemes developed</td> <td style="background-color: lightgreen;">Schemes developed</td> </tr> </tbody> </table> <p>Driver for Change / Improvement Action/Comment</p> <p>The programme for access improvements as a result of development will depend on development opportunities.</p>	Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	N/A	Schemes developed	Schemes developed	Schemes developed	Schemes developed	Schemes developed	Schemes developed
Actual						Forward Targets																
14/15	15/16	16/17	17/18	18/19	19/20	20/21																
N/A	Schemes developed	Schemes developed	Schemes developed	Schemes developed	Schemes developed	Schemes developed																
Measure Details	<p>This indicator is measured annually.</p> <p>Scheme progress is reviewed annually in conjunction with the Development Control team, and is assessed annually for the ISEG06 measure.</p> <p>2019/20 – Schemes are being progressed through the planning and development process to provide access to various housing and other sites.</p> <p>Schemes to improve access for development are progressing and the indicator score is currently assessed as Good.</p>																					

Environmental Sustainability ES01: Energy Consumption																						
Overview	<p>This performance measure is designed to determine the energy consumption from street lighting upon the highway network in Wiltshire.</p> <p>The level of service for this measure is determined based on the following bandings.</p> <table border="1" data-bbox="614 436 1189 582"> <tr> <td>Poor</td> <td>Fair</td> <td>Good</td> </tr> <tr> <td>Energy usage increasing</td> <td>No major change in energy usage</td> <td>Energy usage decreasing</td> </tr> </table> <p>Where poor is defined as energy usage increasing, fair is no major change in energy usage, good is energy usage decreasing.</p>	Poor	Fair	Good	Energy usage increasing	No major change in energy usage	Energy usage decreasing															
Poor	Fair	Good																				
Energy usage increasing	No major change in energy usage	Energy usage decreasing																				
Trends	<p>Forward targets for this measure are:</p> <table border="1" data-bbox="438 750 1364 952"> <thead> <tr> <th colspan="6">Actual</th> <th>Forward Targets</th> </tr> <tr> <th>14/15</th> <th>15/16</th> <th>16/17</th> <th>17/18</th> <th>18/19</th> <th>19/20</th> <th>20/21</th> </tr> </thead> <tbody> <tr> <td>-6.99%</td> <td>-16.43%</td> <td>-20.78%</td> <td>-22.56%</td> <td>-23.74%</td> <td>-25.45%</td> <td>tbc</td> </tr> </tbody> </table> <p>Driver for Change / Improvement Action</p> <p>Energy price changes are key pressures on Local Authority budgets. Measures to reduce energy consumption such as changing to LED lighting, part night lighting and lamp dimming are increasingly important to reduce carbon footprint and costs.</p>	Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	-6.99%	-16.43%	-20.78%	-22.56%	-23.74%	-25.45%	tbc
Actual						Forward Targets																
14/15	15/16	16/17	17/18	18/19	19/20	20/21																
-6.99%	-16.43%	-20.78%	-22.56%	-23.74%	-25.45%	tbc																
Measure Details	<p>This measure records the change in energy consumption for street lighting as a standard measurement based on Kilowatt Hours consumed per unit annually. Base line is 2013/14 consumption. Energy consumption as reported by Meter Administrator.</p> <p>In 2019/20 there was a further reduction in energy consumption per unit compared to the previous year, mainly as a result of increased use of LED lighting.</p> <p>Performance continues to be considered good.</p> <p>Further reductions are anticipated in 2021/20 as the major project to convert older street lighting units to LED continues.</p>																					

Environmental Sustainability ES02: Low Carbon Asphalt Materials																						
Overview	<p>This performance measure is designed to determine the percentage of new material laid in highway maintenance with low carbon materials.</p> <p>The level of service for this measure is determined based on the following bandings.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: red; color: black; text-align: center;">Poor</td> <td style="background-color: yellow; text-align: center;">Fair</td> <td style="background-color: lightgreen; text-align: center;">Good</td> </tr> <tr> <td style="background-color: red; color: black; text-align: center;">Below target</td> <td style="background-color: yellow; text-align: center;">On or close to target</td> <td style="background-color: lightgreen; text-align: center;">Above target</td> </tr> </table> <p>Where Poor is defined as below target, Fair is on or close to target and Good is above target.</p>	Poor	Fair	Good	Below target	On or close to target	Above target															
Poor	Fair	Good																				
Below target	On or close to target	Above target																				
Trends	<p>Forward targets for this measure are:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="6" style="background-color: #f4a460;">Actual</th> <th style="background-color: #f4a460;">Forward Targets</th> </tr> <tr> <th>14/15</th> <th>15/16</th> <th>16/17</th> <th>17/18</th> <th>18/19</th> <th>19/20</th> <th>20/21</th> </tr> </thead> <tbody> <tr> <td style="background-color: #d3d3d3;">0</td> <td style="background-color: lightgreen;">17.9%</td> <td style="background-color: lightgreen;">60.8%</td> <td style="background-color: yellow;">25.9%</td> <td style="background-color: lightgreen;">50.5%</td> <td style="background-color: lightgreen;">52.1%</td> <td>50%</td> </tr> </tbody> </table> <p>This measure is not affected by network hierarchy.</p> <p>Driver for Change / Improvement Action</p> <p>Advances in surfacing material technologies have created opportunities to produce lower temperature asphalts with benefits arising in sustainability through 25% reductions in carbon footprint compared to hot equivalents. Lower temperatures also reduce the risk of burns, fumes and steam which can impact on safety.</p>	Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	0	17.9%	60.8%	25.9%	50.5%	52.1%	50%
Actual						Forward Targets																
14/15	15/16	16/17	17/18	18/19	19/20	20/21																
0	17.9%	60.8%	25.9%	50.5%	52.1%	50%																
Measure Details	<p>Measure is based on proportion of surfacing material which is 'Warm' Asphalt compared to more traditional 'Hot' material. Figures to be derived from major maintenance programme.</p> <p>The target is to have 50% of material to be low carbon where feasible.</p> <p>In 2016/17 60.8% of the material used was low carbon, which was a significant increase on the previous year. However, the volume reduced in 2017/18, but increased in subsequent years. The current performance at 52.1% is assessed as Good.</p>																					

Environmental Sustainability ES03: Recycling of Road Construction Materials																						
Overview	<p>This performance measure is designed to determine the quantity of materials from highway schemes recycled as opposed to disposal to a licensed tip.</p> <p>The level of service for this measure is determined based on the following bandings.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: red; color: white; text-align: center;">Poor</td> <td style="background-color: yellow; text-align: center;">Fair</td> <td style="background-color: lightgreen; text-align: center;">Good</td> </tr> <tr> <td style="text-align: center;">Less than 70%</td> <td style="text-align: center;">70% – 80% recycled</td> <td style="text-align: center;">More than 80% recycled</td> </tr> </table> <p>Where Poor is defined as below target, Fair is on or close to target and Good is above target.</p>	Poor	Fair	Good	Less than 70%	70% – 80% recycled	More than 80% recycled															
Poor	Fair	Good																				
Less than 70%	70% – 80% recycled	More than 80% recycled																				
Trends	<p>Forward targets for this measure are:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="6" style="background-color: #f4b084;">Actual</th> <th style="background-color: #f4b084;">Forward Targets</th> </tr> <tr> <th>14/15</th> <th>15/16</th> <th>16/17</th> <th>17/18</th> <th>18/19</th> <th>19/20</th> <th>20/21</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">-</td> <td style="text-align: center;">86.3%</td> <td style="text-align: center;">98.6%</td> <td style="text-align: center;">99.1%</td> <td style="text-align: center;">99.8%</td> <td style="text-align: center;">TBC</td> <td style="text-align: center;">80%</td> </tr> </tbody> </table> <p>Driver for Change / Improvement Action</p> <p>Aim to improve sustainability, reduce waste and costs.</p>	Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	-	86.3%	98.6%	99.1%	99.8%	TBC	80%
Actual						Forward Targets																
14/15	15/16	16/17	17/18	18/19	19/20	20/21																
-	86.3%	98.6%	99.1%	99.8%	TBC	80%																
Measure Details	<p>Indicator based on the percentage of planings from major maintenance schemes that recycled instead of being disposed of at tips.</p> <p>This is an annual measure</p> <p>Measures based on tonnes of planings recycled as a percentage of total. The volume of planings may vary from year to year, and schemes size may vary. Removal, or significant reduction, in budget for removing planings to recycling locations would be assessed as Poor.</p> <p>Target for future years will be reviewed depending on type of resurfacing work being undertaken. A separate measure may be introduced for in-situ recycling.</p> <p>There is currently a very high proportion of planings being recycled, particularly to rights of way. Confirmation of 2019/20 quantities are to be confirmed by performance is likely to be assessed as Good.</p>																					

Environmental Sustainability ES04: Flood Prevention Schemes																						
Overview	<p>The level of service for this measure is determined based on the following bandings.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: red; color: white; text-align: center;">Poor</td> <td style="background-color: yellow; text-align: center;">Fair</td> <td style="background-color: lightgreen; text-align: center;">Good</td> </tr> <tr> <td style="background-color: red; color: white; text-align: center;">Decrease in number of schemes</td> <td style="background-color: yellow; text-align: center;">Similar to previous year</td> <td style="background-color: lightgreen; text-align: center;">Increase in number of schemes</td> </tr> </table> <p>Where poor is defined as a decrease in the number of schemes completed, fair is a similar number of schemes to previous year, and good is an increase in the number of schemes.</p>	Poor	Fair	Good	Decrease in number of schemes	Similar to previous year	Increase in number of schemes															
Poor	Fair	Good																				
Decrease in number of schemes	Similar to previous year	Increase in number of schemes																				
Trends	<p>Forward targets for this measure are:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="6" style="background-color: #f4b084;">Actual</th> <th style="background-color: #f4b084;">Forward Targets</th> </tr> <tr> <th>14/15</th> <th>15/16</th> <th>16/17</th> <th>17/18</th> <th>18/19</th> <th>19/20</th> <th>20/21</th> </tr> </thead> <tbody> <tr> <td style="background-color: #d3d3d3; text-align: center;">-</td> <td style="background-color: lightgreen; text-align: center;">34</td> <td style="background-color: lightgreen; text-align: center;">39</td> <td style="background-color: yellow; text-align: center;">22</td> <td style="background-color: lightgreen; text-align: center;">1/6/26</td> <td style="background-color: lightgreen; text-align: center;">11/49/16</td> <td style="text-align: center;">tbc</td> </tr> </tbody> </table> <p>Driver for Change / Improvement Action Reduce flood risk for communities and improve road safety.</p>	Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	-	34	39	22	1/6/26	11/49/16	tbc
Actual						Forward Targets																
14/15	15/16	16/17	17/18	18/19	19/20	20/21																
-	34	39	22	1/6/26	11/49/16	tbc																
Measure Details	<p>Indicator based on number of schemes to improve drainage or reduce flooding.</p> <p>This is an annual measure</p> <p>Measures is based on the number of schemes, but this is likely to vary from year to year, and scheme sizes may vary considerably. Removal or a significant reduction in drainage budget would reduce number of schemes and be assessed as Poor.</p> <p>There was a good programme of drainage schemes in 2018/19, which resulted in one major scheme and six minor schemes being delivered. In addition a further 26 sites were investigated.</p> <p>2019/20 Schemes:</p> <ul style="list-style-type: none"> 11 Drainage Improvement Schemes 49 CCTV Investigations 16 Culvert repairs and renewals <p>This is a significant number of schemes to reduce flood risk during 2019/20 performance is assessed as Good.</p>																					

Environmental Sustainability ES05: Highway Trees and Verges																						
Overview	<p>This performance measure is designed to measure the number of highway tree works and protected verge works completed each year.</p> <p>The level of service for this measure is determined based on the following bandings.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: red; color: white; text-align: center;">Poor</td> <td style="background-color: yellow; text-align: center;">Fair</td> <td style="background-color: lightgreen; text-align: center;">Good</td> </tr> <tr> <td style="background-color: red; color: white; text-align: center;">Reactive work only</td> <td style="background-color: yellow; text-align: center;">Some planned work</td> <td style="background-color: lightgreen; text-align: center;">Management of trees taking place</td> </tr> </table> <p>Where poor is defined as carrying out reactive work only, Fair is defined as mainly reactive but some planned work and Good is having a programme of tree and landscape maintenance.</p>	Poor	Fair	Good	Reactive work only	Some planned work	Management of trees taking place															
Poor	Fair	Good																				
Reactive work only	Some planned work	Management of trees taking place																				
Trends	<p>Trends for this measure are:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="6" style="background-color: #f4b084;">Actual</th> <th style="background-color: #f4b084;">Forward Targets</th> </tr> <tr> <th>14/15</th> <th>15/16</th> <th>16/17</th> <th>17/18</th> <th>18/19</th> <th>19/20</th> <th>20/21</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">-</td> <td style="text-align: center;">247</td> <td style="text-align: center;">241</td> <td style="text-align: center;">214</td> <td style="text-align: center;">180</td> <td style="text-align: center;">186</td> <td style="text-align: center;">tbc</td> </tr> </tbody> </table> <p>Driver for Change / Improvement Action</p> <p>Safety of road users, and preserving and improving the environmental value of highway trees and protected verges.</p>	Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	-	247	241	214	180	186	tbc
Actual						Forward Targets																
14/15	15/16	16/17	17/18	18/19	19/20	20/21																
-	247	241	214	180	186	tbc																
Measure Details	<p>Trees are important for amenity and nature conservation reasons and should be preserved, but they can present risks to highway users and adjoining land users if they are allowed to become unstable. In England and Wales the highway authority is also responsible for ensuring that trees outside the highway boundary, but within falling distance, are safe. All trees within falling distance are collectively termed 'highway trees'. Section 154 of the Highways Act 1980 empowers the authority to deal, by notice, with hedges, trees and shrubs growing on adjacent land which overhang the highway, and to recover costs.</p> <p>This is an annual measure</p> <p>Measure is based on number of schemes, but this is likely to vary from year to year. Removal or significant reduction in highway tree maintenance budget would be assessed as Poor.</p> <p>There is currently a good programme of highway tree maintenance work which is funded, with 186 sites completed in 2019/20, and the protected verge scheme continues to operate. Performance is therefore assessed as Good.</p> <p>The spread of Ash Dieback is a concern and could affect future targets with an increase in works needed for safety reasons.</p>																					

Environmental Sustainability ES06: Noxious Weeds																						
Overview	<p>This performance measure is designed to determine the quantity of known noxious weed sites treated each year.</p> <p>The level of service for this measure is determined based on the following bandings.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: red; color: white; text-align: center;">Poor</td> <td style="background-color: yellow; text-align: center;">Fair</td> <td style="background-color: lightgreen; text-align: center;">Good</td> </tr> <tr> <td style="background-color: red; color: white; text-align: center;">Increasing</td> <td style="background-color: yellow; text-align: center;">Steady State</td> <td style="background-color: lightgreen; text-align: center;">Declining</td> </tr> </table> <p>Where Poor is defined as number of sites increasing, Fair is slight change, and Good is number of sites decreasing.</p>	Poor	Fair	Good	Increasing	Steady State	Declining															
Poor	Fair	Good																				
Increasing	Steady State	Declining																				
Trends	<p>Baseline data for this measure is:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="6" style="background-color: #f4b084;">Actual</th> <th style="background-color: #f4b084;">Forward Targets</th> </tr> <tr> <th>14/15</th> <th>15/16</th> <th>16/17</th> <th>17/18</th> <th>18/19</th> <th>19/20</th> <th>20/21</th> </tr> </thead> <tbody> <tr> <td style="background-color: #d3d3d3;">64</td> <td style="background-color: yellow;">79</td> <td style="background-color: lightgreen;">67</td> <td style="background-color: yellow;">82</td> <td style="background-color: yellow;">84</td> <td style="background-color: yellow;">80</td> <td>Decrease</td> </tr> </tbody> </table> <p>This measure is not affected by network hierarchy.</p> <p>Driver for Change / Improvement Action</p> <p>Legal requirement to control noxious weeds, and environmental considerations</p>	Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	64	79	67	82	84	80	Decrease
Actual						Forward Targets																
14/15	15/16	16/17	17/18	18/19	19/20	20/21																
64	79	67	82	84	80	Decrease																
Measure Details	<p>This is a measure based on the number of sites being treated each year. The numbers do vary from year to year</p> <p>Targets currently based on reducing the number of Japanese Hogweed sites being treated each year. Further measures for other weeds may be developed in the future.</p> <p>The number of sites has decreased slightly in 2019/20 but is still higher than the 2014/15 base year figure.</p> <p>The measure has been assessed as Fair but progress will need to be reviewed in 2020/21.</p>																					

Customer C01: Satisfaction with Road Safety																						
Overview	<p>The purpose of this performance measure is to report the road users' overall perception of the highways and transport service with regard to road safety.</p> <p>This measure is part of the standard NHT information and based on the Road Safety Theme Report.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: red; color: white; text-align: center;">Poor</td> <td style="background-color: yellow; text-align: center;">Fair</td> <td style="background-color: lightgreen; text-align: center;">Good</td> </tr> <tr> <td style="background-color: red; color: white; text-align: center;">Below Average</td> <td style="background-color: yellow; text-align: center;">Average or close to average</td> <td style="background-color: lightgreen; text-align: center;">Average or above</td> </tr> </table> <p>Performance is compared to national average. Fair is within 2% of average.</p>	Poor	Fair	Good	Below Average	Average or close to average	Average or above															
Poor	Fair	Good																				
Below Average	Average or close to average	Average or above																				
Trends	<p>Forward targets for this measure are:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="6" style="background-color: #d3d3d3;">Actual</th> <th style="background-color: #d3d3d3;">Forward Targets</th> </tr> <tr> <th style="background-color: #d3d3d3;">14/15</th> <th style="background-color: #d3d3d3;">15/16</th> <th style="background-color: #d3d3d3;">16/17</th> <th style="background-color: #d3d3d3;">17/18</th> <th style="background-color: #d3d3d3;">18/19</th> <th style="background-color: #d3d3d3;">19/20</th> <th style="background-color: #d3d3d3;">20/21</th> </tr> </thead> <tbody> <tr> <td style="background-color: #d3d3d3; text-align: center;">-</td> <td style="background-color: yellow; text-align: center;">Close to Average</td> <td style="background-color: yellow; text-align: center;">Close to Average</td> <td style="background-color: yellow; text-align: center;">Close to Average</td> <td style="background-color: yellow; text-align: center;">Close to Average</td> <td style="background-color: lightgreen; text-align: center;">At Average</td> <td style="background-color: #d3d3d3; text-align: center;">At or Above Average</td> </tr> </tbody> </table> <p>Based on 2016 National Highways and Transport Survey Questionnaire Results</p> <p>Driver for Change / Improvement Action Improved public satisfaction with road safety</p>	Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	-	Close to Average	Close to Average	Close to Average	Close to Average	At Average	At or Above Average
Actual						Forward Targets																
14/15	15/16	16/17	17/18	18/19	19/20	20/21																
-	Close to Average	Close to Average	Close to Average	Close to Average	At Average	At or Above Average																
Measure Details	<p>This measure is recorded from the National Highways & Transport Network Survey 'Road Safety Theme'</p> <p>Target amended 2019/20 for good to be at or above average.</p> <p>Based on 2019 survey 2019/20 Results for Wiltshire increased from 53% to 55%. The National Average is 55%.</p> <p>Current score is at the national average and scored as Good</p>																					

Customer C02: Satisfaction with Road Maintenance																						
Overview	<p>The purpose of this performance measure is to report the road users' overall perception of the highways and transport service with regard to road maintenance.</p> <p>This measure is part of the standard NHT information and based on the Highways Maintenance Theme Report.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: red; color: white; text-align: center;">Poor</td> <td style="background-color: yellow; text-align: center;">Fair</td> <td style="background-color: lightgreen; text-align: center;">Good</td> </tr> <tr> <td style="background-color: red; color: white; text-align: center;">Below Average</td> <td style="background-color: yellow; text-align: center;">Average or close to average</td> <td style="background-color: lightgreen; text-align: center;">At or Above Average</td> </tr> </table> <p>Performance is compared to national average. Fair is within 2% of average.</p>	Poor	Fair	Good	Below Average	Average or close to average	At or Above Average															
Poor	Fair	Good																				
Below Average	Average or close to average	At or Above Average																				
Trends	<p>National Highways & Transport Survey Questionnaire Results Forward targets for this measure are:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="6" style="background-color: #d3d3d3;">Actual</th> <th style="background-color: #d3d3d3;">Forward Targets</th> </tr> <tr> <th>14/15</th> <th>15/16</th> <th>16/17</th> <th>17/18</th> <th>18/19</th> <th>19/20</th> <th>20/21</th> </tr> </thead> <tbody> <tr> <td style="background-color: #d3d3d3; text-align: center;">-</td> <td style="background-color: yellow; text-align: center;">Close to Average</td> <td style="background-color: yellow; text-align: center;">Close to Average</td> <td style="background-color: red; color: white; text-align: center;">Below Average</td> <td style="background-color: yellow; text-align: center;">Close to Average</td> <td style="background-color: yellow; text-align: center;">Close to Average</td> <td style="background-color: #d3d3d3; text-align: center;">At or Above Average</td> </tr> </tbody> </table> <p>Driver for Change / Improvement Action Improved public satisfaction with road maintenance</p>	Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	-	Close to Average	Close to Average	Below Average	Close to Average	Close to Average	At or Above Average
Actual						Forward Targets																
14/15	15/16	16/17	17/18	18/19	19/20	20/21																
-	Close to Average	Close to Average	Below Average	Close to Average	Close to Average	At or Above Average																
Measure Details	<p>This measure is recorded from the National Highways & Transport Network Survey 'Highways Maintenance Theme'.</p> <p>Target amended 2019/20 for good to be at or above average.</p> <p>Based on 2019 survey 2019/20 results for Wiltshire improved from 47% to 50%. The National Average was 51%</p> <p>Current score is close to the national average and is assessed as fair.</p>																					

Customer C03: Deals with potholes and damaged roads																						
Overview	<p>The purpose of this performance measure is to report the road users' satisfaction with the way in which the Council deals with potholes and damaged roads.</p> <p>This measure uses the standard NHT results.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: red; color: black; text-align: center;">Poor</td> <td style="background-color: yellow; color: black; text-align: center;">Fair</td> <td style="background-color: lightgreen; color: black; text-align: center;">Good</td> </tr> <tr> <td style="background-color: red; color: black; text-align: center;">Below Average</td> <td style="background-color: yellow; color: black; text-align: center;">Average or close to average</td> <td style="background-color: lightgreen; color: black; text-align: center;">At or Above Average</td> </tr> </table> <p>Performance is compared to national average. Fair is within 2% of average.</p>	Poor	Fair	Good	Below Average	Average or close to average	At or Above Average															
Poor	Fair	Good																				
Below Average	Average or close to average	At or Above Average																				
Trends	<p>Based on National Highways & Transport Survey Questionnaire Results HMBI 13 comparison with County Councils</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="6" style="background-color: #d3d3d3;">Actual</th> <th style="background-color: #d3d3d3;">Forward Targets</th> </tr> <tr> <th style="background-color: #d3d3d3;">14/15</th> <th style="background-color: #d3d3d3;">15/16</th> <th style="background-color: #d3d3d3;">16/17</th> <th style="background-color: #d3d3d3;">17/18</th> <th style="background-color: #d3d3d3;">18/19</th> <th style="background-color: #d3d3d3;">19/20</th> <th style="background-color: #d3d3d3;">20/21</th> </tr> </thead> <tbody> <tr> <td style="background-color: #d3d3d3; text-align: center;">-</td> <td style="background-color: red; color: black; text-align: center;">Below Average</td> <td style="background-color: yellow; color: black; text-align: center;">Close to average</td> <td style="background-color: yellow; color: black; text-align: center;">Close to average</td> <td style="background-color: lightgreen; color: black; text-align: center;">Above average</td> <td style="background-color: lightgreen; color: black; text-align: center;">At average</td> <td style="background-color: lightgreen; color: black; text-align: center;">At or Above average</td> </tr> </tbody> </table> <p>Driver for Change / Improvement Action</p>	Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	-	Below Average	Close to average	Close to average	Above average	At average	At or Above average
Actual						Forward Targets																
14/15	15/16	16/17	17/18	18/19	19/20	20/21																
-	Below Average	Close to average	Close to average	Above average	At average	At or Above average																
Measure Details	<p>This measure is recorded from the National Highways & Transport Network Survey Question HMBI – 13 – Deals with potholes and damaged roads comparison with County Councils.</p> <p>Target amended 2019/20 for good to be at or above average.</p> <p>Based on 2019 survey 2019/20 – Wiltshire satisfaction increased from 28% to 34%. National County Council Average 34%</p> <p>Highest – 44%, Lowest – 21%</p> <p>This information is also required for the Direct Management Group.</p> <p>Current score is at the national average, and performance is assessed as good.</p>																					

Customer C04: Satisfaction with Walking and Cycling																						
Overview	<p>The purpose of this performance measure is to report the road users' satisfaction or dissatisfaction with the condition of cycle routes.</p> <p>This measure is part of the standard NHT information and based on the Walking and Cycling Theme Report.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: red; color: white; text-align: center;">Poor</td> <td style="background-color: yellow; text-align: center;">Fair</td> <td style="background-color: lightgreen; text-align: center;">Good</td> </tr> <tr> <td style="background-color: red; color: white; text-align: center;">Below Average</td> <td style="background-color: yellow; text-align: center;">Average or close to average</td> <td style="background-color: lightgreen; text-align: center;">At or Above Average</td> </tr> </table> <p>Performance is compared to national average. Fair is within 2% of average.</p>	Poor	Fair	Good	Below Average	Average or close to average	At or Above Average															
Poor	Fair	Good																				
Below Average	Average or close to average	At or Above Average																				
Trends	<p>Forward targets for this measure are:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="6">Actual</th> <th>Forward Targets</th> </tr> <tr> <th>14/15</th> <th>15/16</th> <th>16/17</th> <th>17/18</th> <th>18/19</th> <th>19/20</th> <th>20/21</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">-</td> <td style="background-color: yellow; text-align: center;">Close to Average</td> <td style="background-color: yellow; text-align: center;">Close to Average</td> <td style="background-color: yellow; text-align: center;">Close to Average</td> <td style="background-color: yellow; text-align: center;">Close to Average</td> <td style="background-color: yellow; text-align: center;">Close to Average</td> <td style="text-align: center;">At or Above Average</td> </tr> </tbody> </table> <p>Based on National Highways & Transport Survey Questionnaire Results</p> <p>Driver for Change / Improvement Action</p> <p>Improved public satisfaction with road maintenance</p>	Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	-	Close to Average	Close to Average	Close to Average	Close to Average	Close to Average	At or Above Average
Actual						Forward Targets																
14/15	15/16	16/17	17/18	18/19	19/20	20/21																
-	Close to Average	Close to Average	Close to Average	Close to Average	Close to Average	At or Above Average																
Measure Details	<p>This measure is part of the standard NHT information and based on the 'Walking and Cycling Theme' Report.</p> <p>Target amended 2019/20 for good to be at or above average.</p> <p>Compared to the Average Score of All Authorities in the survey.</p> <p>Based on 2019 survey 2019/20 Wiltshire score is unchanged at 52%. The National Average is 54%.</p> <p>Current score is close to national average (within 2%) and assessed as fair.</p>																					

Customer C05: Satisfaction with Tackling Congestion																						
Overview	<p>The purpose of this performance measure is to report the road users' satisfaction or dissatisfaction with roadworks upon the Councils' highway network.</p> <p>This measure uses the standard NHT results.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: red; color: white; text-align: center;">Poor</td> <td style="background-color: yellow; text-align: center;">Fair</td> <td style="background-color: lightgreen; text-align: center;">Good</td> </tr> <tr> <td style="background-color: red; text-align: center;">Below Average</td> <td style="background-color: yellow; text-align: center;">Average or close to average</td> <td style="background-color: lightgreen; text-align: center;">At or Above Average</td> </tr> </table> <p>Performance is compared to national average. Fair is within 2% of average.</p>	Poor	Fair	Good	Below Average	Average or close to average	At or Above Average															
Poor	Fair	Good																				
Below Average	Average or close to average	At or Above Average																				
Trends	<p>This measure is based on National Highways & Transport Survey Questionnaire Results for 'Tackling Congestion' Theme. Forward targets for this measure are:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="6" style="background-color: #d3d3d3;">Actual</th> <th style="background-color: #d3d3d3;">Forward Targets</th> </tr> <tr> <th>14/15</th> <th>15/16</th> <th>16/17</th> <th>17/18</th> <th>18/19</th> <th>19/20</th> <th>20/21</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">-</td> <td style="background-color: yellow; text-align: center;">Average</td> <td style="background-color: yellow; text-align: center;">Average</td> <td style="background-color: lightgreen; text-align: center;">Above Average</td> <td style="background-color: lightgreen; text-align: center;">At Average</td> <td style="background-color: lightgreen; text-align: center;">At Average</td> <td style="text-align: center;">At or Above Average</td> </tr> </tbody> </table> <p>Driver for Change / Improvement Action</p> <p>Improved public satisfaction with road maintenance</p>	Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	-	Average	Average	Above Average	At Average	At Average	At or Above Average
Actual						Forward Targets																
14/15	15/16	16/17	17/18	18/19	19/20	20/21																
-	Average	Average	Above Average	At Average	At Average	At or Above Average																
Measure Details	<p>This measure is recorded from the National Highways & Transport Network Survey and is an average score of the 'Tackling Congestion Theme' results.</p> <p>Target amended 2019/20 for good to be at or above average.</p> <p>Based on 2019 survey Wiltshire score for 2019/20 increased from 47% to 48%. The National average also increased from 47% to 48%.</p> <p>Current score is at the national average and is assessed as good.</p>																					

Customer C06: Satisfaction with Managing Roadworks																						
Overview	<p>The purpose of this performance measure is to report the road users' satisfaction with the way in which the Council manages roadworks on the highway network.</p> <p>This measure is part of the Road User Survey and therefore uses the standard NHT bandings.</p> <table border="1" data-bbox="614 465 1185 616"> <tr> <td style="background-color: red; color: white; text-align: center;">Poor</td> <td style="background-color: yellow; text-align: center;">Fair</td> <td style="background-color: lightgreen; text-align: center;">Good</td> </tr> <tr> <td style="background-color: red; color: white; text-align: center;">Below Average</td> <td style="background-color: yellow; text-align: center;">Average or close to average</td> <td style="background-color: lightgreen; text-align: center;">At or Above Average</td> </tr> </table> <p>Performance is compared to national average. Fair is within 2% of average.</p>	Poor	Fair	Good	Below Average	Average or close to average	At or Above Average															
Poor	Fair	Good																				
Below Average	Average or close to average	At or Above Average																				
Trends	<p>Based on National Highways & Transport Survey Questionnaire Results for Question TCBI 07 – The management of roadworks overall. Forward targets for this measure are:</p> <table border="1" data-bbox="443 792 1356 1012"> <thead> <tr> <th colspan="6">Actual</th> <th>Forward Targets</th> </tr> <tr> <th>14/15</th> <th>15/16</th> <th>16/17</th> <th>17/18</th> <th>18/19</th> <th>19/20</th> <th>20/21</th> </tr> </thead> <tbody> <tr> <td style="background-color: #cccccc; text-align: center;">-</td> <td style="background-color: lightgreen; text-align: center;">Above Average</td> <td style="background-color: lightgreen; text-align: center;">Above Average</td> <td style="background-color: lightgreen; text-align: center;">Above Average</td> <td style="background-color: lightgreen; text-align: center;">Above Average</td> <td style="background-color: lightgreen; text-align: center;">Above Average</td> <td style="background-color: lightgreen; text-align: center;">At or Above Average</td> </tr> </tbody> </table> <p>Driver for Change / Improvement Action</p> <p>Improved public satisfaction with management of roadworks</p>	Actual						Forward Targets	14/15	15/16	16/17	17/18	18/19	19/20	20/21	-	Above Average	Above Average	Above Average	Above Average	Above Average	At or Above Average
Actual						Forward Targets																
14/15	15/16	16/17	17/18	18/19	19/20	20/21																
-	Above Average	Above Average	Above Average	Above Average	Above Average	At or Above Average																
Measure Details	<p>This measure is recorded from the National Highways & Transport Network Survey 'TCBI 07 The Management of Roadworks Overall'. The Wiltshire score is compared to the average for County Councils.</p> <p>Target amended 2019/20 for good to be at or above average.</p> <p>Based on 2019 survey 2019 - Wiltshire score increased from 49% to 52%. The National County Council average score is 49% (Highest 54%, Lowest 43%).</p> <p>The score is above the national average and assessed as Good.</p>																					

This page is intentionally left blank

Wiltshire Council

Environment Select Committee

Date 13 January 2021

Household Waste Management Strategy Update (2020/21)

Purpose of Report

1. To:
 - a) Provide a review of relevant legislation and policy changes affecting the Household Waste Management Strategy 2017/27
 - b) Report on the performance of the waste management service during 2019/20
 - c) Report on progress against the 2019/20 action plan for the waste management service.
 - d) Propose an action plan for the waste management service for 2020/21

For comment by members of Environment Select Committee.

Background

2. In 2017 the council carried out a county-wide consultation to help develop a new household waste management strategy. A report was presented to Environment Select Committee at its meeting held on 18 January 2018 which gave an overview of the results of the survey and the key themes emerging from the consultation.
3. A further report was presented to Environment Select Committee at its meeting held on 26 June 2018. Appended to the report were a draft strategy, an annual performance review 2017/18 and an annual action plan 2018/19. The committee resolved to endorse the draft strategy and action plan.
4. The adopted strategy contains a commitment to provide Environment Select Committee with an annual review of emerging legislation and policy that may affect the strategy, an annual review of performance and an annual action plan to deliver the strategy priorities.
5. The reporting of 19/20 performance, action plan updates and legislation review has been delayed through a combination of a senior management review early in 2020/21, the roll out of significant changes to the mixed dry recyclables collection service and also by the service response to the Covid-19 pandemic. Therefore, this report aims to cover these elements as well as detailing the action plan reviewed during the 20/21 financial year.

Main Considerations for the Council – review of legislation and policy changes relevant to waste services.

6. Department for Environment, Food and Rural Affairs (Defra) produced a Resources and Waste strategy in 2018. A number of consultations followed the publication of this national strategy which sought the views of various stakeholders on a number of potentially significant changes to waste legislation and the delivery of future waste management services. The consultations, target dates and potential impacts to Wiltshire are listed as follows:
 - a) **Reforming the UK packaging producer responsibility system** – *Government intends to introduce an extended producer responsibility scheme for packaging. Target year for implementation is 2023. This should lead to an increased demand for recyclable materials to be used in the production of new packaging, and reduced usage of “difficult to recycle” packaging products.*
 - b) **Consistency in household and business recycling collections in England** - *Aims to achieve greater consistency in household and business recycling across the country. The target year for measures to come into effect from is 2023. The key impacts for Wiltshire Council would be the proposal to mandate weekly collections of food waste and the potential to be required to provide a fortnightly free of charge garden waste collection.*
 - c) **Introducing a deposit return scheme in England, Wales and Northern Ireland** – *Aims to introduce a scheme whereby residents return packaging items to the point of sale in return for reward. Target year for implementation is 2023. This is likely to lead to the loss of plastic bottles, steel and aluminum cans and glass bottles from the collection of dry recyclable materials.*
7. The council submitted responses to each of the relevant consultations and engaged with Association of Directors of Environment, Economy, Planning and Transport (ADEPT) and the National Association of Waste Disposal Officers (NAWDO) to inform their responses. Further detailed consultation on these proposals were due to be released in 2020. However, these have been delayed due to COVID-19.
8. Due to the delay in the consultation process, and in the absence of any additional detail regarding the impact of these proposals on local government waste management services, there is no reason at present to recommend changes to the vision and priorities outlined in the council’s strategy.
9. The section of the draft household waste management strategy that deals with national policy and legislation has however been updated to reflect the latest government position. See appendix 1.

Annual Performance Review 2019-20 (appendix 2)

10. From 30 July 2018, the council provided residents with the opportunity to recycle plastic pots, tubs and trays and food and drink cartons at the kerbside, in addition to paper, card and cans using their blue-lidded wheeled bin. The impact of this has been that the council's recycling rate for 19/20 increased to 43.45% from 42.69% in 18/19. The amount of residual waste collected also reduced from 569 kg per household in 18/19 to 558 kg per household in 18/19.
11. A strategic aim of the council's waste service council is to reduce the amount of waste sent to landfill as this is widely recognised as being the least environmentally sustainable method of disposal. Improvements to the kerbside recycling services, access restrictions to the household recycling centres (van and trailer permits), provision of waste prevention information and contracts to divert a significant proportion of non-recyclable household waste to energy from waste plants, have all contributed to the council sending less than 16% of collected municipal waste to landfill in 2019/20.
12. In September 2019 Wiltshire Council received recognition from the Department of the Environment Food and Rural Affairs Agency (DEFRA) for consistently achieving a high standard of roadside cleanliness across the county. In 2019/20, 86% of Wiltshire roads were assessed as being predominantly free of litter and 81% roads being predominantly free of detritus. These positive results are the highest recorded in 7 years and supports the council's initiative to introduce scheduled litter picks and litter picking resources.
13. The Council received 2,823 fly tip reports in 2019/20 compared with 2,822 in 2018/19, an increase of just 0.03% from the previous year.

Annual Action Plan 2019/20

14. The annual action plan documents the priorities and activities for the waste service for the coming year. This action plan outlines how the service will develop and focus its resource within the next year to meet the strategic aims and priorities outlined within the waste strategy.
15. *Appendix 3* details progress against those actions identified in the 2019/20 action plan.
16. *Appendix 4* proposes the annual action plan for 2020/21. Some of the actions from the previous action plan continue in 2019/20 as they form part of longer term programmes aimed at working towards zero avoidable household waste in Wiltshire.
17. A number of the actions identified in the 2020/21 plan focus on the review of the council's household recycling centre network and the development of a new HRC strategy. Continuing housing and population growth, alongside a growing public appetite and expectation to be able to recycle

a broadening range of items and materials mean that demand for HRC services is increasing. The existing network therefore needs to be reviewed in order to ensure that the facilities offered remain fit for purpose.

18. The ongoing Covid-19 pandemic has required the council to reassess how the HRC service is delivered, primarily to ensure that the necessary social distancing measures can be maintained whilst providing reasonable access to Wiltshire residents. An online booking system has been successfully implemented and which provides us with an opportunity to consider whether such adaptations may continue to have a place part of the future provision of HRC facilities, as the council attempts the balance the increasing demand on its services against its statutory duties and costs of service delivery.
19. A further key theme in the 2020/21 is to regularly assess the carbon impact of the council's waste services in order to support the council's climate change strategy and objective to become carbon neutral by 2030.

Safeguarding Considerations

20. There are no specific safeguarding implications arising from this report.

Public Health Implications

21. There are no specific public health implications arising from this report.

Environmental and Climate Change Considerations

22. There are no specific environmental and climate change considerations arising from this report. The council's household waste management strategy continues to prioritise reducing the waste sent to landfill as landfill is widely recognised as being the least environmentally sustainable way of managing waste. Key actions proposed in the annual action plan aim to assess the carbon performance of the service to support the climate change strategy.

Equalities Impact of the Proposal

23. There are no specific equalities implications arising from this report.

Financial Implications

24. There are no specific financial implications arising from this report. The financial impacts of Covid-19 on the waste service were reported to the Finance Task Group in December 2021.

Conclusions

25. The report sets out key considerations for reviewing the council's household waste management strategy. The report contains a draft policy review, a review of performance for 2019/20, an update on actions

adopted in 2019/20 and a draft action plan for 2020/21. Members of the Environment Select Committee are invited to comment on these draft documents ahead of adoption.

Proposal

26. That members of the committee provide comment on the draft Household Waste Management Strategy Update.

Martin Litherland Head of Service – Waste Management

Report Author: Martin Litherland
Martin.litherland@wiltshire.gov.uk
30.12.2020

Background Papers

None

Appendices

- Appendix 1: Draft Household Waste Management Strategy Policy Review 2020/21
- Appendix 2: Draft Annual Performance Report 2019/20
- Appendix 3: Annual Action Plan 2020/21 – Progress update
- Appendix 4: Draft Annual Action Plan 2020/21

This page is intentionally left blank

Appendix 1 - Policy Review 2020-2021

Household Waste Management Strategy Update

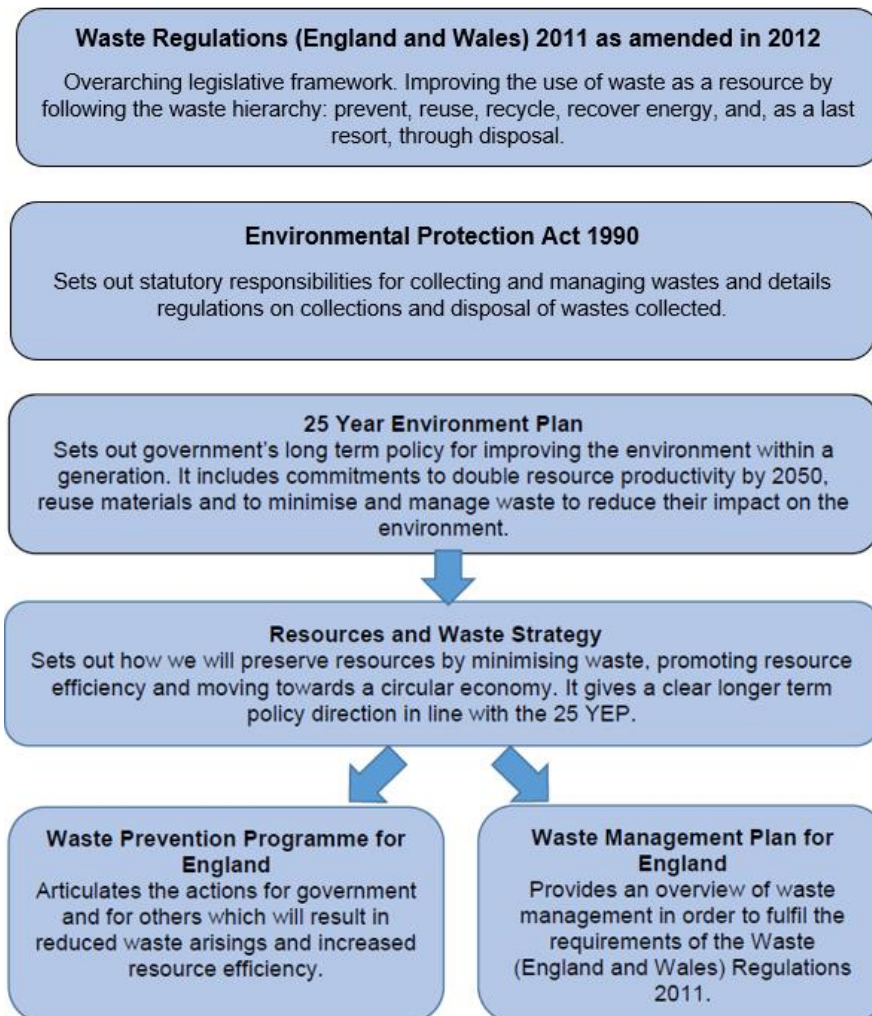
1. Setting the scene

The council has a statutory duty to collect, recycle and dispose of waste from its residents. The relevant duties and powers are laid out across a range of legislation.

With the publication of the government's key waste policy, The Resource and Waste Strategy for England 2018, the council is expected to be required to make changes to how its waste management service is provided in future. The policy is being enacted into law through the Environmental Bill currently making its way through parliament.

1.1 National policy and legislation

The relationship between the national policy and legislative framework for waste services is illustrated by the diagram below.

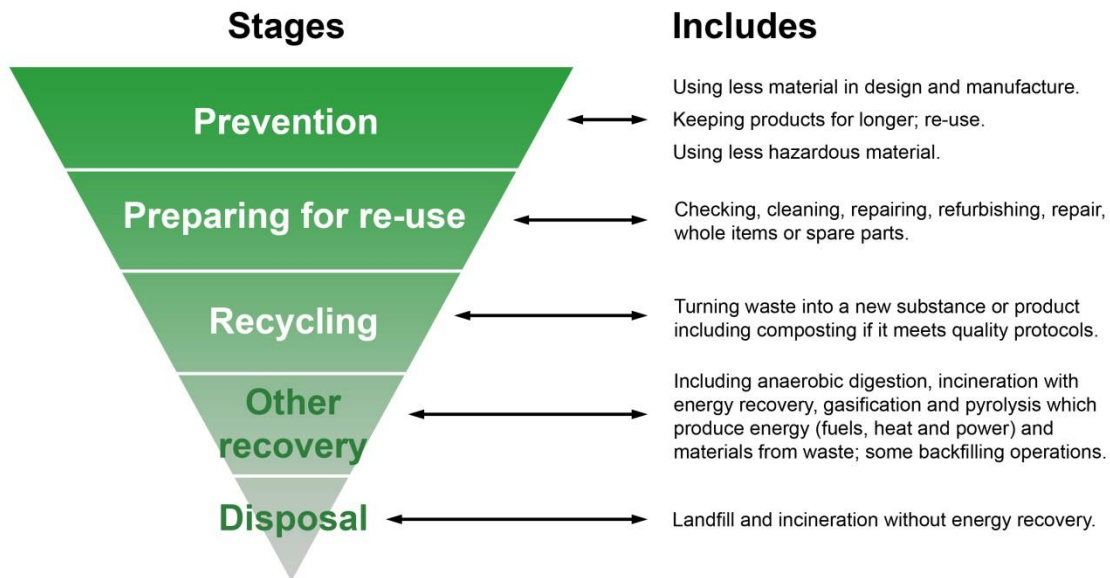


1.1.1 The Waste Regulations (England and Wales) 2011, as amended in 2012

The Waste Regulations (England and Wales) 2011, as amended in 2012, set out the requirement for local authorities to manage all waste in accordance with the principles of the waste hierarchy and identify measures for continuous improvement.

The waste hierarchy ranks waste management options according to what is considered best for the environment. It places the highest priority on measures that prevent waste in the first place or reducing the amount of waste we produce. Once waste is created, the second priority is to prepare it for re-use, but if it has reached the end of its useful life the third priority is to collect it for recycling. If waste cannot be managed in accordance with these priorities then energy should be recovered from it, and if waste is unsuitable to be managed higher up the hierarchy, only then should it be disposed of (i.e. to landfill). Departure from the hierarchy is permissible when the measures that would be required would not be considered reasonable in the circumstances, or when departure will achieve the best overall environmental outcome in respect of that waste.

The Waste Hierarchy



The Waste Regulations (England and Wales) 2011 as amended in 2012 also require local authorities to take measures to promote high quality recycling and should therefore inform the design of kerbside collection services.

1.1.2 Environmental Protection Act 1990

Environmental Protection Act (1990) provides that the responsibility for household waste management in England lies with local authorities.

In addition, unitary authorities have a statutory duty under the Environmental Protection Act (1990) to collect household waste which includes the collection of recycling from their local authority area and are also responsible for the safe disposal and treatment of all household waste collected.

Section 45 of the EPA states that local authorities shall

- Arrange for the collection of household waste in its area except waste:

- i. which is situated at a place which in the opinion of the authority is so isolated or inaccessible that the cost of collecting it would be unreasonably high, and
 - ii. as to which the authority is satisfied that adequate arrangements for its disposal have been or can reasonably be expected to be made by a person who controls the waste
- If requested by the occupier of premises in its area to collect any commercial waste from the premises, to arrange for the collection of the waste.
 - No charge shall be made for the collection of household waste except in cases prescribed in regulations made by the Secretary of State; and in any of those cases the authority may recover a reasonable charge for the collection of the waste from the person who made the request.

Section 46 of the EPA states that where an authority has a duty to arrange for the collection of household waste, the authority may require the occupier to place the waste for collection in receptacles of a kind and number specified. The kind and number of the receptacles required shall be reasonable, but this may include separate receptacles for waste which is to be recycled and waste which is not.

In reference to the receptacles, under section 46 of the act the authority may specify

- the size, construction and maintenance of the receptacles;
- the placing of the receptacles for the purpose of facilitating the emptying of them, and access to the receptacles for that purpose;
- the waste which may or may not be put into the receptacles and the precautions to be taken where particular substances or articles are put into them; and
- the steps to be taken by occupiers of premises to facilitate the collection of waste from the receptacles.

Section 51 of the EPA states that it is the duty of each waste disposal authority to arrange

- for the disposal of the controlled waste collected in its area by the waste collection authorities (in our case the unitary authority); and
- for places to be provided at which persons resident in its area may deposit their household waste.

In providing places for residents to deposit their household waste, the council must ensure that each place is situated either within the area of the authority or so as to be reasonably accessible to persons resident in its area, is available for the deposit of waste at all reasonable times and is available for the deposit of household waste free of charge by persons resident in the area.

1.1.3 25 Year Environment Plan (2018) and Environment Bill (2019)

In January 2018 the Department for Environment, Food and Rural Affairs (Defra) published a 25 Year Environment Plan which sets out government action to help the natural world regain and retain good health. This plan sets out a wide range of ambitious proposals in order to tackle growing issues associated with waste management.

1.1.4 Resource and Waste Strategy for England

In December 2018 Department for Environment, Food and Rural Affairs published Our Waste, Our Resources: A Strategy for England. The strategy sets out how government proposes to preserve material resources by minimising waste, promoting resource efficiency and moving towards a circular economy. Resources should be kept in use for as long as possible and

maximum value should be extracted from them. Products and materials should be re-used, regenerated, recycled and recovered to prolong their life.

Government also aims to minimise the damage caused to our natural environment by reducing and managing waste safely and carefully and by tackling waste crime. The strategy gives a longer-term policy direction in line with the 25 Year Environment Plan aiming to eliminate avoidable plastic waste over the lifetime of the 25 Year Environment Plan and eliminating avoidable waste of all kinds by 2050.

In February 2019 Department for Environment, Food and Rural Affairs published three consultations:

- Reforming the UK packaging producer responsibility system
- Consistency in household and business recycling collections in England
- Introducing a deposit return scheme in England, Wales and Northern Ireland.

At the same time HM Treasury published a consultation on the introduction of a plastic packaging tax.

The latest available information regarding these consulted changes are outlined below. Wiltshire Council will continue to engage with government on the further development and subsequent consultations on these proposals. Once there is certainty on the detail of implementation the council will review and amend its household waste management strategy and services to ensure compliance with new legislation.

1.1.4.1 Extended Producer Responsibility (EPR)

Government intends to introduce an extended producer responsibility scheme in 2023, including proposals to introduce measures for product standards for five new waste streams by 2025. Department for Environment, Food and Rural Affairs has now taken primary powers in the Environment Bill to enable them to implement new extended producer responsibility (EPR) systems.

The government will consult on final proposals for EPR for packaging waste in early 2021.

There is a commitment by government to review the current statutory producer responsibility regimes for waste electrical and electronic equipment (WEEE), batteries and end-of-life vehicles in the period of 2021-2024.

The government are proposing and plan to consult on extending EPR to include another 5 materials by 2025. These materials are:

- textiles (clothing and household textiles)
- bulky waste (including mattresses, furniture and carpets)
- certain materials in the construction and demolition sector
- Vehicle tyres
- Fishing gear

1.1.4.2 Consistency in recycling collections

A Framework for Greater Consistency in recycling was published in September 2016. Following the consultation in 2019, the Government have confirmed that it will introduce measures for England to increase household recycling by requiring all local authorities to collect a consistent set of dry materials from households in England; to collect food waste separately from all households on a weekly basis; and to arrange for garden waste collection where necessary from 2023.

The government have however conceded that there is more limited support for free garden waste collections and therefore have committed to give further consideration to the costs and benefits of this measure before making the final decision on whether garden waste collections should be free of charge, or whether charging should remain a matter for local decision making. A further consultation is expected with further detail proposed.

These measures are expected to increase recycling from households from current levels to in excess of 65% by 2035 to meet the national recycling target.

The key impacts for Wiltshire Council would be the proposal to mandate weekly collections of food waste and the consideration being given to the provision of fortnightly free of charge garden waste collections.

The government have committed to funding the net costs of new burdens on local authorities arising from new statutory duties introduced to increase consistency in recycling and will work with local authorities to assess costs and changes necessary. Where collections infrastructure is required to change there is an expectation this to be done at the earliest opportunity allowed for by contractual obligations.

1.1.4.3 Deposit return scheme (DRS)

Government intends to introduce a deposit return scheme for drinks containers in 2023. A further consultation was due in early 2020 however this has been delayed due to Covid-19. Details of the scheme are yet to be decided however it is likely that the key impact for Wiltshire Council would be the loss of plastic bottles, steel and aluminium cans and glass bottles from the collection of dry recyclable materials. Many householders would be encouraged to return their used drinks containers for tokens with a monetary value. The current proposals extend beyond the recycling of “on the go” drinks containers in retail settings, with the scope extended to cover most drinks containers. This is likely to divert valuable recyclable drinks containers from established kerbside collection schemes, and result in a financial loss to the council as well as potentially having operational impacts on the efficiency of recycling collection services.

1.1.4.4 Environment Bill 2019

The Environment Bill was introduced to Parliament on 15 October 2019. The bill establishes a regulatory body to hold the government and public bodies to account and to set legally binding environmental improvement targets in line with the commitments in the 25 Year Environment Plan. It also lays the groundwork for enacting the measures outlined in the Resource and Waste Strategy from England.

The Bill aims to transform the way we manage our waste through providing powers to ensure that producers take responsibility for the waste they create, introducing a consistent approach to recycling, tackling waste crime, introducing bottle deposit return schemes and more effective litter enforcement. Powers to introduce new charges will minimise the use and impacts of single use plastics. It remains government’s intention that measures come into effect in 2023.

The bill requires local authorities to collect the following recyclable household waste separately:

- iii. Glass
- iv. Metal
- v. Plastic
- vi. Paper and card

- vii. Food waste and
- viii. Garden waste.

In addition, recyclable household waste which is food waste should be collected at least once a week. The explanatory notes to the bill state that the circumstances in which it is not technically or economically practicable to separate waste streams, or where it would have no significant environmental benefit, will be set out in statutory guidance and the proposals remain subject to further stakeholder consultation.

The government have recently indicated that, as part of the consultation of consistency in recycling, they propose to clarify the requirements for separate collections under the Waste Regulations to make these clearer. The government have set out requirements for separate collection of recyclables in the Environment Bill. This will be supported by statutory guidance and further regulations which will be consulted upon in 2021. The government have committed that the statutory guidance will help local authority decision making in order to meet their duties in relation to separate collection and promote high quality recycling. The statutory guidance would also set out the process by which local authorities may collect materials together where separate collection is not technically, environmentally or economically practicable.

Progress of the Environment Bill through parliament has been delayed due to COVID-19

1.1.5 UK's exit from the EU

The UK left the EU in December 2018 and therefore EU waste legislation is no longer a driver for sustainable waste management activities in England.

Following the UK's exit from the EU, key environmental legislation including the Waste Framework Directive (revised 2008) and the Landfill Directive (1999) do not apply. However, the government have committed to ensure environmental standards remain consistent with those in the EU, including the EU Circular Economy Package.

From 1 January 2021 there will be new arrangements for the movement of waste between the UK and the EU. The council continues to work with its contractors to understand the impact of these new arrangements and the costs associated with their implementation. Currently all of the Solid Recovered Fuel produced at the Northacre MBT facility is exported to Europe and Scandinavia for use in Energy from Waste facilities. However, in 2019/20 only 6% of the waste collected for recycling, composting or reuse was sent outside of the UK.

1.2 Local policy drivers

The council's waste service will endeavour to meet residents' expectations and requirements while aiming to achieve the goals set out in the council's business plan within the resources available. In addition, we must work collaboratively with other council departments to meet a wider range of aims and objectives set out within the council's business plan. A key area will be making the most efficient and effective use of the council's digital platforms for communication with our residents.

The waste management strategy needs to reflect the wider priorities of the council including growing the economy, developing stronger communities and protecting the vulnerable.

Residents' expectations reflect their knowledge of new products, services and waste streams. In addition, overall demand on waste management services will increase as the population and housing stock grows. Over time, an ageing population may increase demand for assisted waste and recycling collection services and clinical waste collection services.

1.2.1 Financial drivers

The council faces ongoing financial pressures, and this has clearly increased as a result of the unprecedented impacts of COVID-19. These funding challenges are therefore expected to continue for the term of this strategy. The targets and actions agreed therefore should be affordable and reflect the need to make optimum use of the financial resources available.

The rate of landfill tax payable in 2020/21 has increased by 3% to £94.15 per tonne and is likely to increase further in subsequent years. Reducing waste sent to landfill therefore remains a primary financial driver.

These demands reinforce the need for a household waste management strategy which highlights the need to deal with these pressures, whilst also ensuring that performance against statutory targets and business plan goals are not compromised.

1.2.2 Social and environmental drivers

The number of households in Wiltshire has continued to increase, placing additional demand on many key services. Projected future housing delivery is detailed in the council's Local Plan Core Strategy. Growth in housing and population directly impacts on the amount of waste produced in Wiltshire, and which the council has a statutory duty to manage, as well as placing an increasing demand on the council's operational waste services.

Renewed media interest in the impact of waste on the environment has been noted, and this is reflected in residents' awareness of the issues we are seeking to address through this strategy. The importance of recycling clearly resonates with many residents, informing their consumer behaviour and is also demonstrated in our current recycling performance.

This page is intentionally left blank

Appendix 2

Waste Management Strategy 2017-2027

Household Waste Management Strategy: Forward Thinking Towards Zero Avoidable Waste

Annual performance review 2019-20

Contents

- Introduction
- 1. Waste prevention performance
- 2. Reuse and repair performance
- 3. Recycling performance
 - 4.1 Kerbside collection services
 - 4.2 Household recycling centres
- 5 Energy from waste performance
- 6 Less waste to landfill
- 7 Litter
- 8 Fly-tipping

Introduction

Wiltshire's Household Waste Management Strategy 2017-2027 contains a commitment to provide annual performance reviews.

This document provides a summary of waste management performance against the priorities set within the household waste management strategy during the period of April 2019 to March 2020.

Reviewing waste management performance against the priorities within the strategy is an essential step in the development of the annual action plan, which sets out goals and outcomes for the next year of service delivery in the context of changing local and national circumstances and the resources available.

This document aims to explain the key waste management performance statistics and trends during the period, whilst offering some commentary on how the council's actions may have affected residents' behaviours and performance of the council's waste services.

The document will consider each of the priority areas in turn.

1. Waste prevention performance

Priority 1 - Waste Prevention:

The council will work with national, regional and local partners to provide advice and information to encourage residents to reduce the amount of household waste they create.

The total amount of household waste produced in Wiltshire has been declining since a peak in 2014/15. The total amount produced is impacted by a number of local and national influences, including how much disposable income people have to spend, the changing characteristics of product packaging, and a decline in newsprint media, etc.

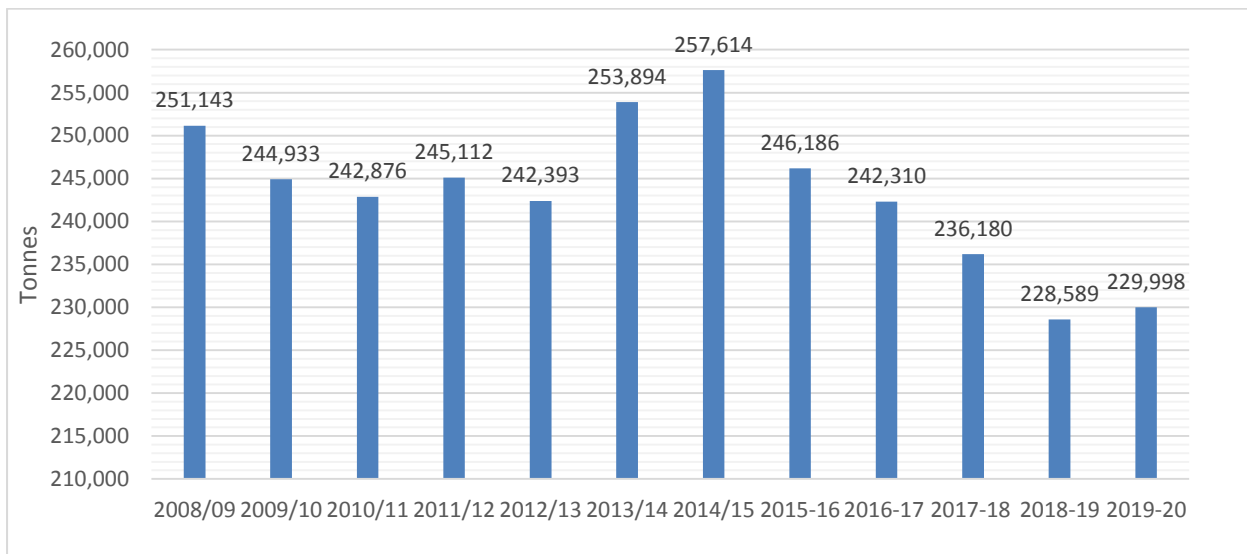


Figure 1: Total local authority collected waste in Wiltshire, 2008-2020.

Recent trends show that the amount of non-recycled waste produced per household (after recycling) has not changed significantly since 2015. This is referred to as “residual” waste and is comprised of several waste streams including, but not limited to :

- Kerbside collected residual waste;
- Residual waste disposed of at household recycling centres;
- Skips at council depots;
- Fly-tipped waste.

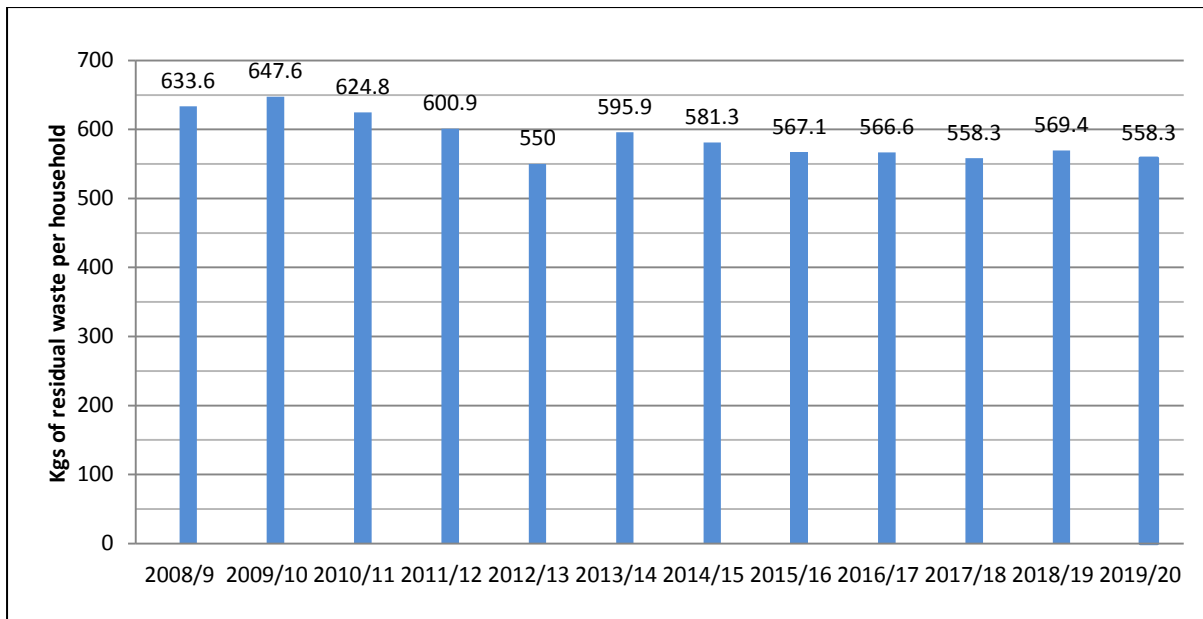


Figure 2: Residual household waste (after recycling) - kgs per household, 2008-2020. Note: Figures include residual waste from all sources e.g. kerbside collections, HRCs, MBT residues etc.

The following changes have been introduced by the Council and its partners to reduce the amount of waste created in Wiltshire.

- Providing wheeled bins for non-recyclable waste and enforcing a no side- waste policy, which encourages residents to make full use of the kerbside recycling services available and to better manage their waste.
- Standardisation of bin size to 180 litres for residual waste bins. Where larger bins need to be replaced due to breakage or loss, these will be replaced with a standard 180 litre bin, unless the following criteria is met.
- Providing larger bins only in extenuating circumstances, such as:
 - six or more residents in a household;
 - a family of five including one or more in nappies; or
 - a medical need which creates large volumes of unrecyclable waste.
- Limiting the amount of non-recyclable waste which residents, who are unable to store a bin on their property, may put out for collection in bags (only bags with council-issued labels will be collected by the contractor).
- Introducing van and trailer permits at household recycling centres to help limit traders illegally disposing of their business waste at the sites.
- Introducing a proof of address scheme at household recycling centres to limit the impact of waste being disposed of by residents from outside of the Wiltshire Council area.
- Subsidising the purchase price of food waste composters for residents who wish to compost their food and garden waste at home – see Figure 3.
- Introducing a charge for the collection of garden waste which, for some residents, would encourage composting at home.

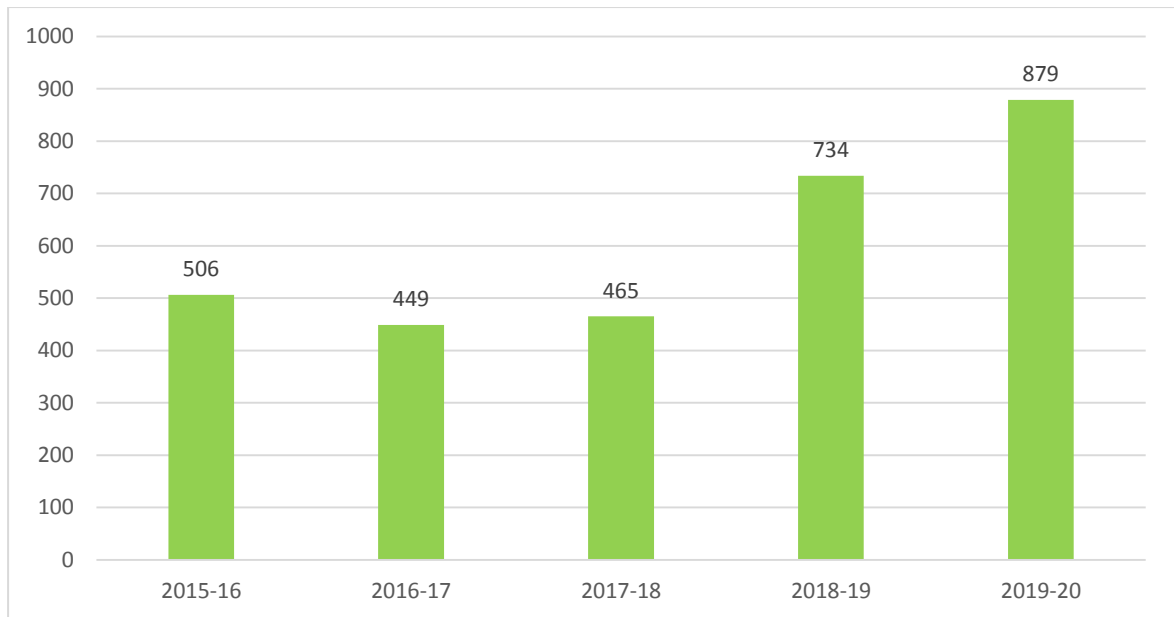


Figure 3: Subsidised food waste digesters sold, 2015-2020.

2. Repair and Reuse Performance

Priority 2 – Repair and Reuse

The council will work with local reuse organisations and contractors to increase the opportunity for items to be repaired and reused. The council will continue to work with national partners and manufacturers to promote sustainable design so that items can be easily repaired rather than having to be replaced.

The amount of waste repaired or reused in Wiltshire is difficult to measure as much of this activity happens within communities and voluntary groups, and without the direct involvement of the council. Some Area Boards have successfully hosted Repair Workshops in their communities.

Repair and reuse performance are therefore not currently measured and reported. However, the council will be working with its contractors and partners to implement a system whereby reuse activities in Wiltshire can be measured and reported.

Initiatives that the council delivered in 2019-20 included the following:

- Encouraging residents to prioritise reuse of large items rather than requesting a large item collection from the council – see Figure 4. The Environmental Protection Act 1990 allows the charge for this service to reflect the council's reasonable costs for collection (though disposal costs should not be charged to the resident). Despite charges having increased significantly in 2018/19 this service is still well used by residents.
- Promoting reuse organisations in Wiltshire through the council's website: www.wiltshire.gov.uk/large-item-collection

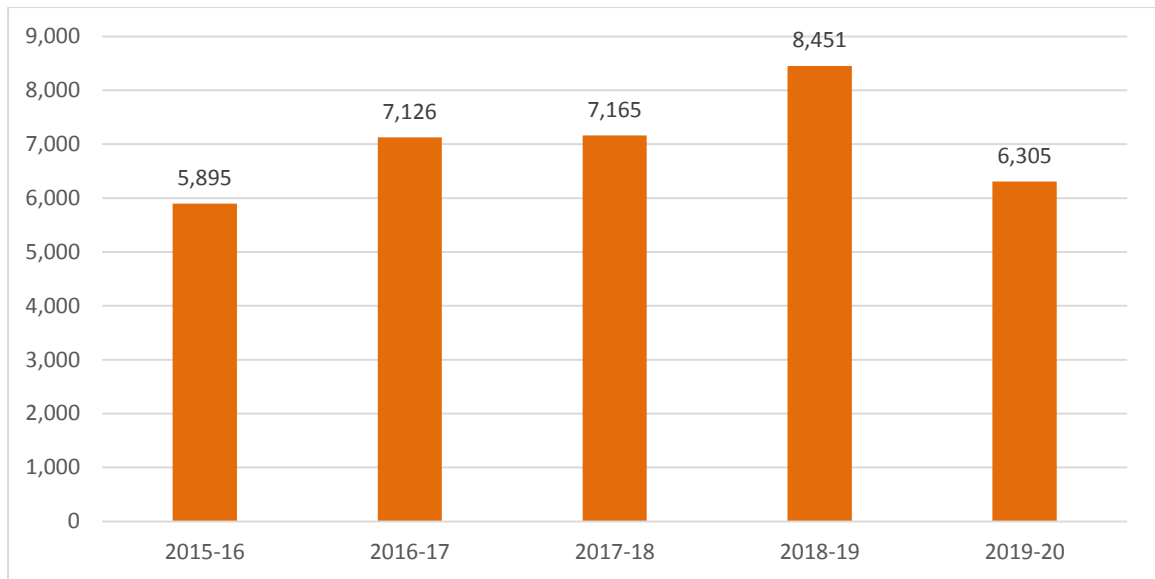


Figure 4: large item collections, 2015-2020.

3. Recycling Performance

Priority 3 - Recycling and Composting:

The council will continue to ensure that cost effective and efficient recycling services are provided so that residents are able to recycle a range of materials as easily as possible. The council will continue to review the potential for expanding the range of items collected for recycling and composting where it is environmentally and economically practical to do so.

Recycling, which includes garden waste sent for composting, comprises materials collected through the council's kerbside collection services and ten household recycling centres. Wiltshire's recycling rate (the total percentage of household waste sent for recycling and composting) had decreased in recent years following a peak of 46.42% in 2014/15. 2019/20 saw an upturn in recycling performance from 42.69% (2018/19) to 43.45%.

Figure 5 below shows how the cumulative recycling rate follows a similar pattern over the year. This reflects the seasonal impact of the quantity of garden waste collected and sent for composting, which is also very weather-dependent.

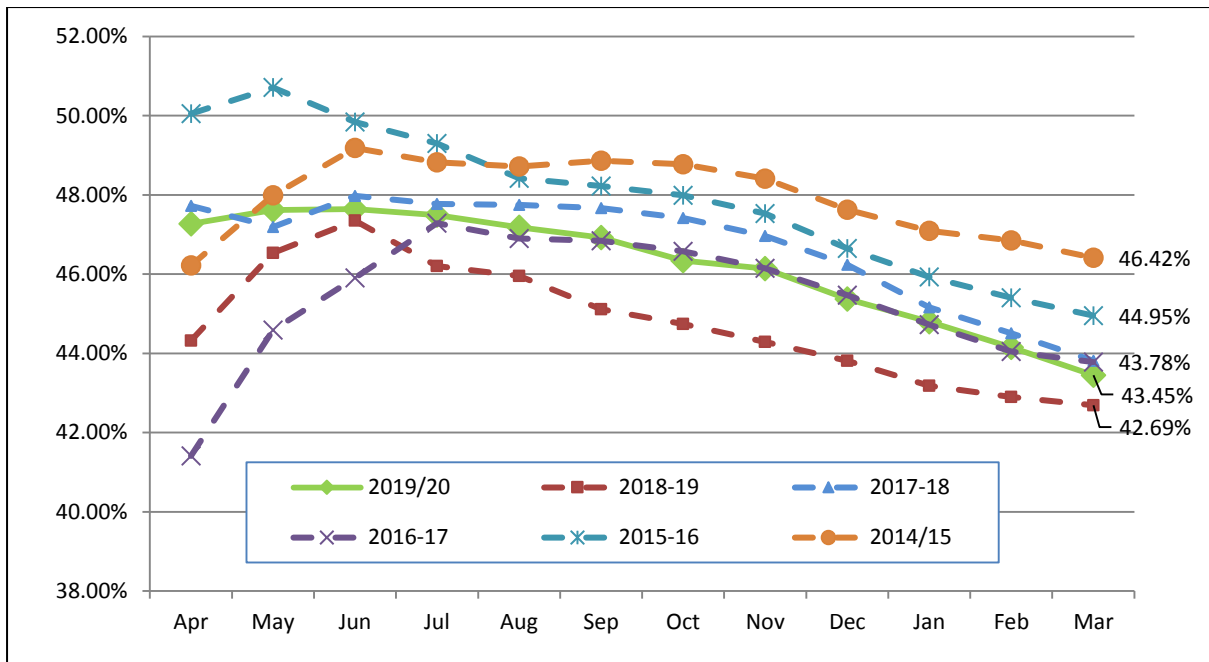


Figure 5. Recycling and composting as percentage of household waste, 2013-2020

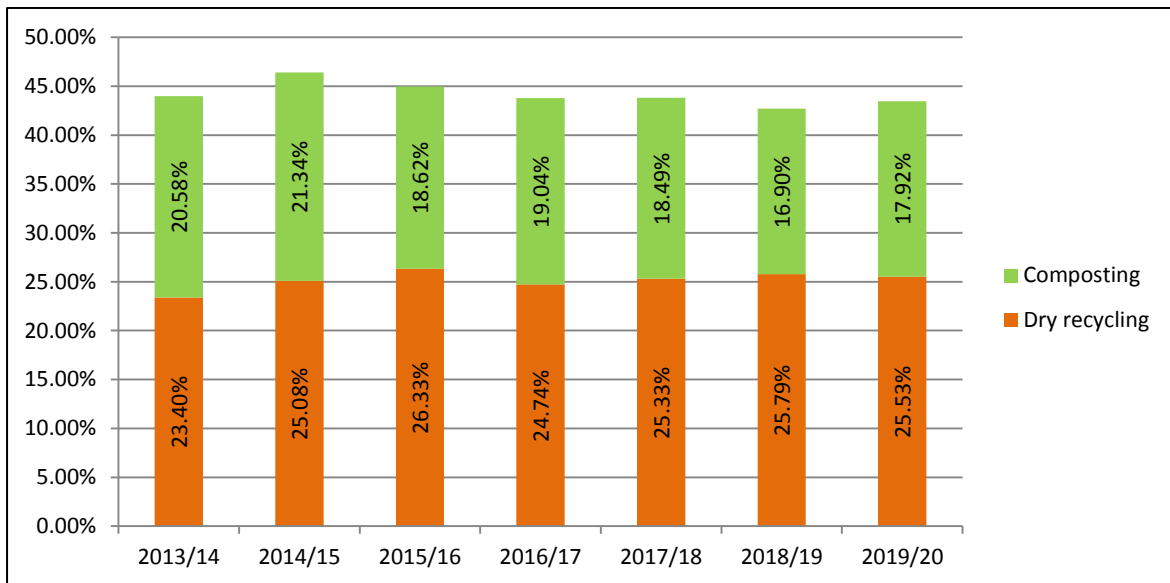


Figure 6: Recycling and composting as percentage of household waste, 2013-2020

3.1 Kerbside Recycling Collections

The council collects paper, glass, cans, foil, textiles, plastic bottles, pots, tubs and trays, cardboard, liquid food and drink cartons and garden waste from the kerbside.

In 2019/20 the total amount of kerbside-collected recycling and garden waste increased for the first time since a peak in 2014/15. The data also shows a progressive increase in kerbside dry recycling since 2013/14 (see Figure 7).

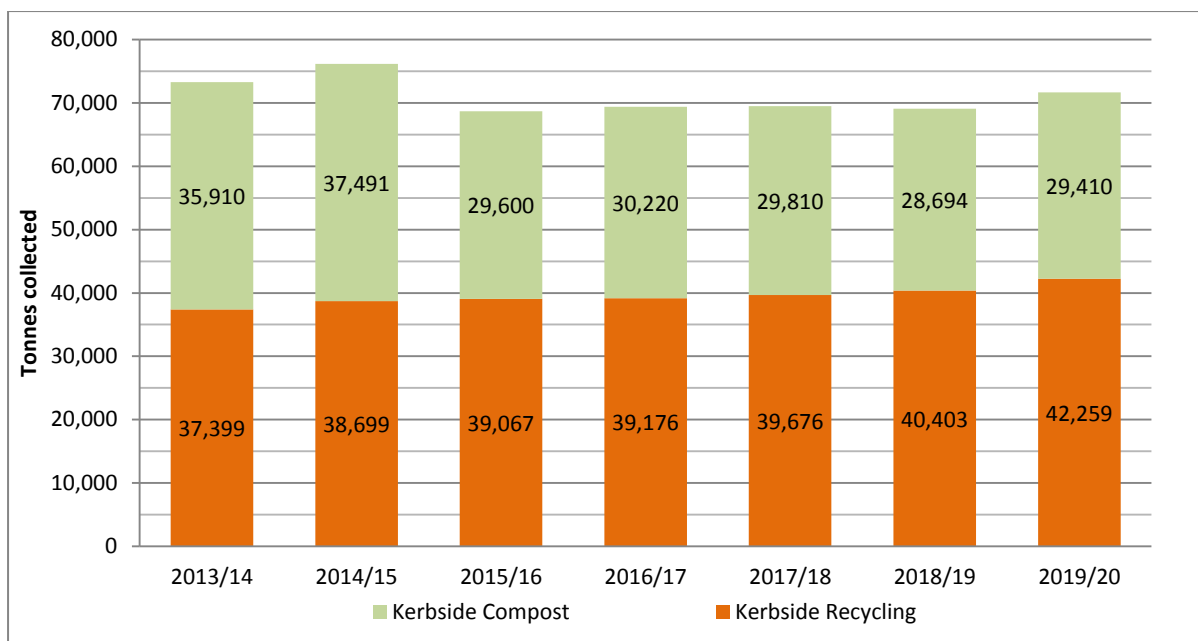


Figure 7: Tonnes of kerbside recycling and composting, 2013-2020

Figure 7 shows the split between the tonnage of dry recycling and green waste collected and from 2015/16 reflects the impact of moving from a free of charge opt-in kerbside collection of garden waste to a charged-for service, resulting in fewer people using this service and less garden waste being collected.

There has been a small but steady increase in the tonnes of dry recycling collected each year, despite manufacturers using less materials in packaging in a drive to reduce the weight of items. For example, some glass bottles are being replaced with plastic bottles, while some cans and plastic bottles are made using less material and so weigh less. There continue to be changes in buying habits and generally people buy less newspapers and magazines than in previous years. This may have been compensated for by an increase in online shopping and the additional packaging used to protect items in transit.

Waste composition research undertaken in Wiltshire in 2012 shows that over 36% of material in residents' non-recyclable waste bins could have been recycled using the council's kerbside collection services.

	Average % of material in residual waste which could have been recycled at the kerbside
Paper and card	15.68%
Plastic bottles	8.48%
Textiles	5.50%
Glass	3.83%
Tins and cans	2.99%
Total:	36.46%

Figure 8: Percentage of recyclable waste found in non-recyclable waste bins.

3.2 Household Recycling Centres

Wiltshire Council has a statutory duty (under section 51 of the Environmental Protection Act 1990) to provide places where persons resident in its area may deposit their household waste, free of charge. The council currently operates a network of 10 sites, located across the county where residents can dispose of their general waste as well as recycle many other items.

The number of visitors to the sites and the amount of each waste stream collected is monitored and reported. The number of residents visiting the site varies depending on the site capacity, layout and the density of the population surrounding the site.

Visitor numbers to the recycling centres have decreased in recent times. This may be due to:

- The reduction of opening hours and days which came into place in 2015-16;
- The introduction of a van and trailer permit system at household recycling centres to help limit traders illegally bringing waste to the sites;
- The introduction of a 'proof of address' scheme to reduce the amount of waste being disposed of by non-Wiltshire Council residents;
- Asking visitors who are suspected of bringing trade waste to the sites to complete a trade waste disclaimer form to limit the illegal use of the sites.

Whilst it is important to monitor the number of visitors to the site, from a waste management point of view it is more important to understand how visitors manage their waste while on site. The service aims to increase the amount of waste which is brought to the site being diverted from landfill.

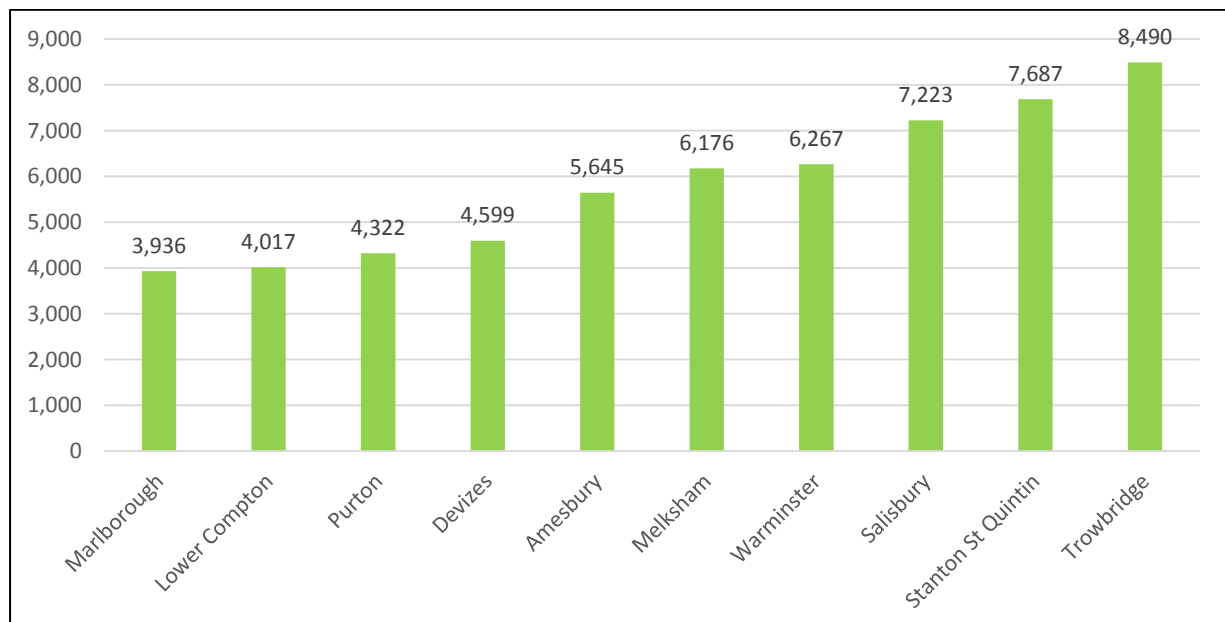


Figure 9: Household recycling centres, total tonnes managed, 2019/20.

HRC Site	Total Tonnes	Tonnes diverted from landfill	Landfill diversion (%)
Amesbury	5,645	4,281	76%
Lower Compton*	4,017	2,310	58%
Devizes	4,599	3,565	78%
Marlborough	3,936	3,105	79%
Melksham	6,176	4,858	79%
Purton*	4,322	2,539	59%
Salisbury	7,223	5,713	79%
Stanton St Quintin	7,687	5,816	76%
Trowbridge	8,490	6,663	78%
Warminster	6,267	4,918	78%
Total	58,362	43,766	75%

Figure 10. Waste taken to household recycling centres which is diverted from landfill, 2019/20. (Note: * Soil/rubble collected at these sites is used as landfill cover at the contractor's landfill sites. Although this replaces a requirement to bring in other materials for this purpose, under waste classifications this is counted as landfilled material.)

4. Energy from waste performance

Priority 4 – Energy from Waste

Recovering energy from waste which cannot be reused or recycled remains strategically important for the council as it prevents this waste from going to landfill. The council will continue to review the feasibility of constructing small scale energy from waste plants within Wiltshire.

Much of Wiltshire's non-recyclable waste is sent to facilities that use the waste to generate energy, or process it into a fuel for this purpose, and divert waste from landfill.

The council has a 25 year contract to send 60,000 tonnes of non-recyclable waste to Northacre Resource Recovery Centre in Westbury, Wiltshire: www.northacrerrc.co.uk/. The contract year runs from November to November and 2019/20 is year 7 of the contract.

At the Northacre mechanical biological treatment (MBT) plant the waste is dried and shredded to create a fuel, which is then used in energy from waste facilities in northern Europe. The MBT process reduces the amount of waste that would otherwise have been landfilled by two thirds – see Figure 11 below.

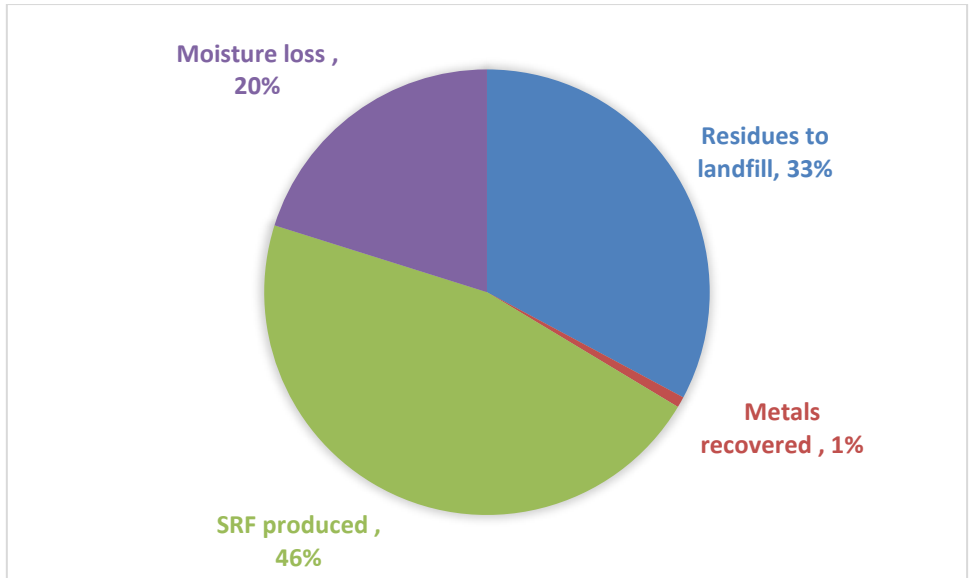


Figure 11: Percentage outputs from the MBT process

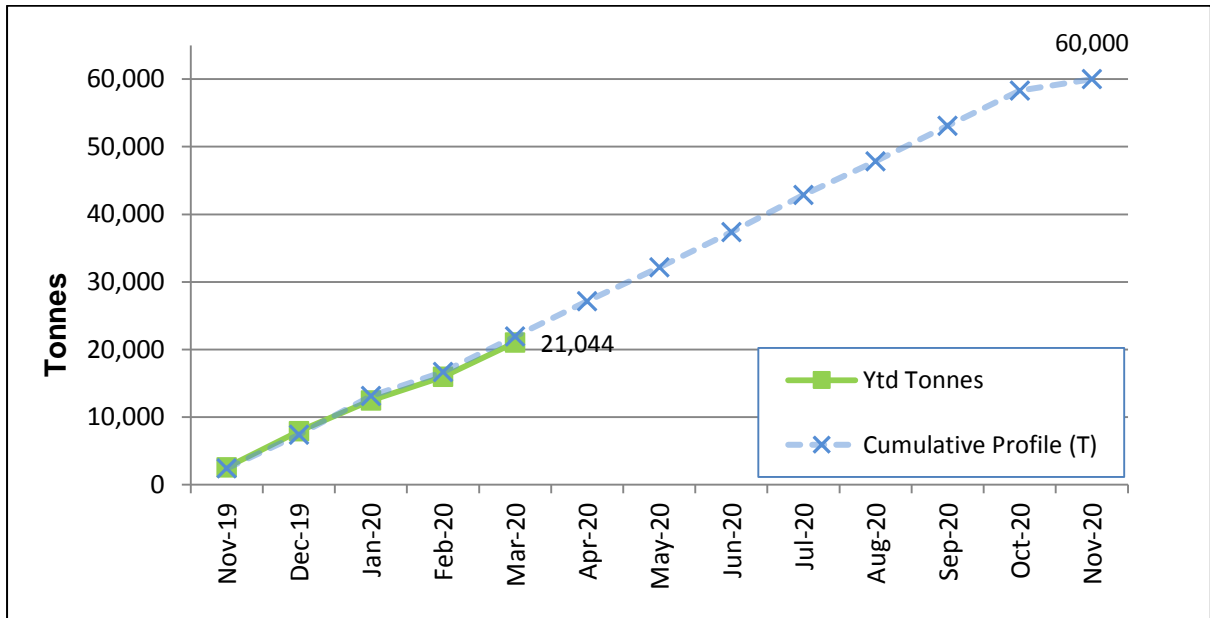


Figure 12: Tonnes of waste sent to Northacre Resource Recovery Centre, 2019/20.

The council also has a 25 year contract to send 50,000 tonnes of non-recyclable waste to Lakeside Energy from Waste Plant, Slough: www.lakesideefw.co.uk/. At this plant the waste is incinerated to generate power. 2019/20 is year 11 of the 25 year contract.

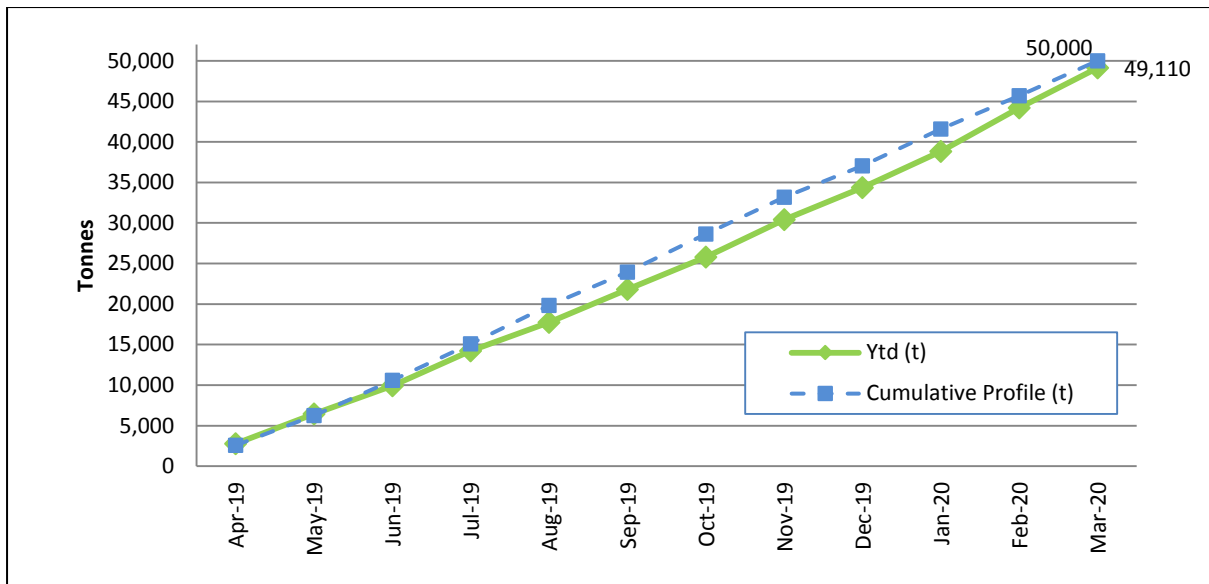


Figure 13: Tonnes of waste sent to Lakeside Energy from Waste Plant, 2019/20.

5. Less waste to landfill

A strategic aim for the council is to reduce the waste sent to landfill as this is widely recognised as being the least environmentally sustainable way of managing waste. All the waste services and contracts the council has in place are intended to ensure that the waste sent to landfill is reduced where possible.

Through improvements to waste prevention information and recycling services, together with diverting a significant proportion of non-recyclable household waste to energy from waste plants, the council now only sends approximately 16% of Wiltshire Council's collected waste to landfill each year. This is a significant reduction compared to previous years.

34,400 tonnes of waste were landfilled in 2019/20, of which less than 600 tonnes was non-recyclable waste collected at the kerbside. The majority of the avoidable waste landfilled (12,500 tonnes) was non-recyclable waste accepted at household recycling centres. Further work is required to find alternative treatment routes for this material to divert it from landfill, as most of this waste is bulky in nature and is understood to be unsuitable for treatment under the existing landfill diversion contracts.

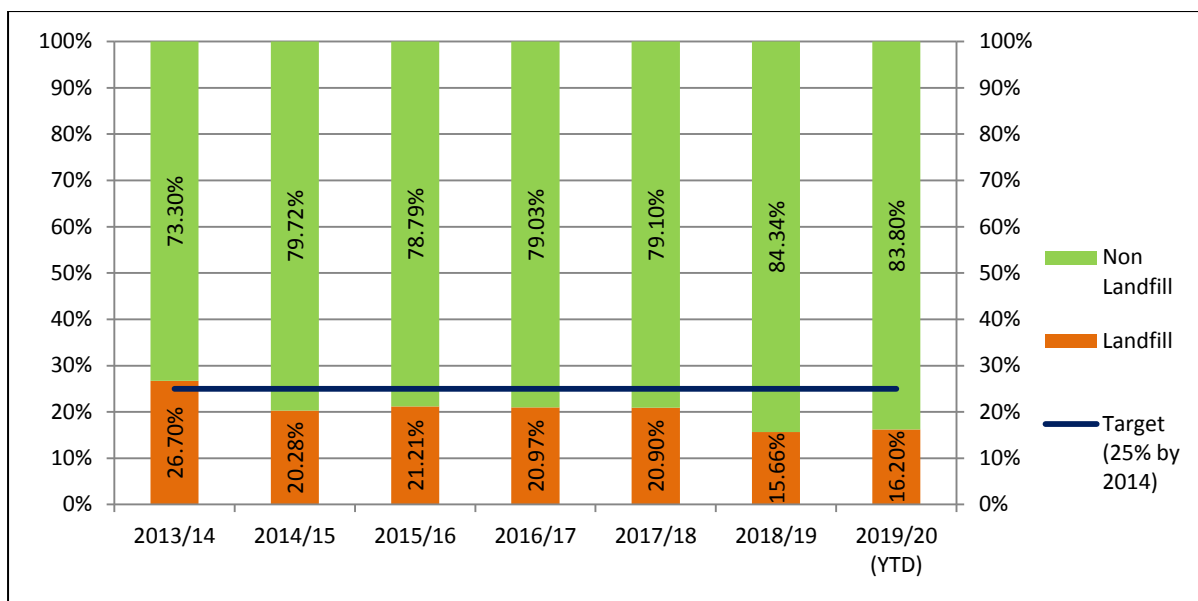


Figure 14: Percentage of waste sent to landfill in Wiltshire, 2008-2020.

6. Litter

Since 2014 there has been significant improvement in the percentage of Wiltshire Council roads which were predominantly free from litter and detritus. In September 2019 Wiltshire Council received recognition from The Department of the Environment Food and Rural Affairs Agency (DEFRA) for consistently achieving a high standard of roadside cleanliness across Wiltshire using the standards as set out in the Code of Practice on Litter and Refuse. Litter includes mainly synthetic materials, often associated with smoking, eating and drinking, that are improperly discarded and left by members of the public. Detritus comprises dust, mud, soil, grit, gravel, stones, rotted leaf and vegetable residues, fragments of twigs and other finely divided materials. Detritus includes leaf and blossom falls when they have substantially lost their structure and have become fragmented.

These most recent results are the highest recorded % in 7 years and provides clear evidence to support the council's initiative to introduce scheduled litter picks and additional reactive litter picking resources introduced in 2019.

N195 Annual Indicators	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20
% Wiltshire roads predominantly free of litter	68%	75%	86%	81%	86%	87%
% Wiltshire roads predominantly free of detritus	60%	59%	87%	69%	80%	81%

7. Fly-tipping

The Council received 2,823 fly tip reports in 2019/20 compared with 2,822 in 2018/19, a very small rise of just 0.03% in reports.

Of the 2,823 reports received, 646 (23%) were on private land or were not the responsibility of Wiltshire Council to clear.

Between 2014 and 2018 reports rose consistently each year. However, in 2018/19 total fly tip reports fell by 11% when compared to 2017/18 and remained at that level in 2019/20.

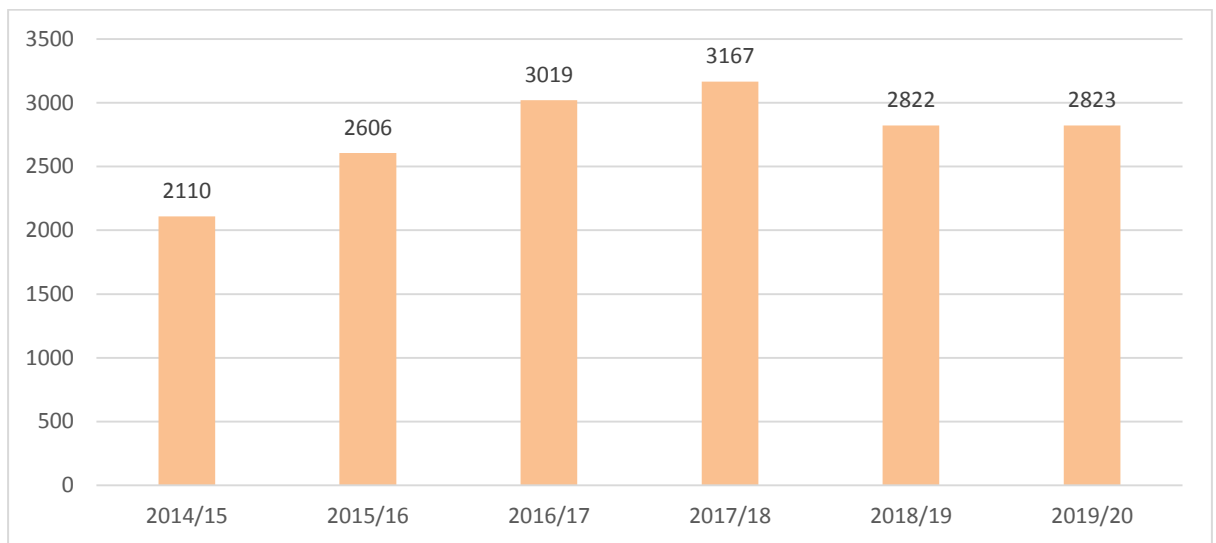


Figure 15: Number of fly-tipping incidents reported, 2014-2020.

Reports of fly tips vary significantly across the 18 community areas of Wiltshire – see Figure 16. All 18 areas show report numbers per one thousand residents that are below the national average of 16 reports per thousand residents annually. South West Wiltshire and Southern Wiltshire show the highest level of reports due to their rural make up and low population density, which makes fly tipping without being seen easier.

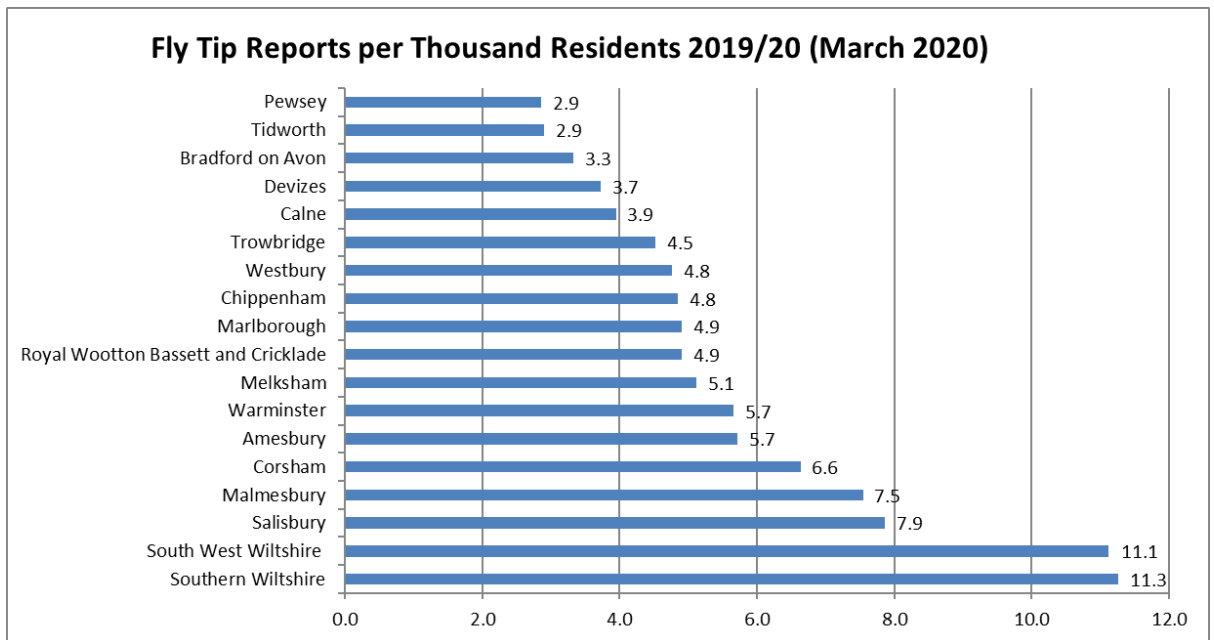


Figure 16: Fly tip reports per one thousand residents by community area, 2019/20.

This page is intentionally left blank

Appendix 3

Household Waste Management Strategy: Forward Thinking Towards Zero Avoidable Waste

2017 – 2027

Annual Action Plan 2019-20

Progress Update September 2020

Introduction

This annual action plan documents priorities and activities for the waste service for the coming year. The plan outlines how the service will develop and focus its resource during the next year in order to meet the strategic aims and priorities within the waste strategy.

In addition to this action plan, an annual performance review has been developed to report performance against the strategic priorities over the past year.

1. Vision and priorities

Our vision for Wiltshire's Household Waste Management Strategy 2017-2027 is to work towards zero avoidable household waste in Wiltshire.

We will work together with stakeholders to manage household waste in accordance with the waste hierarchy.

Priority 1 - Waste Prevention

The council will work with national, regional and local partners to provide advice and information to encourage residents to reduce the amount of household waste they create.

Priority 2 – Repair and Reuse

The council will work with local reuse organisations and contractors to increase the opportunity for items to be repaired and reused. The council will continue to work with national partners and manufacturers to promote sustainable design so that items can be easily repaired rather than having to be replaced.

Priority 3 - Recycling and Composting

The council will continue to ensure that cost effective and efficient recycling services are provided so that residents are able to recycle a range of materials as easily as possible. The council will continue to review the potential for expanding the range of items collected for recycling and composting where it is environmentally and economically practical to do so.

Priority 4 – Energy from Waste

Recovering energy from waste which cannot be reused or recycled remains strategically important for the council as it prevents this waste from going to landfill. The council will continue to review the feasibility of constructing small scale energy from waste plants within Wiltshire.

Priority 5 – Litter and Fly-tipping

The council will continue to respond to incidents of fly tipping on land for which the council is responsible with enforcement actions ranging from initial investigation to prosecution of offenders. We will continue to use all the tools available to us to tackle this criminal activity. We will continue to respond to reports of litter. This activity cost the council in excess of £2.5m in 2018-19 – money which could have been better invested in delivering the council's priorities spent on clearing entirely avoidable waste.

2. Actions

Priority 1 – Waste Prevention			
	Action details	Resources required	Progress update 2020
Action A	Monitor the implementation of a residents only scheme (proof of address) at Wiltshire Council's household recycling centres intended to make the sites better available to residents within the Wiltshire council area and avoid the management of waste emanating from outside of the county and associated costs.	Waste management team Communications team Waste contractors	Scheme implemented in 2018 and checking for proof of address continues, with particular emphasis on sites which are near borders of neighbouring councils. A pre-booking system has been implemented for residents to access the sites, following the site closures required during the first Covid-19 lockdown. This booking system is address-based and therefore slots are only available to Wiltshire residents. In the case of Purton HRC, we have seen significantly lower demand compared to other sites in the network – this may be due to residents from neighbouring authority areas now being unable to book slots for this facility and could indicate the high level of cross-border use the site has

			<p>previously experienced. Further evidence that this site has been previously been used by people living outside of Wiltshire was gathered when the HRCs first re-opened post lockdown when members of the waste team were deployed as traffic marshals at this site and rigorous 'proof of address' checks were made.</p>
Action B	To coincide with the introduction of the new kerbside recycling collection service we will increase recycling and reduce residual waste collected and sent to landfill.	<p>Waste management team Communications team Waste contractors</p>	<p>Implementation of the new collection rounds for mixed dry recycling and glass were delayed until 9 March 2020, therefore the impact of this enhanced service on the councils recycling and landfill diversion performance is limited.</p> <p>The recycling rate for 2019/20 was 43.45%, representing a very small improvement (0.76%) on 2018/19.</p> <p>84% of all the waste managed was diverted from landfill, through a combination of recycling, composting and energy from waste.</p> <p>Less than 600 tonnes of kerbside collected residual waste was sent to landfill (this is only 1.65% of the total waste landfilled).</p> <p>The full impact of the new kerbside recycling service is expected to be seen in 2020/21 and will be reported in the performance review for that year. Initial participation in the new kerbside service was high and was further strengthened by the national Covid-19 lockdown which started on 23 March</p>

			2020. All council collection services have continued to operate throughout the period of the pandemic, and with high participation rates as more people stay at home.
Action C	Work with the council's ICT team to develop an online payment system to enable the council to introduce charges for non-household waste deposited at household recycling centres.	Waste management team Communications team ICT team Waste contractors	<p>This action has not been completed. Corporate delays have been experienced in the procurement of a new online payments package to replace the current Civica system. The service response to Covid-19 has also diverted team resource from this development work. However, this work is programmed, and the service will continue to assess the opportunity to develop and implement a charging system for non-household waste items at HRCs.</p> <p>The pre-booking system currently in place at the recycling centres was developed at short notice to support Covid-19 requirements but can also be used as a basis for any new system for charging for non-household waste at the HRCs.</p>
Action D	Work with community area boards to deliver a wide-ranging and effective communications plan. This will include promoting and encouraging area boards and elected members to deliver ongoing, joined-up waste prevention campaigns with residents and organisations,	Waste management team Councillors and area boards Communications team	All Area Boards received a presentation from officers in advance of the new kerbside recycling service being implemented. The waste team structure was also finalised with clear roles to support Area Boards (Waste Officers and Waste Technical Officers are allocated to Area Boards with the intention that they attend during the year). All communications and press releases are provided to area board managers and members,

	including schools, within their community areas.		with the intention that these are incorporated into regular area board communications.
Action E	Work with community area boards to provide advice, guidance and training to community and environmental groups and schools in Wiltshire to encourage community led activities.	Waste management team Community area boards Local partners and volunteer networks	As detailed above, the current team structure provides some limited capacity to support the area boards and relevant groups in developing local projects. The team have been invited to present at a number of environmental group meetings across the county and are keen to continue to support these groups in developing community initiatives aimed at reducing waste in their areas.
Action F	Actively engage with government in the development of waste management policy changes, including contributing to consultations and attending national and regional forums. These will include the latest government proposals to reduce the amount of plastic waste produced and to introduce standardised waste and recycling collection services.	Waste management team Directors Cabinet	Officers ensured that Wiltshire Council made appropriate responses to the recent and numerous government consultations on various aspects of the Government's new Resources and Waste Strategy, and Environment Bill. Government has subsequently signalled its intention to press ahead with various policy changes, some to be implemented by 2023, although these are all subject to further consultation with stakeholders, including local government. The waste service will continue to engage in this consultation process in order to influence the development of UK waste policy. Officers represent Wiltshire Council at meetings of the National Association of Waste Disposal Officers (NAWDO), contribute to the national Waste Infrastructure Delivery Programme (WIDP), and

			attend regular virtual meetings with the South West Regional waste managers to share best practice.
Action G	Continue to subsidise and promote the use of food waste composters as an effective method of managing food waste in Wiltshire. Work with the provider of the composters to ensure that they are promoted throughout the county.	Waste management team Specialist product suppliers Communications team Community area boards	The council has continued to subsidise food waste composters for Wiltshire residents. Take up of these units have increased during 2019-20 with total sales of 879. The use of each compost bin results in a significant waste and carbon benefit to the council. The composters are promoted heavily as part of the annual renewals for the garden waste collection subscriptions as a suitable alternative or complementary addition to the collection service.

Priority 2 – Repair and Reuse			
	Action details	Resources required	Progress update 2020
Action A	Work with contractors and local voluntary, community and social enterprise (VCSE) organisations to introduce a scheme whereby items suitable for reuse which are taken to Wiltshire Council's household recycling centres can be separated for reuse rather than recycling or disposal.	Waste management team Communications team VCSE organisations Waste contractors	A revised re-use option has been implemented at the eight Lot 2 household recycling centres (HRCs), extending the opportunities for local re-use charities to benefit from re-useable items dropped off at Wiltshire's HRCs. Unfortunately, Covid-19 has so far prevented a high-profile launch of this service. The two sites operated under Lot 1 also provide residents with a limited option for reuse of certain, good quality items.
Action B	Work with the council's waste collection contractor to investigate the potential of separating waste collected from the bulky household	Waste management team VCSE organisations Waste contractors	This action is still to be progressed and will continue to be an action for the 2020-21 plan.

	waste collection service for reuse rather than recycling or landfill.		
Action C	Work with community area boards and councillors to deliver ongoing, joined-up repair and reuse campaigns with residents within their community areas.	Waste management team Councillors and area boards	This action is still to be actively progressed although it is notable that some Area Boards have already set up local repair workshops based on the positive experience of established community groups.
Action D	Work with communities to provide sufficient information for them to host a network of repair cafés and workshops to encourage residents to repair items.	Waste management team Councillors and area boards VCSE organisations	This action is still to be actively progressed although it should be noted that the current social distancing measures as a result of Covid-19 is significantly reducing community led activity.

Priority 3 – Recycling and Composting			
	Action details	Resources required	Progress update 2020
Action A	Introduce changes to the kerbside collection of recycling, including introduction of a comingled collection service with paper, cardboard, plastic bottles, pots, tubs and trays, cans and food and drink cartons collected from the blue lidded bin and glass from the black box.	Waste management team Waste contractors Customer services team	Changes to Wiltshire’s kerbside recycling service were introduced in March 2020. The delayed introduction means the most significant impact on the council’s recycling rate may be better shown in the performance review for 2020-21 given the changes came into effect at the end of the 2019-21 reporting period.
Action B	Manage the introduction of a contract (Lot 1) to build, commission and operate a new materials recovery facility (MRF) to separate the comingled recyclable materials collected at the kerbside,	Waste management team Waste contractors	The new materials recovery facility (MRF) has been built at Sands Farm, Calne under the Lot 1 contract, and began receiving co-mingled material in March 2020 when the new co-mingled collection service was implemented.

	ensuring that the quality of materials sent to reprocessors is of a high standard.		The plant is still within the commissioning phase of development. The council is working collaboratively with Hills Waste, who operate the facility Under the Lot 1 contract on behalf of the council, and their sub-contractors to ensure that the plant is separating as much recyclable material as possible and that the separated materials are of sufficiently high quality suitable for the recycling market. This work is on-going with final 'takeover tests' scheduled for February 2021.
Action C	Review and make efficiencies in waste collection rounds following the introduction of new collection services.	Waste management team Waste contractors	Work is progressing to remodel the household waste and garden waste collection rounds to ensure that they are operating efficiently. Changes to collection rounds are due to be implemented in Spring 2021, and which should result in a net reduction in the number of collection vehicles used.
Action D	Effectively communicate the changes in collection services and collection dates to residents, ensuring that they are aware of the changes and the importance of collecting high quality recycling.	Waste management team Waste contractors Customer services team Communications team Community area boards	The changes to recycling collections were successfully communicated to Wiltshire residents throughout February and March 2020, through various means including "bin hangers" and letters to each household. The quality of materials collected are continually monitored by our contractors and the service has been actively engaging with residents where high levels of contaminated materials are being collected.
Action E	Arrange for the renewal of existing garden waste service subscriptions from 1 April for the 2019-20 service,	Waste management team Customer services team Finance team ICT team	Following a successful renewal campaign, 82,143 residents subscribed to the chargeable garden waste collection service during 2019-20, which

	increasing the price to £50 per bin per year.		represents a small increase (+230) in customers from 2018-19.
Action F	Investigate the potential to charge for delivery for replacement waste bins	Waste management team Customer services team Finance team ICT team	This action is still to be progressed and will continue to be an action for the 2020-21 action plan.
Action G	Manage the household recycling centre contacts to ensure that the contractors are maximising the amount of waste which is being diverted from landfill. Ensure that all sites are operated efficiently and in line with the council's specification.	Waste management team Waste contractors	The council actively manages the contractors that deliver its household recycling centre services. Service delivery is monitored against council's specification through monthly reporting, contract meetings and regular site inspections. The amount of waste diverted from landfill at each recycling site is consistently in excess of 70%.
Action H	Continue to provide accessible and appropriate collection services to vulnerable residents within the community and those residents who have difficulties in accessing the council's waste and recycling services.	Waste management team Waste contractors	The council continues to provide 'assisted collections' to residents that require help to have their waste and recycling collected, and offer alternative collection arrangements to residents who find it difficult to access the standard collection services (including the provision of smaller containers where wheeled bins are not appropriate, or larger waste bins where a criteria is met). Team members are trained to assess the needs of residents in collaboration with them and consider a range of options to ensure reasonable access to the services in a timely manner. There were 24,063 assisted collections scheduled on our system at 04 October 2020, servicing 5,510 individual properties throughout the county.
Action I	Continue to publish our Waste End Destination Register, as part of the council's commitment as a voluntary signatory to the Resource	Waste management team Waste contractors	The council's Waste End Destination Register has been updated for the period of 2019-20 and is published on the council's website as well as being made available to anyone without access to the

<p>Association's End Destination Charter. This shows the destination of waste materials collected for recycling or treatment and is intended to provide increased public confidence that the waste they sort for recycling is diverted from landfill.</p>		<p>internet: www.wiltshire.gov.uk/what-happens-to-recycling</p> <p>This shows 95% of the waste collected by Wiltshire Council for recycling, re-use or for composting was managed within the UK, an increase of 6% from 2018-19</p>
---	--	---

Priority 4 – Energy from Waste			
	Action details	Resources required	Progress update 2020
Action A	<p>Manage the council's landfill diversion (energy from waste) contracts to ensure that the contracts and facilities are performing efficiently.</p>	<p>Waste management team Waste contractors</p>	<p>The council actively manages the contractors who deliver the landfill diversion contracts on behalf of the council. Performance and efficiency of the facilities are monitored through monthly reporting and meetings as well as site inspections.</p> <p>The amount of waste sent to these facilities is monitored reported to senior managers on a regular basis to ensure that the contracted amount of waste is being sent.</p>
Action B	<p>Work with the council's waste contractors to review the wastes which are currently sent to landfill for their suitability for diversion including sending to energy from waste in order to further reduce the waste sent to landfill.</p>	<p>Waste management team Waste contractors</p>	<p>This action is still to be progressed and will continue to be an action for the 2020-21 action plan.</p>

Priority 5 – Litter and Fly Tipping			
	Action details	Resources required	Progress update 2020
Action A	<p><u>Litter</u> We will continue to work with local communities and partners to support the following schemes in order to work to reduce litter:</p> <ul style="list-style-type: none"> • Great British Spring Clean • Clean Up Wilts • Best Kept Villages, • Britain in Bloom and other national campaigns. 	<p>Local highways and Streetscene team Waste management team Communications team Community partners</p>	<p>The council provided community resources and waste collections in support of all the litter schemes shown.</p> <p>The Streetscene team work in collaboration with the community area boards to engage with local groups undertaking litter picking activities.</p> <p>The council continued to communicate the ‘Clean Up Wilts’ campaign throughout the county.</p>
Action B	<p><u>Litter</u> The council will provide litter picking equipment, hoops, vests and graffiti removal kits to community volunteers to help collect waste within their local area. We will support these communities by collecting the waste from local litter picks throughout the year.</p>	<p>Local highways and Streetscene team Communications team Community partners</p>	<p>The Streetscene teams offers collections of litter which have been collected by community volunteers.</p> <p>The council provided community groups with £60,000 worth of littering picking equipment in 2019 and encourages volunteer groups to share equipment with neighbouring local volunteers if required.</p>
Action C	<p><u>Fly-tipping</u> Maximising the council’s online reporting system (My Wilts) as a user-friendly application to enable reporting of fly-tipping incidents by members of the public. This also doubles as our management system which allows us to monitor fly-tipping</p>	<p>Local highways and Streetscene team Enforcement team ICT team</p>	<p>New My Wilts System successfully introduced Sept 2020.</p>

	reports across various categories (identifying hotspots and areas for enhanced enforcement activity).		
Action D	<p><u>Fly-tipping</u> Focus on educating residents and businesses regarding the lawful management of their waste and work to minimise transfer of waste to unlicensed collectors through carrying out preventative campaigns and using social media. Widely publicise use of formal actions (fixed penalty notices and prosecutions) to further enhance the deterrent effect of these measures on this illegal activity. Further promote and utilise the council's anti-fly tipping campaign 'We're Targeting Fly-Tippers' with an associated reward scheme for anyone providing information to the council which leads to successful formal outcome.</p>	Enforcement team Communications team Community partners	<p>The "We're Targeting Fly-tipping" Campaign working effectively. Two rewards have been paid to vigilant residents who provided witnessed statements from fly tipping incidents where offenders were witnessed.</p> <p>All formal actions continue to be publicised via the Comms Team (Social Media, Website, local newspapers) to act as a deterrent.</p>
Action E	<p><u>Fly-tipping</u> Maintain and continue the proactive approach to apprehending fly-tippers by utilising covert camera systems at known hotspots in line with relevant regulations and legislation.</p>	Enforcement team Wiltshire Police	Continued work in this area linked to hotspots where such covert operations can be approved under the Regulation of Investigatory Powers Act 2000.
Action F	<p><u>Fly-tipping</u> Further develop joint working with partner agencies to reduce fly-tipping</p>	Enforcement team Partner agencies	

	involving intelligence sharing (Rural Crime Partnership and Joint Intelligence Committee). This will involve investigating and developing an intelligence sharing system across internal enforcement departments and external partner agencies. Increase cross-border working with other local authorities and share best practice to tackle fly-tipping.	Surrounding authorities	local	Enforcement Manager continues to deliver presentations to Wiltshire Policing Teams to raise the awareness of all activity linked to rural crime. The service conducted several joint cross-border investigations e.g. Test Valley District Council where offences impacted in both local authority areas.
Action G	<u>Fly-tipping</u> Increase stop and search operations with partner agencies both nationally and at a local level. This will include an increase of combined officer mobile patrols to apprehend illegal waste or scrap metal carriage. Operations such as Rogue Trader, Granite and Tornado will further increase the proactive deterrent effect to improve the local environmental quality in Wiltshire.	Enforcement team Partner agencies Surrounding authorities	local	Proactive operations were delivered with Wiltshire Police linked to Op Rogue Trader and local level stop and search operations to enforce illegal waste carriage and unlicensed scrap metal activity. Two vehicles seized suspected of fly-tipping as part of this partnership approach. Wiltshire Council request PNC Markers on vehicles and subsequently stopped by Police and seized under joint enforcement powers.
Action H	<u>Fly-tipping</u> Continued work with the council's contractor to remove fly-tipping in a timely manner which will ensure that waste does not attract further tipping.	Local highways Streetscene team Community partners Enforcement team	and	Effective use of the My Wilts system continues to facilitate swift clearance of fly-tipping by council contractors.

Appendix 4

Household Waste Management Strategy: Forward Thinking Towards Zero Avoidable Waste

2017 – 2027

Annual Action Plan 2020-21

1. Introduction

This annual action plan documents priorities and activities for the waste service for the coming year. The plan outlines how the service will develop and focus its resource during the next year in order to meet the strategic aims and priorities within the waste strategy.

In addition to this action plan, an annual performance review has been developed to report performance against the strategic priorities over the past year.

2. Vision and priorities

Our vision for Wiltshire's Household Waste Management Strategy 2017-2027 is to work towards zero avoidable household waste in Wiltshire.

We will work together with stakeholders to manage household waste in accordance with the waste hierarchy.

Priority 1 - Waste Prevention

The council will work with national, regional and local partners to provide advice and information to encourage residents to reduce the amount of household waste they create.

Priority 2 – Repair and Reuse

The council will work with local reuse organisations and contractors to increase the opportunity for items to be repaired and reused. The council will continue to work with national partners and manufacturers to promote sustainable design so that items can be easily repaired rather than having to be replaced.

Priority 3 - Recycling and Composting

The council will continue to ensure that cost effective and efficient recycling services are provided so that residents are able to recycle a range of materials as easily as possible. The council will continue to review the potential for expanding the range of items collected for recycling and composting where it is environmentally and economically practical to do so.

Priority 4 – Energy from Waste

Recovering energy from waste which cannot be reused or recycled remains strategically important for the council as it prevents this waste from going to landfill. The council will continue to review the feasibility of constructing small scale energy from waste plants within Wiltshire.

Priority 5 – Litter and Fly-tipping

The council will continue to respond to incidents of fly tipping on land for which the council is responsible with enforcement actions ranging from initial investigation to prosecution of offenders. We will continue to use all the tools available to us to tackle this criminal activity. We will continue to respond to reports of litter. This activity cost the council in excess of £2.5m in 2018-19 – money which could have been better invested in delivering the council's priorities spent on clearing entirely avoidable waste.

3. Actions

Priority 1 – Waste Prevention		
	Action details	Resources required
Action A	Actively consider the continuation of the household recycling centre pre-booking system in order to make the sites better available to residents from within the Wiltshire council area and avoid the management of waste emanating from outside of the county, and associated costs.	Waste management team Communications team Waste contractors Enforcement team
Action B	Undertake the annual HRC customer satisfaction survey as an online survey with additional questions related to the online booking system to assess the impacts of the Covid-19 arrangements, and potential suitability as a longer term feature of the service.	Waste management team Communications team Waste contractors Enforcement team
Action C	Monitor data arising from the HRC booking system and the Van/Trailer booking system to help ensure that the sites are only used for disposal of household waste and are not being illegally used for the disposal of commercial waste.	Waste management team Communications team Waste contractors Enforcement team
Action D	Actively consider the introduction of a 'Fair Use' charter for residents using the household recycling centres, which would ask residents to limit themselves to two visits to a recycling centre per month, where possible	Waste management team Communications team Waste contractors

	keeping within the time slot allocated and to pre-sort and separate their waste before travelling to the sites to maximise the potential for landfill diversion.	ICT team
Action E	To coincide with the introduction of remodelled household waste rounds, undertake a waste prevention communications campaign aimed at encouraging waste prevention activities and reminding people of what they can recycle through the kerbside collections and HRC services. Work with Wiltshire re-use organisations promote consistent reuse messages.	Waste management team Communications team Waste contractors Wiltshire's reuse organisations
Action F	Work with the council's ICT and Finance teams to develop an online payment system to enable the council to introduce charges for non-household waste deposited at household recycling centres.	Waste management team Communications team ICT team Waste contractors
Action G	Continue to work with community area boards to deliver a wide-ranging and effective communications plan. This will include promoting and encouraging area boards and elected members to deliver ongoing, joined-up waste prevention campaigns with residents and organisations, including schools, within their community areas.	Waste management team Councillors and area boards Communications team
Action H	Work with community area boards to provide advice and guidance to community and environmental groups and schools in Wiltshire to encourage community led activities. Provide regular (quarterly) waste and recycling performance updates to interested parties.	Waste management team Community area boards Local partners and volunteer networks
Action I	Actively engage with government in the development of waste management policy changes, including contributing to consultations and participating in national and regional forums. These changes are anticipated to include the latest government proposals to reduce the amount of plastic waste produced and to introduce standardised waste and recycling collection services.	Waste management team

Action J	Continue to subsidise and promote the use of food waste composters as an effective method of managing food waste in Wiltshire. Work with the provider of the composters to ensure that they are promoted throughout the county. Actively monitor and report the waste and carbon impact of the composters in use within the county to reinforce the value of the subsidy.	Waste management team Specialist product suppliers Communications team Community area boards
-----------------	---	---

Priority 2 – Repair and Reuse		
	Action details	Resources required
Action A	Continue to work with contractors and local voluntary, community and social enterprise (VCSE) organisations to enhance range and number of reusable items which are taken to Wiltshire Council's household recycling centres for reuse rather than recycling or disposal.	Waste management team Communications team VCSE organisations Waste contractors
Action B	Work with the council's waste collection contractor to investigate the potential of separating waste collected from the bulky household waste collection service for reuse rather than recycling or landfill.	Waste management team VCSE organisations Waste contractors ICT team
Action C	Provide information and training to customer services, community engagement managers and housing team to actively promote the use of community reuse groups before residents opt to pay for a large item collection or visit the recycling centre.	Waste management team Communications team Community engagement managers Housing team
Action D	Work with community area boards and councillors to deliver ongoing, joined up repair and reuse campaigns with residents within their community areas.	Waste management team Councillors and area boards
Action E	Work with communities to provide sufficient information for them to host a network of repair cafés and workshops to encourage residents to repair items.	Waste management team Councillors and area boards VCSE organisations

Action F	Explore the opportunities of providing dedicated reuse facilities as part of any relocation or redevelopment of any new household recycling centres.	Waste management team VCSE organisations Waste contractors
-----------------	--	--

Priority 3 – Recycling and Composting		
	Action details	Resources required
Action A	Continue to monitor the participation and performance of the new kerbside co-mingled recycling collection service. Undertake a communications campaign to thank residents for recycling, report on the performance to date and encourage residents to make full use of the new services. Provide targeted communications to respond to seasonal messages, local or material-specific issues. Highlight what cannot be recycled and the consequences of including non-recyclable items in the bin.	Waste management team Waste contractors Customer services team
Action B	Continue to manage the commissioning and operational phases of a new materials recovery facility (MRF) to separate the collected comingled recyclable materials, ensuring that the quality of materials sent to reprocessors is of the highest level. Undertake public communications campaign to respond to trends in material quality or contamination.	Waste management team Waste contractors
Action C	Review and make efficiencies in respect of household waste and garden waste collection rounds following the introduction of new kerbside collection services.	Waste management team Waste contractors
Action D	Effectively communicate the all changes in collection dates to residents, ensuring that they are aware of the changes and the reinforcing key recycling and waste prevention messages.	Waste management team Waste contractors Customer services team Communications team Community area boards

Action E	Arrange for the renewal of existing garden waste service subscriptions from 1 April for the 2020-21 service.	Waste management team Customer services team Finance team ICT team
Action F	Investigate the potential to charge for delivery for replacement waste bins and containers.	Waste management team Customer services team Finance team ICT team
Action G	Manage the contracts which provide household recycling centres to ensure that the contractors are maximising the amount of waste which is being diverted from landfill. Ensure that all sites offered by the council are operated efficiently and in line with the council's specification.	Waste management team Waste contractors
Action H	Continue to provide accessible and appropriate collection services to vulnerable residents within the community and those residents who have difficulties in accessing the council's waste and recycling services.	Waste management team Waste contractors
Action I	Continue to publish our Waste End Destination Register, as part of the council's commitment as a voluntary signatory to the Resource Association's End Destination Charter. This shows the destination of waste materials collected for recycling or treatment and is intended to provide increased public confidence that the waste they sort for recycling is diverted from landfill.	Waste management team Waste contractors
Action J	Develop a new strategy to focus on the provision of a suitable network of household recycling centres (HRCs) within the council area. This should assess the near-term and future HRC capacity required within the county, alongside the optimum location and general accessibility of these facilities to ensure that the service provided is efficient, fully compliant and can effectively respond to the needs of residents and the strategic objective of the council. The strategy will also consider the additional funding streams that may be available to support growth in households and the necessary site development, such as the Community Infrastructure Levy.	Waste team Waste contractors Planning teams Directors Wiltshire Councillors Community Area Boards Communications team
Action K	Work with the Climate Change team to develop a mechanism to regularly analyse and record the overall carbon impact of the kerbside waste and	Waste management team Waste contractors

	recycling collection service so this can be assessed reported alongside the councils recycling performance.	Climate change team
Action L	In anticipation of potential legislation changes to mandate the separate collection of food waste, develop a fully costed feasibility study and business case to assess the costs, benefits and operational challenges of collecting food waste from residents in Wiltshire. This will support the Council's claim for additional funding to address any new financial burdens associated with delivering the new services. Includes carbon assessment.	Waste management team Waste contractors
Action M	Assess communal collection points across the county to ensure there is sufficient capacity for all residents to recycle as much of their waste as possible.	Waste management team

Priority 4 – Energy from Waste

	Action details	Resources required
Action A	Manage the council's landfill diversion (energy from waste) contracts to ensure that the contracts and facilities are performing efficiently. In respect of the MBT facility at Westbury, work with the contractor to manage Brexit risks associated with the export of fuel (SRF) into Europe and explore mitigating options.	Waste management team Waste contractors
Action B	Work with the council's waste contractors to review the wastes which are currently sent to landfill for their suitability for diversion including sending to energy from waste in order to further reduce the waste sent to landfill.	Waste management team Waste contractors

Priority 5 – Litter and Fly Tipping

	Action details	Resources required
Action A	<u>Litter</u> We will continue to work with local communities and partners to support the following schemes in order to work to reduce litter:	Streetscene team Waste management team

	<ul style="list-style-type: none"> • Great British Spring Clean • Clean Up Wilts – Wiltshire communication campaign • Best Kept Villages, (requests considered against available resource – apply to all) • Britain in Bloom and other national campaigns.(as above) <p>The council is members of the Keep Britain Tidy group and will actively support their national campaigns through social media and signposting. In addition, the Streetscene team participate in forums with other local authorities, through the Keep Britain Tidy group to identify best practice.</p> <p>Continue to co-ordinate litter picking with grounds maintenance and amenity grass cutting activity.</p>	<p>Communications team Community partners</p>
Action B	<p><u>Litter</u> Work with Highways England, to develop and trial responses to highways-related litter.</p>	<p>Streetscene team Highways England</p>
Action C	<p><u>Litter</u> The council will provide litter picking equipment, hoops, vests and graffiti removal kits to community volunteers to help collect waste within their local area. We will support these communities by collecting the waste from local litter picks throughout the year.</p> <p>Work with Community Area Boards to consider if more equipment could be funded from area board budgets.</p>	<p>Streetscene team Communications team Community partners</p>
Action D	<p><u>Litter</u> Working with Friends and other existing voluntary groups in relation to addressing litter issues at sites managed by the Countryside team and through the rights of way network.</p> <p>Explore links with proposed new voluntary rights of way wardens' scheme to include litter activity.</p>	<p>Streetscene team Countryside and Rights of Way teams Community volunteers</p>

Action E	<u>Litter</u> Review deployment of resources from a carbon reduction perspective, including the possibility of engaging other services to identify wider benefits.	
Action F	<u>Litter</u> Undertake service review to inform the procurement of new Streetscene services contract due November 2022.	
Action G	<u>Fly-tipping</u> Maximising the council's new online reporting system (My Wilts) as a user-friendly application to enable reporting of fly-tipping incidents by members of the public. This also doubles as our management system which allows us to monitor fly-tipping reports across various categories (identifying hotspots and areas for enhanced enforcement activity).	Enforcement team ICT team
Action H	<u>Fly-tipping</u> Focus on educating residents and businesses regarding the lawful management of their waste and work to minimise transfer of waste to unlicensed collectors through carrying out preventative campaigns and using social media. Widely publicise use of formal actions (fixed penalty notices and prosecutions) to further enhance the deterrent effect of these measures on this illegal activity. Further promote and utilise the council's anti-fly tipping campaign 'We're Targeting Fly-Tippers' with an associated reward scheme for anyone providing information to the council which leads to successful formal outcome.	Enforcement team Communications team Community partners
Action I	<u>Fly-tipping</u> Review Streetscene grounds maintenance contract to determine whether clearance of large fly-tips remains best-fit within future grounds maintenance proposals from November 2022.	Enforcement team Streetscene team Waste Management team
Action J	<u>Fly-tipping</u>	Enforcement team Wiltshire Police

	Maintain and continue the proactive approach to apprehending fly-tippers by utilising covert camera systems at known hotspots in line with relevant regulations and legislation.	
Action K	<u>Fly-tipping</u> Further develop joint working with partner agencies to reduce fly-tipping involving intelligence sharing (Rural Crime Partnership and Joint Intelligence Committee). This will involve investigating and developing an intelligence sharing system across internal enforcement departments and external partner agencies. Increase cross-border working with other local authorities and share best practice to tackle fly-tipping.	Enforcement team Partner agencies Surrounding local authorities
Action L	<u>Fly-tipping</u> Increase stop and search operations with partner agencies both nationally and at a local level. This will include an increase of combined officer mobile patrols to apprehend illegal waste or scrap metal carriage. Operations such as Rogue Trader, Granite and Tornado will further increase the proactive deterrent effect to improve the local environmental quality in Wiltshire.	Enforcement team Partner agencies Surrounding local authorities
Action M	<u>Fly-tipping</u> Continued work with the council's contractor to remove fly-tipping in a timely manner which will ensure that waste does not attract further tipping.	Local highways and Streetscene team Community partners Enforcement team

This page is intentionally left blank

Wiltshire Council

Environment Select Committee

13 January 2021

Executive Response to the Report of the Global Warming & Climate Emergency Task Group – Part 1

Purpose of the report

1. To present the Executive response of the following to the first Report of the Global Warming & Climate Emergency Task Group from the
 - Cabinet Member for Housing, Corporate Services, Arts, Heritage and Tourism
 - Cabinet Member for Highways, Transport and Waste

Background

2. The task group's first report was discussed by an informal Environment Select Committee on 22 September 2020 and formally endorsed by Overview & Scrutiny Management Committee on 29 September 2020.
3. The report was presented for endorsement by Overview & Scrutiny Management Committee because, due to the COVID-19 pandemic, Environment Select Committee was not holding formal meetings at the time.
4. The Overview & Scrutiny Management Committee resolved to refer the task group's findings and recommendations to the relevant parties for response.

Executive response to the Task Group's recommendations

5. The Executive has considered the Task Group recommendations below and provided its response by topic area. The Executive is not able to pre-empt key policies and strategies which are about to be developed such as the Local Plan review, the Fourth Local Transport Plan and the Climate Strategy, however the direction of travel for all of these is clear and is in line with the Task Group recommendations and seeking to make Wiltshire carbon neutral by 2030.
6. The detail of working through the recommendations, including prioritising those with the biggest impact and determining which ones can be resourced and delivered, will be carried out through the development of relevant delivery plans and guided by key strategies. All the Task Group recommendations will also

need to be considered in the round once they have been received by the Executive.

7. A number of recommendations below relate to the council lobbying Government and responding to consultations. The council regularly makes representations to Government and as a founder member of the Countryside Climate Network is lobbying Government on a range of issues affecting rural local authorities.

Existing council housing

- i. **Establishes a funded programme of energy efficiency and renewable energy generation investments for its existing council house stock, with the aim of completion by 2030.**
- ii. **Builds on best practice and the experience of other local authorities such as Cornwall Council and Exeter City Council.**
- iii. **Take the Building Research Establishment (BREEAM) Refurbishment and Fit-out Technical standard as a benchmark for refurbishment, concentrating on a ‘fabric first’ approach.**
- iv. **Investigates potential to apply for Government funding of innovation in energy efficiency and low carbon heating technologies.**
- v. **Undertakes a ‘whole house’ retro-fitting pilot programme to establish a process for creating at scale net-zero carbon homes in a single step.**

Executive response:

8. Cabinet at its meeting on 3 November 2020 approved an investment programme for the council’s housing stock over the next 10 years to aim to achieve at least energy performance rating B for all properties. This programme will be fabric first and will also look to install energy production where viable and practical. It is recommended that a pilot scheme is supported in the first instance to test options.

New council housing

- i. **Builds to achieve a net-zero carbon standard, in accordance with the UK Green Building Council’s Net Zero Carbon Buildings Framework definition.**
- ii. **Undertakes sustainable construction and endeavours to minimise emissions through embodied carbon as far as possible, and in accordance with the UK Green Building Council’s Net Zero Carbon Buildings Framework definition.**

iii. Builds to the BRE Home Quality Mark.

Executive response:

9. Cabinet at its meeting on 3 November 2020 resolved that the council house new build programme should aim to develop zero carbon housing where it is in control of development. The pilot programme will use off-site construction methods.

Development by the council's wholly-owned companies

- i. **Ensures that the council's Stone Circle Development Company builds to achieve,**
- a) **a net zero carbon standard, in accordance with the UK Green Building Council's Net Zero Carbon Buildings Framework definition;**
 - b) **sustainable construction and endeavours to minimise emissions through embodied carbon as far as possible, and in accordance with the UK Green Building Council's Net Zero Carbon Buildings Framework definition;**
 - c) **the BRE Home Quality Mark standard.**

Executive response:

10. The current agreed business plans for Stone Circle development company will not deliver carbon zero or net carbon homes. The Stone circle board has discussed ways in which development can respond to climate change considerations whilst delivering viable schemes and in its first project plan identified a number of ways in which the energy efficiency of dwellings will be improved including installation of sustainable energy production where possible. Future developments included in business plans will need to consider this recommendation subject to viability.

Private housing

- i. **Proactively works with energy suppliers to identify households that would benefit from energy efficiency improvements as part of the on-going Energy Company Obligation aimed at energy efficiency and carbon reduction.**
- ii. **Develops a programme of support for local suppliers and installers to overcome barriers to delivering energy efficiency measures to the private sector, including training for community group coordinators leading initiatives in their areas.**
- iii. **Commissions or supports a register of approved builders and tradespeople involved in the delivery of retrofit services in Wiltshire.**

- iv. **Supports, signposts to and/or 'quality approves' housing energy efficiency support schemes.**
- v. **Uses Remoting Sensing data and GIS mapping to identify areas with the highest potential or need for retrofit to use resources efficiently.**
- vi. **Supports the establishment and deployment of a Community Buying Scheme offering discounts to private households for installing approved energy efficiency and renewable energy generation materials/ devices, working with partner organisations such as the Energy Saving Trust, Centre for Sustainable Energy and Regen South West, and Community Energy groups.**
- vii. **Advises Housing Associations operating within Wiltshire on retrofitting using suitable methods and standards and monitors their progress.**
- viii. **Investigates setting up a revolving loan fund for financing energy efficiency improvements for private homes in Wiltshire.**
- ix. **Reviews Government funded pilot programme outcomes to determine which building energy efficiency measures have been most successful and which are most appropriate to deploy in Wiltshire.**
- x. **Actively participates in Government consultations on proposed changes to legislation and regulation in relation to energy efficiency and renewable energy generation in buildings, to encourage a supportive policy regime and regulatory environment for decarbonisation.**

Executive response:

- 11. [Warm and Safe Wiltshire](#) is a service provided by Wiltshire Council, Swindon Borough Council and Dorset and Wiltshire Fire and Rescue Service in partnership with the Centre of Sustainable Energy to help residents live in safer healthier homes. The service provides a telephone energy advice, home visits, events for the public and training sessions to front line workers and health professionals. The aim of the service is to support people living in cold homes and with health conditions exacerbated by cold and damp conditions (including those discharged from hospital) to receive in-depth advice and grant aided heating and insulation measures. The Warm and Safe Service was renewed in April 2020 and funding has been committed to provide a service through until April 2022.
- 12. The Energy Company Obligation (ECO) Flexible Eligibility Affordable Warmth grant allows the Council to provide affordable warmth assistance to fuel poor households that are not eligible under the existing criteria and to low income households that are vulnerable to the effects of the cold. A copy of the Wiltshire

Council ECO Flexible Eligibility Statement of Intent 18 November 2019 has been [published](#) on the Council's website.

13. Discussions have already taken place with partner housing associations at the Partnership Management Forum concerning improving the specification of new build affordable housing to move it towards carbon zero. This will be an on-going discussion.
14. The evidence base which the council aims to commission (see paragraph 16) will seek to identify areas with the greatest need for home retrofits.
15. Builders and tradespeople already need to register via TrustMark to be able to deliver home retrofits for the Green Homes Grant scheme to ensure they deliver to an approved standard. The council has been [encouraging](#) local businesses to register for the scheme.

Renewable energy generation

- i. Undertakes and publishes a revised assessment of sustainable energy options in Wiltshire (including solar, wind, mini-hydro and bio-energy).**
- ii. Undertakes a comparative economic analysis to determine the return-on-investment of renewable energy generation on the council's own assets including farms, relative to existing investments (i.e. as part its investment portfolio for general reserves) and separately, as a potential future income stream to help fund other carbon reduction activities.**
- iii. Investigates the potential for undertaking such investments in conjunction with Wiltshire's well-established community energy groups to maximise the associated local social and economic benefits.**
- iv. Liaises with local renewable energy suppliers and community energy groups to enable a more joined-up and better-informed approach on policy and lobbying that promotes renewable energy (for example, on the Local Electricity Bill).**

Executive response:

16. The council aims to commission an energy and heat study to establish an evidence base which will enable the development of robust planning policies, a delivery plan for the new Climate Strategy and inform negotiations with Distribution Network Operators. This evidence base will need to assess the linked areas of standalone and building integrated renewable energy, low carbon developments, home retrofits, opportunities for heat networks and future heat and energy demand including from electric vehicles.

17. The council already generates some renewable energy on its estate. In 2019/20 it generated 324MWh from solar PV and 4422MWh from biomass. The council will always look to maximise the return from its investments as it is required to do. If the generation of renewable energy is viable, generates a greater return than current use of the assets and does not impact on the council's status as a Small Holding Authority it will be recommended. In making such recommendation the council will need to have regard to the current tenant as their livelihood may be significantly impacted through alternate use of land they farm. The council does not currently ring fence income from its investment estate for specific purposes.

Community-led energy generation

- i. **Acknowledges the value that community energy can provide in terms of reducing carbon emissions and driving social value, community energy groups' willingness to engage with the Council and the significant role the Council can play in supporting Wiltshire-based community energy groups to achieve these shared objectives.**
- ii. **Pro-actively engages with Wiltshire's community energy groups to explore the following, including, but not limited to:**
 - a) **Preparing a Community Energy Strategy for Wiltshire;**
 - b) **Putting a Community Energy Agreement in place that outlines how Wiltshire Council will support community energy groups and provides the confidence these groups need to raise funding and develop projects;**
 - c) **Supporting Community Energy projects by helping to de-risk and finance them via appropriate funding mechanisms, potentially including contingent loans;**
 - d) **The delivery of Community Energy projects on non-allocated council land, including, in particular, council farms;**
 - e) **Supporting Community Energy groups to install solar PV panels on Wiltshire schools;**
 - f) **Supporting Community Energy groups in integrating EV charging with local renewable energy generation.**

Executive response:

18. The council recognises that community energy will be an essential ingredient to Wiltshire's energy transition. The council's approach to community energy will be developed through the new Climate Strategy and delivery plans.
19. Paragraph 17 above addresses the delivery of projects on council land.

Electric and hydrogen vehicles

- i. Invests in vehicle charging infrastructure to enable the switch to EV and to demonstrate leadership in the transition to zero-carbon transport.**
- ii. Undertakes a study to identify cost-effective and appropriate sites for EV charging points across the county, as a basis for investing in and facilitating the installation of EV charging infrastructure, so that that EV drivers of are always within 30 miles of re-charging their vehicles.**
- iii. Works with Distribution Network Operators (DNOs), EV charging point providers, local communities and all relevant other stakeholders to install (through investment and facilitation) public EV charging points across the county, in line with Government targets and Committee on Climate Change recommendations.**
- iv. Explores collaborating with EV charge point suppliers/ installers to bring in necessary expertise and reduce risk.**
- v. Prioritises phasing out diesel and petrol vehicles from its own fleet, beginning with cars and vans, and their replacement with zero emission (electric or hydrogen fuel cell electric) vehicles as soon as possible, at the latest by 2030, and immediately investigates potential for pilot projects.**
- vi. Moves from purchasing or leasing any further diesel and petrol cars or vans from 2021 planning to complete the transition by 2030.**
- vii. Only hires or commissions services that use zero emission (electric or hydrogen fuel cell electric) vehicles on new or renewed contracts, except as a short-term, interim measure where insufficient charging infrastructure exists to enable vital services to operate.**
- viii. Lobbies Government for additional financial support in delivering a rapid and equitable transition to battery electric and hydrogen fuel cell electric vehicles.**
- ix. Provides a guide/ map to existing and planned EV charge points in Wiltshire through the WC website and Visit Wiltshire.**
- x. Works with taxi firms and drivers towards a transition to electric taxis, including possible incentivisation through licencing and the installation of rapid chargers for taxi ranks.**
- xi. Explores the potential for running an EV trial scheme, offering trials of electric vans and e-bikes to commercial organisations and of electric cars trials to private hire drivers.**
- xii. Takes the opportunity (on offer from the Department for Transport (DfE)) to implement an electric scooter hire pilot scheme, in line with changing**

legislation that will allow these to operate on cycle routes and shared paths in the near future.

- xiii. **Introduces appropriate measures to incentive zero emission vehicles over petrol/ diesel engine vehicles.**
- xiv. **Progressively increases parking and charging capacity for electric vehicles in its own carparks.**
- xv. **Implements a parking and charging regime throughout its own carparks that ensures:**
 - xvi. **an appropriate number of working chargers in all carparks;**
 - xvii. **a fair pricing structure for customers when commissioning EV infrastructure;**
 - xviii. **sufficient renewable energy is generated (e.g. through solar PV panels mounted on carpark canopies) to provide zero carbon electricity for its EV charging points.**
- xix. **Investigates the merits/ feasibility of introducing a workplace car parking levy (with safeguards that ensure viable alternative travel options and mitigate impact on lower paid employees).**
- xx. **Promotes the use of EV car-sharing and car clubs.**

Executive response:

- 20. The council needs to develop a strategy that establishes a coordinated approach to the provision of Low Emission Vehicle Infrastructure. Such a strategy will form part of the current review of the Local Transport Plan and will be guided by the Department for Transport (DfT) [Decarbonisation Plan](#) due by the end of 2020. This will set out an implementation plan of how to put the UK's entire transport system on a pathway to deliver the necessary greenhouse gas emissions reduction. Plans devised at a local level will have to rely significantly on the key steer given by the DfT's plan.
- 21. In the short term, the council has engaged the Energy Saving Trust (EST) and commercial providers to identify possible short-term opportunities to deliver infrastructure and EV provision for its internal fleet. The EST are also providing independent advice on the emerging fleet strategy and aligning outcomes with the council's commitment to becoming carbon neutral in the next 10 years. Beyond that, the council is exploring opportunities for government funding to provide additional electric charging infrastructure in a number of its car parks.
- 22. The viability of installing renewable energy at council car parks for charging electric vehicles is being investigated so as to establish the most cost effective way of delivery.

Public transport

- i. Evidences how it will work with bus service providers to achieve a transition to battery electric or hydrogen fuel cell electric buses.**
- ii. Evidences how it will work with bus service providers and Distribution Network Operators to enable installation of necessary charging infrastructure.**
- iii. Evidences how it will work with bus operators, towns and parish local authorities and other stakeholders (e.g. GWR) to make bus use a more attractive option (e.g. web-based information, joint marketing).**
- iv. Evidences how it will work with bus operators, towns and parish local authorities and other stakeholders to ensure bus shelters are clean and well maintained.**
- v. Identifies and earmarks funding to support investment in new bus shelters and real-time information displays, including Government grants, community infrastructure levy (CIL) and section 106 (S106).**
- vi. Evidences how it will work with bus operators to promote 'No Idling Zones' and policies (where not in place) and enforce (where not being complied with).**
- vii. Evidences how it will work with bus operators, train operators and licenced taxi companies to develop a more integrated public transport system through:**
 - integrated rail-bus timetables that cater for peak commuting periods to encourage people to switch from their cars;**
 - prioritising cycling through safe access, secure parking and cycle hire where appropriate;**
 - locating taxi ranks away from train and bus station entrances and pedestrian areas (for safety and air quality).**
- viii. Encourages Regional Strategic Transport Boards and other transport bodies to give greater weight to bus service provision.**

Executive response:

- 23. Wiltshire Council has long been an advocate for improving the environment through increased use of public transport. The council's continued financial support for non-commercial routes is noteworthy and goes against the trend in many areas and has allowed us to retain the breadth and scope of our bus network. The council's policy on public transport is part of the Local Transport Plan which is due to be reviewed as set out in paragraph 20.**

24. Discussions with bus and coach operators over the coming weeks will determine their understanding of how decarbonisation will affect their business and enable the council to better understand how it can meet its carbon targets. We will work with our suppliers to encourage the use of the cleanest propulsion technology, but at the moment this still means diesel. As battery technology improves and becomes viable for rural bus operation, we will include it in our tender process. Likewise, in time, we could add hydrogen fuel-cell electric buses, to our tender process, but this technology is still very much in its trial stages at the moment. The council will have to decide on a case-by-case basis whether the additional cost of cleaner vehicles can be met at each tender round.
25. Where operators run services on a commercial basis the council is less able to influence decisions on which types of vehicles are used. However, external schemes such as the Bath Clean Air Zone mean that clean buses will be running along main routes through Wiltshire. Similarly, if Swindon is successful in its “Electric Town” bid, Wiltshire will benefit from hybrid diesel-electric buses which will have the ability to run as pure electric buses in our towns.
26. The three electric park and ride buses in Salisbury have provided a learning experience for bus operator Go South Coast and their on-going operation will allow whole life costs to be understood. These buses operate on a local city route with relatively low mileage and therefore cannot be seen as proof of concept for introducing electric buses everywhere.
27. A staffing restructure within the Passenger Transport Unit is underway that will ensure the unit can better meet future demands in this area. This will create provision to better market public transport across Wiltshire and improve the overall passenger experience. Part of this work will be to improve links with town and parish councils through the community engagement teams to discuss public transport at a more granular level in terms of customer requirements, as well as establishing a programme of bus shelter / stop improvement. Whilst there is currently no budget for their replacement the use of Section 106, Community Infrastructure Levy and working in partnership with town & parish councils and bus operators will be considered.
28. Within the supported bus terms and conditions of contract there is a requirement for suppliers to practise a “no idling” policy. There is currently little evidence that unmerited idling is occurring.
29. As part of the Government’s [better deal for buses](#) it will shortly produce a national bus strategy. The government’s ambition to secure a long term, sustained improvement in bus services will be underpinned by this strategy for England. The strategy will focus on the needs of passengers so that more people want to use the bus and set out how national and local government and the private sector will come together to meet the needs of local communities. Accompanying this strategy will be £5bn funding: £3bn for buses and £2bn for cycling and walking. This money will likely be unlocked where local authorities and bus operators work together in a true partnership. The government has pledged “at least 4,000 zero emission buses”. The opportunities available in this strategy will likely be a blueprint to how passenger transport emissions can

be reduced in Wiltshire. This national bus strategy is likely to be affected by the huge uncertainty within the bus industry resulting from the current pandemic.

Active travel

- i. Provides the physical infrastructure (dedicated/ segregated/ all-weather cycle paths, wayfinding signage, cycle parking) that makes cycling a safer, more convenient and (for shorter journeys) preferred way to travel.**
- ii. Works with town and parish local authorities, cycling groups and other stakeholders to significantly upgrade town and village cycle networks and cycle parking, prioritising key network/ parking improvements where demand is greatest, connecting people with intended destinations (e.g. town centres, train stations, bus stations, schools, leisure centres, council buildings and centres of employment).**
- iii. Works with Sustrans, town and parish local authorities, cycling groups and other stakeholders to create and develop an inter-connected, long-distance, segregated, safe, all-weather network of cycle routes across the county (including diverting current 'National' cycle paths and networks away from major roads).**
- iv. Invests a significant proportion of the Council's Transport capital budget, supplemented by CIL, S106 and available grants, to achieve the above over as short a timescale as possible.**
- v. Takes an approach to highway maintenance that maximises opportunities for safe cycling/ cycle network improvement (for example, taking a cyclist's perspective on priorities, segregation, junctions, signage, road surface, size/ carriageway location of potholes, drain covers).**
- vi. Introduces other measures to promote active travel and a safer walking / cycling environment, such as car-free zones, low-traffic streets, traffic calming, removing 'rat runs' on narrow residential roads, restricting speed limits, cycle parking sections within carparks.**
- vii. Prepares and implements an ambitious and comprehensive long-term cycling plan for the county.**
- viii. Publishes an annual report detailing the Council's total investment in existing and new walking and cycling infrastructure (programmes, projects and network improvements) for the previous and forthcoming spending period in order to evidence and promote this council's commitment to supporting active, low-carbon travel.**
- ix. Works with public transport providers, cycle groups and other stakeholders towards a more integrated transport system that helps**

cyclists to connect with buses and trains and makes transporting bicycles on public transport more convenient.

- x. Investigates the potential for ‘park and cycle’ facilities at park & ride sites or other suitable car parks, including bike and e-bike hire.**
- xi. Supports and promotes safe cycling through:**
 - providing accessible and up-to-date information on cycle routes (e.g. direct vs quiet routes) and availability of secure cycle parking (e.g. CCTV coverage at stations and in town centres);**
 - campaigns to raise awareness of cyclists/ cycle safety among all road users;**
 - training services such as those offered through Bikeability or other types of provider.**
 - working with schools to encourage and incentivise cycling.**
- xii. Lobbies Government on:**
 - legislative changes (e.g. a presumed liability law);**
 - better enforcement (e.g. on parking in cycle lanes);**
 - additional funding for infrastructure improvements.**

Executive response:

- 30. The council is currently responding to Government’s call for delivery of Emergency Active Travel measures. A number of walking and cycling schemes have been and continue to be delivered across the county at an extraordinary pace. Projects which would have previously taken many months, sometimes years to plan and develop have already been delivered on the ground.
- 31. The Council has a wide and expanding programme of schemes which largely reflect the themes set out in the Task Group’s suggestions. Examples include:
 - I. Securing contributions from development countywide towards cycling and walking
 - II. Partnering with Highways England to deliver a new off road cycle link between Royal Wootton Bassett and Swindon
 - III. Bikeability training
 - IV. New DfT funded (£900k+) cycle routes in Salisbury, Chippenham, Trowbridge
 - V. Experimental one way scheme in Bradford on Avon

32. Planning and investment in sustainable transport is already a key priority in many of the council's core policy documents including our Business plan, Core Strategy and Local Transport Plan, and we work hard to ensure those policies are applied across planning and highways/transport programmes and activities.
33. The council needs to review its strategic approach to active travel given the major shift in Government's approach to walking and cycling. The recent publication of DfT's ['Gear Change'](#) and Local Transport [Note 1/20](#), both look to transform the role cycling and walking play in our transport system. Our reviewed strategy will need to be carefully developed – DfT will now be assessing local authority's performance with respect to sustainable travel outcomes, particularly cycling and walking, when considering funding allocations for local transport schemes.
34. Ultimately, a delivery plan supporting the strategy will identify a clear programme of agreed measures as well as a pipeline of schemes, including timescales and responsibilities (the latter especially relating to key delivery partners such as Sustrans, cycling groups, Public Transport providers etc).

Air Quality

- i. **Undertakes to cut air pollution and improve air quality (including cutting associated carbon emissions) resulting from transport, beyond current statutory requirements, through a series of measures including, but not limited to:**
 - **speeding the transition to electric vehicles by:**
 - investing in EV charging infrastructure;
 - encouraging the take up of electric taxis;
 - supporting the transition to electric or hydrogen public transport;
 - replacing its own fleet with electric and hydrogen electric powered vehicles;
 - transitioning to electric/ hydrogen vehicles for contracted services.
 - **promoting active travel through education, awareness, and the creation and improvement of cycling and pedestrian routes;**
 - **taking local preventative measures to cut harmful emissions outside schools;**
 - **collecting data on the exposure to air pollution by vulnerable groups in order to better design future policies.**

Executive response:

35. Many of the points are already covered in previous sections. Responses to planning application consultations are also part of the work to introduce EV charging points for new developments across the county.

36. Local authorities are required to review and assess local air quality in accordance with the statutory Local Air Quality Management guidance under Part IV of the Environment Act 1995. Specifically, local councils have a duty to review and assess the air quality in their area against specific pollutants focusing on locations where members of the public are likely to be exposed over the averaging period for the pollutant objectives.
37. There are currently eight Air Quality Management Areas (AQMAs) in Wiltshire which have been declared in respect of the annual mean objective for nitrogen dioxide (Bradford on Avon, Calne, Devizes, Marlborough, Salisbury (3) and Westbury). The AQMA in Bradford on Avon was also declared in respect of PM₁₀. Work has been ongoing with local air quality groups in the affected towns.
38. The council approved a revised Air Quality Strategy in November 2019. The Strategy provides high level guidance to inform policy and direction across a range of council services with the aim of improving air quality and reducing NO₂ and PM₁₀ levels below the national trigger levels.
39. The aim to reduce pollution levels beyond statutory standards is ambitious as improvements in air quality are generally difficult to achieve because they rely on individuals, businesses and communities changing their travel behaviour. Given this, the Air Quality Strategy recognises that improving areas of poor air quality can only be achieved by working collaboratively across the council, and with local communities and other relevant organisations and agencies.
40. Work has been carried out subsequently to develop a revised Air Quality Action Plan (AQAP) for Wiltshire working with stakeholders and partners including Highways England. Progress on the AQAP has been seriously impacted by the Coronavirus pandemic and, more recently, the loss of a key member of the team working on air quality.
41. The People Friendly Streets project in Salisbury will reduce traffic, improve air quality and enhance the environment for pedestrians. The council's public protection service has advised on the detailed requirements for enhanced pollution monitoring in the city.

Proposal

42. To note the executive response to the first report of the **Global Warming & Climate Emergency Task Group**.

Cllr Richard Clewer, Cabinet Member for Housing, Corporate Services, Arts, Heritage and Tourism

Cllr Bridget Wayman, Cabinet Member for Highways, Transport and Waste

Officer contact: Simon Bennett, Senior Scrutiny Officer, 01225 718709,
simon.bennett@wiltshire.gov.uk

This page is intentionally left blank

Wiltshire Council

Environment Select Committee

13 January 2021

Report of the Global Warming & Climate Emergency Task Group (Part Two)

Purpose of the report

1. To present the findings and recommendations of the task group, relating to its Planning workstream, for endorsement by the committee and referral to the relevant Cabinet Members for response.

Background

2. The Earth's average surface air temperature has increased by approximately 1°C (1.8°F) since 1900. Over half of that increase has occurred since the mid-1970sⁱ. There is now a clear, international scientific consensus that humans are changing the Earth's climate.
3. The International Panel on Climate Change's (IPCC) *Special Report on Global Warming of 1.5°C* (October 2018) concludes that we have until 2030 to act to avoid the worst impacts of climate change. The report concludes that to reduce global warming and limit its effects, CO₂ emissions must be reduced from the current 6.5 tonnes per person per year, to less than 2.0 tonnes by 2030ⁱⁱ.
4. Local authorities around the world have declared a climate emergency and committed to reducing carbon emissions in their local areas. In February 2019, Wiltshire Council acknowledged the climate emergency and pledged to reduce carbon emissions in Wiltshire by 2030. The Council also invited the Environment Select Committee to establish a task group to develop recommendations and a plan for making Wiltshire carbon neutral by 2030. The Environment Select Committee established the task group in April 2019 and the Global Warning & Climate Emergency Task Group began work in June 2019.
5. The task group's terms of reference align with the Wiltshire Council Business Plan 2017-27 priorities of 'growing the economy', 'strong communities' and 'protecting the most vulnerable'.
6. The broad remit of the task group has required investigating a technically complex and inter-related set of themes. It has taken time to undertake a detailed investigation and analysis of the evidence, deliberate and form recommendations. The task group recognises the need to act quickly and has therefore brought forward those recommendations completed, mindful of the areas that remain to be addressed.

7. This report covers the task group's Planning workstream. Its Energy and Transport and Air-quality workstreams were addressed in a [previous report](#), which was endorsed by Environment Select Committee on 22 September 2020. Its remaining workstreams, set out in the terms of reference below, will be addressed in future reports.

Terms of reference

8. The task group's terms of reference were endorsed by the Environment Select Committee on [3 September 2019](#):
 1. Develop recommendations and a plan seek to achieve the target of making the county of Wiltshire, excluding the area administered by Swindon Borough Council, net carbon neutral by 2030;
 2. The task group's work will include, but not be limited to, performing investigations into the following areas:
 - a) Renewable Energy generation, energy use and efficiency
 - b) Planning
 - c) Transport & Air Quality
 - d) Waste
 - e) Land Use
 - f) Business & Industry
 3. Undertake a carbon/renewables audit;
 4. Agree parameters with the relevant Cabinet Member and Portfolio Holder that represent the council impact on the climate that can be accurately reported to council on a regular basis.

Membership

9. The task group comprised the following membership:

Cllr Allison Bucknell (until October 2019)
Cllr Clare Cape
Cllr Tony Deane
Cllr Sarah Gibson
Cllr Tony Jackson (from October 2019)
Cllr Jacqui Lay
Cllr Brian Mathew
Cllr Nick Murry
Cllr Fred Westmoreland
Cllr Graham Wright (Chairman)

Methodology

10. The review was undertaken primarily through desktop research and discussions with witnesses, including local authority officers, Executive members, professionals in relevant industries, interest/campaign groups, national bodies and other stakeholders.
11. Approximately half of the task group's evidence has been collected from interviews with organisations developing or delivering solutions 'on the ground'. The task group has sought to gather an appropriate range of viewpoints.
12. Alongside receiving verbal evidence, the task group considered baseline evidence, best practice and policy from other UK local authorities, trade bodies, thinktanks, commercial and not-for-profit organisations.
13. The task group met on 37 occasions between June 2019 and November 2020.
14. The task group is grateful to the following witnesses for contributing to the task group's review thus far:

Individual	Job title / organisation
Cllr Richard Clewer	Cabinet Member for Corporate Services, Heritage, Arts & Tourism, Housing and Communities
Cllr Ashley O'Neill	Portfolio Holder for Climate Change
Cllr Bridget Wayman	Cabinet Member for Highways, Transport and Waste
Cllr Toby Sturgis	Cabinet Member for Spatial Planning, Development Management and Property
Alistair Cunningham OBE	(former) Executive Director, Wiltshire Council
Sam Fox	Director of Economic Development & Planning, Wiltshire Council
Georgina Clampitt-Dix	Head of Spatial Planning, Wiltshire Council
Geoff Winslow	Planning Team Leader, Wiltshire Council
Lynn Trigwell	Planning Team Leader, Wiltshire Council
Sophie Davies	Senior Planning Officer, Wiltshire Council
Louisa Kilgallen	Senior Ecologist, Wiltshire Council
Paul Robertson	Landscape Officer, Wiltshire Council
Tracy Carter	(former) Interim Waste Management & Carbon Reduction Lead Officer, Wiltshire Council
Rory Bowen	Economic Regeneration, Wiltshire Council
Allan Creedy	Head of Sustainable Transport, Wiltshire Council
Ian Gillard	Energy and Compliance Manager, Wiltshire Council
Ariane Crampton	Head of Carbon Reduction, Wiltshire Council
Victoria Burvill	Carbon Reduction Team, Wiltshire Council
Chris Hogg	Green Spaces Officer, Bradford on Avon Town Council

Rachel Coxcoon	Programme Director, Climate Emergency Strategic Support, Centre for Sustainable Energy (CSE)
Dan Stone	Project Manager (Planning) Centre for Sustainable Energy (CSE)
Ian Preston	Head of Household Energy Services, Centre for Sustainable Energy (CSE)
John Alker	John Alker, Director of Policy & Places, UK Green Building Council (UKGBC)
Mari Webster BSc MA MRTPI	Associate Director, Johns Associates
Nick Hodges	Associate Architect at Feilden Clegg Bradley Studios
Heather Elgar	External Affairs Officer, South West Region, The Woodland Trust
Bill Jarvis	Wiltshire Climate Alliance/ Extinction Rebellion (XR)
Brig Oubridge	Wiltshire Climate Alliance/ Extinction Rebellion (XR)
Christian Lange	Wiltshire Climate Alliance (WCA)/ Salisbury Transition City
Eva McHugh	Wiltshire Climate Alliance (WCA)/ Salisbury Transition City
Andrew Nicholson	Wiltshire Climate Alliance (WCA)
Jessica Thimbleby	Wiltshire Climate Alliance (WCA)
Poppy Taylor	Wiltshire Climate Alliance (WCA) Youth
Adrian Temple Brown	Extinction Rebellion (XR) Chippenham
Myla Watts	Extinction Rebellion (XR) Chippenham
Jeremy Wire	Extinction Rebellion (XR) Bradford
Jane Laurie	Extinction Rebellion (XR) Bradford
Sarah Prinsloo	Extinction Rebellion (XR) Salisbury
Ros Oswald	Carbon Neutral Aldbourne
Ian Mock	Bristol Avon Rivers Trust
Mel Moden	Zero Chippenham
Jane Laurie	Climate Friendly Bradford on Avon
Adam Walton	Transition Town Corsham (TransCoCo)
John Schofield	Sustainable Devizes
Margaret Green	Sustainable Devizes
Tom Morris	Sustainable Calne
Ben & Julia	Helping the Community of Malmesbury
Cate Watson	Eco Royal Wootton Bassett
Steve Oldrieve	Trowbridge Environmental Community (Trowbridge Eco)
Shirley McCarthy	Melksham Energy Group (MEG)
Nicola Lipscombe	Salisbury Area Greenspace Partnership (SAGP)
Margaret Green	Green Party

Evidence

15. This report focuses upon delivering climate [mitigation](#) through the planning process. The task group chose to concentrate upon mitigation, rather than [adaptation](#), to address the root causes of carbon emissions rather than their effects.
16. In August 2020 the UK Government published a white paper on [the future of planning](#). This proposes significant changes, but even if agreed, these are likely to be implemented many years into the future. The task group, acknowledging the need to act quickly, has looked at the current planning process and made recommendations to reduce carbon emissions in that context.
17. Further evidence is listed in the references and specific sources are included in the endnotes.

Local Planning Authority (LPA)

18. The planning system exists to ensure that development and land-use is aligned with the public interest, and is appropriately weighted in terms of its economic, social and environmental costs and benefits, including in respect of future generations. It specifies the quantity and quality of development, and what needs to be protected or supplemented in order to ensure that such development is sustainable. Local Planning Authorities (LPAs) provide a framework for guiding planning decisions and addressing needs and opportunities in relation to the local economy, housing, infrastructure, community facilities and the natural environment, including climate change.
19. There is already a legal duty on LPAs for their local plans to address the causes and impacts of climate change, under [Section 19](#) of the 2004 Planning and Compulsory Purchase Act, as amended by the 2008 Planning Act. The 2019 revision of the [National Planning Policy Framework](#) (NPPF) also includes a stronger emphasis on future development, such that plans must “*pro-actively shape places in a way that contributes to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience.*”
20. There is also a legal requirement under the [Neighbourhood Planning Act 2017](#) for local authority’s strategic plans to comply with the priorities set out in paragraph 20 of the NPPF, which includes climate change. However, the NPPF is less helpful about the overarching priority that needs to be afforded to the climate emergency (e.g. by the Climate Change Act) and there is a lack of guidance and support to help local authorities secure the radical carbon reduction measures that are urgently needed.
21. Paragraph 149 of the NPPF does specify that local planning authorities must ensure that policies and decisions are in line with the objectives and provisions of the Climate Change Act 2008 (Section 1), including setting greenhouse gas (‘carbon’) emissions reduction targets, measuring progress on emissions reduction and requiring onsite renewable energy generation. This Section 19 statutory duty has more powerful implications for decision-making than the

NPPF, which is guidance, not statute. Where Local Plan policy is challenged on the grounds of viability, for example, a local authority must make clear how the plan would comply with the duty if the policy were to be removed. This legal duty on mitigation (carbon reduction) also implies compliance with the provisions of the target regime (the trajectory to net zero) of the Climate Change Act.ⁱⁱⁱ

22. Further clarification is provided in a [legal briefing](#) prepared by the Town & Country Planning Association (TCPA) and Client Earth, which states that local plans are required to demonstrate how their policies are in line with the legally binding carbon emission reduction targets in the Climate Change Act, including:
 - accounting for baseline emissions;
 - robustly evaluating future emissions, considering different emission sources, considering requirements set in national legislation, and a range of development scenarios; and
 - adopting proactive strategies to mitigate carbon emissions in line with the Climate Change Act and UK national target of net zero by 2050.
23. This includes the Local Plan's evidence base providing an overall [carbon budget](#) for the county, consistent with the updated net zero national target, illustrating baseline emissions and the impact of development and policies on this emissions curve. Local Plan policies should aim to secure carbon reductions in line with the trajectory.
24. There is also various enabling legislation such as the [Planning and Energy Act](#), which sets powers for local authorities to require a proportion of the energy need relating to new development to be sourced in the locality of the development, through renewable or low-carbon generation and enables local planning authorities to set stronger energy efficiency requirements than those set out in the Building Regulations^{iv}
25. Targets need to be evidence or science-based and build upon a robust scoping exercise. The council must understand what net zero will mean, whether the timeline is realistic and what budget will be required to achieve it. The [Carbon Trust](#) has set out some of the challenges and opportunities of moving from intent to the delivery of robust and measurable change.

Sustainable communities

26. According to [Friends of the Earth](#), only 22% of Wiltshire's commuter journeys are currently made by public transport, cycling and walking. It suggests that Wiltshire should aim to increase this to 40% by 2030.
27. [Nottingham City Council](#) has historically pursued policies that encourage the use of public transport together with walking and cycling, as well investment in a high-quality, high-frequency public transport network. These policies have resulted in an increasing number of its residents using public transport and, despite a rising population, traffic volumes have remained static for several years.

28. The '15-minute neighbourhood' involves a menu of policy actions that provide residents access to most, if not all, of their needs within a short walk or bike ride from their home. Based upon four pillars; proximity, diversity, density and ubiquity, 15-minute policies transform urban spaces into connected and self-sufficient (or 'complete') neighbourhoods. Reducing car use and encouraging active travel are central to delivering the 15-minute vision. Low traffic neighbourhoods are being pioneered in [Waltham Forest](#) and Sheffield – with others planned for Bristol and Manchester.
29. Bath & NE Somerset is consulting on developing [Liveable Neighbourhoods](#). The idea is to provide fairer access for those who prefer to walk or cycle (or who do not have cars) and create healthier outdoor spaces for everyone to enjoy. This includes better walking and cycling routes, and vibrant local high streets where people can relax outside and connect with others, without the hazards and pollution associated with vehicles.
30. The [BREEAM Communities International standard](#) can be used to assess and certify the performance of medium to large scale developments, including new communities and regeneration projects. It helps to create sustainable communities that are good for the environment, its people and are also that are economically successful.

Renewable energy generation

31. The benefits of renewable energy generation were covered in the task group's [first report](#).
32. Renewable energy organisations^v have considerable potential to increase large-scale (ground mounted) solar energy generation in Wiltshire. This could be 70MW+ of new, renewable energy - for every 5MW installed, a solar farm can power over [1,500 homes](#) annually - with an annual carbon saving of 16,000+ tonnes carbon dioxide equivalent (CO₂e). The task group's meetings with renewable energy developers suggests that the council owns (at least) five sites where significant solar generation is practically and commercially viable.^{vi}
33. In [Cornwall](#) the council has developed new planning guidance for renewable energy. The Renewable Energy Planning Advice provides guidance on a range of renewable energy technologies. It explains what community ownership means and how it might be considered as part of a planning application. It also contains detailed guidance on specific considerations, such as landscape and cumulative impact (in particular for wind turbines and solar farms). As such, the Planning Advice provides a tool to guide new development, inform planning decisions and support the development of Neighbourhood Plans.

Electric vehicles (EVs)

34. Electric vehicles, in terms of transport and air pollution, were covered in the task group's [first report](#).

35. Transport is the largest source of total emissions in 49% of local authority areas^{vii}. Wiltshire's highest emissions sources have been reported as road transport and buildings. Planning has a major role to play in enabling and encouraging take up of electric vehicles.
36. Cardiff City Council is an example of a local authority that plans to significantly increase the number of [residential EV charge points](#) by 2025. An on-street electric vehicle strategy is part of Bath NE Somerset's [Liveable Neighbourhoods](#) programme.
37. EV chargers have been installed alongside resident parking bays at [Wichelstowe](#), a residential development on the southern edge of Swindon. Environmental sustainability is a core commitment to this new development, which has been a collaborative project with Barrett Developments and Swindon Borough Council.

Landscaping

38. Trees are good at removing carbon from the air. [Planting new trees](#), restoring wetland and forest habitats can increase the amount of CO² removed from the atmosphere by photosynthesis. Increasing tree cover across the country could help reduce emissions and benefit nature and people's mental health. The Government has set itself a [target](#) of establishing 30,000 hectares (ha) of new woodland in England by 2025.
39. Although oceans store most of the [Earth's carbon](#), soils contain approximately 75% of the carbon pool on land — three times more than the amount stored in living plants and animals. Therefore, soils play a major role in maintaining a balanced global carbon cycle. It is therefore important to carefully consider the management of plants, soil and the wider ecology. [Cornwall Council](#) has developed a nature recovery network and linked it into wider spatial planning targeting development and encouraging nature.
40. The Woodland Trust are calling for 30% canopy cover across new developments - to help mitigate the impact of development. This is set out in the Trust's [Emergency Tree Plan for the UK](#) (January 2020).

Planning Policy – Net zero carbon development (operational carbon)

41. The built environment contributes around 40% of the UK's total carbon footprint. Almost half of this is from energy used in buildings (e.g. plug loads and cooking) and infrastructure (e.g. roads and railways) that has nothing to do with their functional operation^{viii}. According to the Committee for Climate Change (CCC), carbon emissions from this sector need to be reduced significantly faster than they have been to date, if the UK is to meet its carbon reduction commitments^{ix}.
42. In its *Net Zero – The UK's contribution to stopping global warming* (2019) report^x, CCC stated that: "An overhaul of the approach to low-carbon heating and energy efficiency is needed. The Government's planned 2020 Heat Roadmap must establish a new approach that will lead to full decarbonisation

of buildings by 2050,” and with respect to heating of buildings: “This requires roll-out of technologies such as heat pumps, hybrid heat pumps and district heating in conjunction with hydrogen, and new smart storage heating, combined with high levels of energy efficiency.”

43. The CCC also pointed to COVID-19 recovery as an historic turning point in tackling the global climate emergency, in its 2020 Progress Report to Parliament^{xi}, urging Government to support a national plan to renovate buildings and construct new housing to the highest standards of energy and water efficiency, to shift to low-carbon heating systems, and to rolling out ‘green passports’ for buildings and local area energy plans immediately.
44. In a recent review of local plans^{xii} the Centre for Sustainable Energy (CSE) found that most were not planning for the zero-carbon future that is needed, and the majority of planning authorities will need to strengthen their Local Plans if they are not to fall short in their climate resolutions. In this respect, they describe three types of local authority:
 - a) Willing and able: currently creating robust policies fit for a zero-carbon, climate-adapted future, well ahead of central government thinking, making progress in spite of, rather than with the support of, central government;
 - b) Willing but under-resourced: often rural authorities under financial pressure and struggling to do the day-job, in need of resources and tested policy approaches to cut and paste into plans; and
 - c) Unwilling, uninformed or pre-occupied: prioritising housing provision over everything else, planning for climate change is not a priority and will not affect their residents.
45. Currently the UK has the least energy efficient homes in Europe^{xiii}. Under the former *Code for Sustainable Homes*, new homes were due to be zero carbon from 2016, but this policy was abandoned in 2015 and homes built in Wiltshire since then will need to be retrofitted. Net zero carbon planning policies and retrofit of the existing housing stock will both be needed to meet the UK’s national target for net zero emissions by 2050 and Wiltshire’s 2030 target. In addition, [no new homes will be connected to the gas grid](#) from 2025 at the latest and will need to be heated through low carbon sources and have ultra-high levels of energy efficiency alongside appropriate ventilation.

Policies and standards

46. [Section 14](#) of the revised NPPF (2018) provides for Local Plans to enforce policies which reduce carbon emissions from new homes. The revised NPPF (2018) encourages the use of assessment frameworks (e.g. such as Home Quality Mark, Passivhaus standard and Energiesprong) as tools for improving design quality.
47. Wiltshire Core Policy (CP) 41 on Sustainable construction and low carbon energy^{xiv} states that *“low-carbon energy will be integral to all new development in Wiltshire.”* It directs new housing development to be built to at least Code for

Sustainable Homes (CfSH) Level 4 and encourages development that exceeds this code where it is in accordance with Government guidance.

48. The UK Green Building Council (UKGBC) has set out a framework for the achievement of net zero carbon^{xv}, following on from the Code for Sustainable Homes, as well providing a resource pack for local authorities^{xvi}, with good examples of emerging and adopted policies. The three-tiered approach to achieving net zero begins with energy conservation through the fabric of the building, followed by renewable energy generation, and ending with carbon offsets, the latter being collectable through a carbon levy attached to planning permissions.
49. For housing developments, energy conservation can be translated as a 30-40% improvement in fabric performance, as laid out in the London Energy Transformation Initiative (LETI) guide and standard^{xvii} and endorsed in the Royal Institute of British Architects (RIBA) 2030 Challenge^{xviii}, which stipulates targeting < 55 kWh/m² p.a. operational energy use for non-domestic buildings and < 35 kWh/m² p.a. operational energy use for domestic buildings, or the equivalent of Passivhaus standard^{xix}. Given the that buildings in operation do not always perform as the designers predicted (the so called 'performance gap'), it is important that methodologies such as TM54 (as oppose to SBEM, which is intended for compliance checks) are used for predicting in-operation energy use^{xx}

Carbon offsetting

50. According to a [Centre for Sustainable Energy](#) (CSE) survey of six local authorities^{xxi}, the majority reported little resistance to their policies and their carbon offset regime, demonstrating the potential for such funds to deliver social and environmental benefits and support the local economy, as well as deliver carbon reductions.
51. The CSE report considered that a £95 per tonne carbon price was high enough to encourage developers to install onsite solar PV where possible instead of paying into an offset fund. It concluded that carbon offsetting is possible within current planning legislation, has been used successfully elsewhere and can be undertaken in innovative ways.
52. In the [London Borough of Southwark](#), where it is demonstrated that new developments cannot achieve the carbon target on site, the council has established a carbon offset fund for cash in lieu of contributions from developers to meet the target off site. This money is spent on carbon offsetting projects around the borough to achieve CO₂ reduction savings. Southwark Council's carbon offset cost is £60 for every tonne of CO₂ emitted per year over a period of 30 years (or £1,800 per tonne of annual residual CO₂ emissions).
53. The need for such an approach is also highlighted by a study undertaken by consultants Currie & Brown^{xxii} on behalf of four West of England authorities, which concluded that zero carbon development could generally not be achieved

through the building fabric and incorporation of renewable energy alone, hence the need for off-site carbon abatement through a carbon offset scheme.

Whole life-cycle carbon (WLC) emissions

54. Whole Life-Cycle Carbon (WLC) emissions are the carbon emissions resulting from the materials, construction and the use of a building over its entire life, including its demolition and disposal. A WLC assessment provides a true picture of a building's carbon impact on the environment. Draft [London Plan Policy SI 2](#) sets out a requirement for developments to calculate and reduce WLC emissions. This requirement applies to planning applications which are referred to the Mayor, but WLC assessments are encouraged for all major applications.
55. Many Local Planning Authorities require an [energy statement](#) to be submitted as part of a planning application. This is often combined with a requirement to provide a reduction in carbon emissions/ energy use of the building through onsite generation of energy using low or zero carbon and renewable energy technologies.
56. Meeting with the Task Group and Wiltshire Council strategic planners^{xxiii}, the Centre for Sustainable Energy (CSE) commented that developers should not be able to claim that the price of land as a material consideration in meeting net zero carbon requirements, as this should have been priced in to purchasing the land being put forward. The NPPF advises (paragraph 57.) *“Where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable”*.
57. Paragraph 2 of the Planning Practice Guidance^{xxiv} relating to viability states furthermore: *“It is the responsibility of site promoters to engage in plan making, take into account any costs including their own profit expectations and risks, and ensure that proposals for development are policy compliant. Policy compliant means development which fully complies with up to date plan policies. The price paid for land is not a relevant justification for failing to accord with relevant policies in the plan. Landowners and site purchasers should consider this when agreeing land transactions.”*

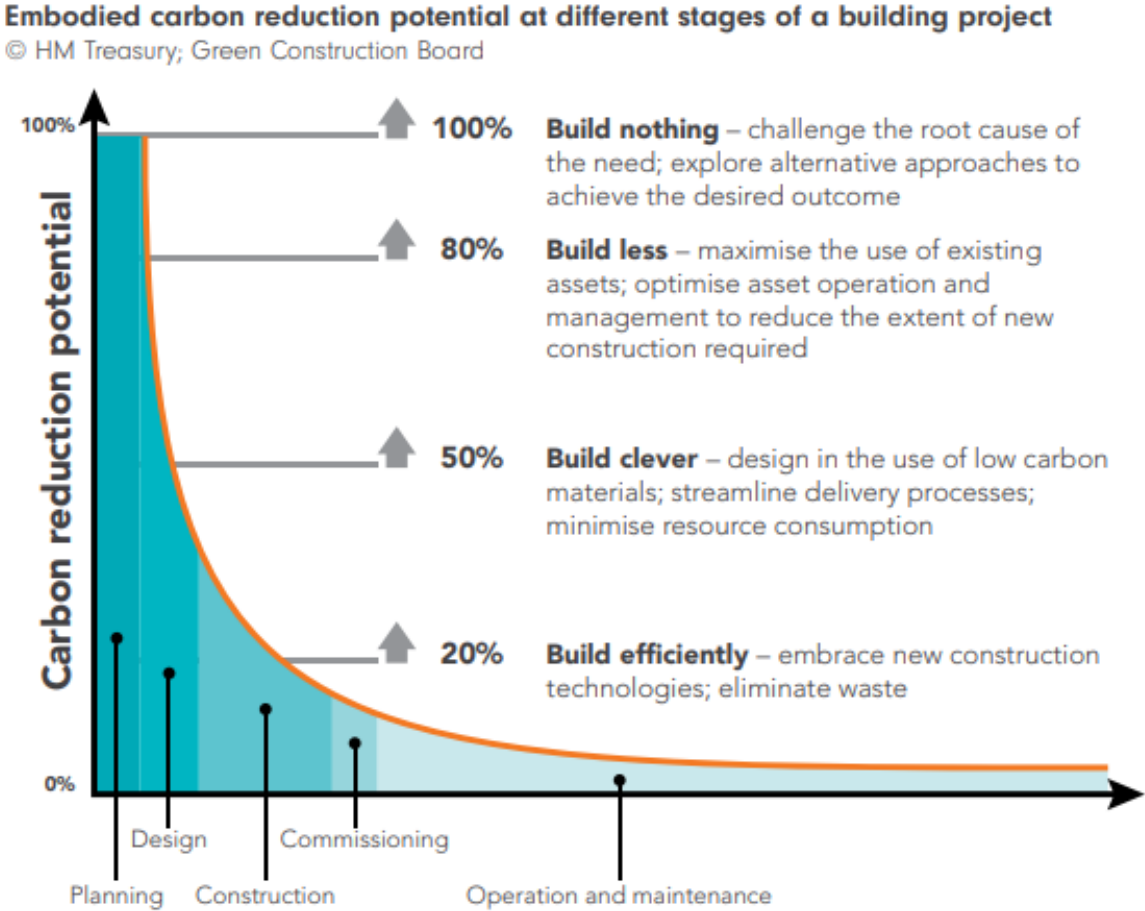
Planning Policy – Sustainable (low carbon) construction^{xxv}

58. Genuine net zero carbon development includes both operational carbon emissions generated by buildings in use (regulated and unregulated), plus emissions embedded in the building materials, emissions generated in construction and those generated in demolition and recycling^{xxvi}. Ultimately this would require buildings to have a circular lifecycle, where all the materials would be recycled, and the energy used to produce the materials, their installation and dismantling would originate from renewable sources. Any remaining emissions would be determined by a whole lifecycle carbon assessment and offset at the point of completion.
59. Whilst this is not fully achievable, the urgency of the climate emergency means that it is important to minimise as much of the carbon impact from development,

as possible, including these 'upfront' embodied and construction phase activities, which can sometimes account for up to half of a new building's lifetime carbon impacts before it has been occupied.

60. Overall, and depending on building type, between 30% and 70% of a building's lifetime carbon may already have been accounted for by the time the building is occupied. Buildings built to higher energy efficiency or Passivhaus standards will be at the higher end of this range^{xxvii}. Research suggests that embodied will account for 60-70% of a building's lifetime emissions for new builds in the next 10-20 years, as the grid decarbonises, highlighting how important it will be for planning policies to address this.
61. The figure 1 below shows the potential for doing so at the different lifecycle stages of a development, and whilst it may be difficult for Local Plan policies to promote 'building less' through better use of existing assets, it is certainly possible for them to promote the use of low carbon materials, streamlined delivery processes and elimination of waste. Low carbon construction (included reducing embedded carbon) presents considerable challenges, not least in terms of measurement but will become more feasible over time.

Figure 1 Embodied carbon impacts from product and construction stages of development



2.2 The embodied carbon impacts from the product and construction stages should be measured and offset at practical completion.

Planning Policy – Energy and heating

- 62. The UK Clean Growth Strategy *Leading the way to a low carbon future* (2017)^{xxviii} sets out the Government's ambition to deliver low carbon growth, including reducing the emissions created by heating homes and businesses, which account for almost a third of UK emissions.
- 63. Decentralised heating and cooling systems and networks can provide an extremely cost-effective way to minimising carbon emissions, particularly where networks can be expanded to accommodate new developments over time. The Climate Change Committee estimates that district heating could meet 20% of domestic heating and hot water needs by 2030. [The Clean Growth Strategy](#) includes policies to roll out low carbon heating and phase out installation of fossil fuel heating.

64. The proposed Future Homes Standard^{xxix} proposes to restrict the installation of individual boilers in newly built properties from 2025, with heating being provided by heat pumps or district heating from this point.
65. Decentralised heating and cooling systems require a strategic approach, involving various stakeholders and technologies, and requiring a certain scale and mix of development uses to be viable. Best practice is to ensure that energy planning happens concurrently with master planning, so that district heating (or heat networks^{xxx}) is part of the design criteria from project inception, and ideally from the strategic site allocation stage.
66. Stroud District Council has amended its [Local Plan](#) to ensure that development proposals include a communal low-temperature heating system where viable.
67. [Greenwich Millennium Village](#) is a community being developed through a joint venture partnership between Taylor Woodrow and Countryside Properties. The landowner stipulated stringent environmental design criteria for the development specifying an 80% reduction in primary energy use. The target is to be met progressively over the life of the development
68. Phase 1 of the [Bunhill District Heating scheme](#) was commissioned by Islington Borough Council to tackle fuel poverty in the local area. This project connects 850 homes and 2 leisure centres to a 1.9MWe (megawatt electrical) gas combined heat and power (CHP) unit. The scheme itself is owned and managed by Islington Borough Council.

Planning Policy – Retrofitting

69. There are hundreds of listed buildings in [Wiltshire](#). - a building is listed when included on a register called the *List of Buildings of Special Architectural or Historic Interest*, drawn up by English Heritage and approved under the Planning (Listed Buildings and Conservation Areas) Act 1990.
70. There is increasing evidence that the retrofit of traditional buildings (and indeed all buildings) over the past few years has not led to the expected reductions in energy use, and has sometimes harmed the building fabric, heritage or health of building^{xxxi}. Energy and carbon performance of most historic buildings can be improved, which will help them remain viable and useful, now and in the future. But striking the right balance between benefit and harm is not easy, [Historic England](#) publishes guidance.

Planning Policy – Transport

71. The [Charter Institute of Highways & Transport](#) has set out that integrating sustainable transport into new developments is key if future developments are to provide healthy, successful places for people to live in, but three key barriers stand in the way:
 - local authorities are not setting out a vision for development in their Local Plans that includes setting accessibility and targets to which developers and promoters can respond;

- limited practical examples demonstrating how to deliver sustainable transport outcomes, which reinforces risk-averse approaches;
 - collaboration between planning and transport regulatory and delivery bodies is either insufficient or ineffective.
72. Truly sustainable development requires the planning system to orientate development so that new homes and jobs are close to shops, services, and public transport nodes and existing places are made more sustainable. As set out in [Better planning, better transport, better places](#) (CIHT 2019)
73. Increasing levels of walking and cycling has substantial benefits. For people, it means cheaper travel and better health. For businesses, it means increased productivity and increased footfall in shops. And for society it means lower congestion, better air quality, and vibrant, attractive places and communities. The [Government](#) aims to double cycling activity by 2025 and each year reduce the rate of cyclists killed or seriously injured on English roads. It aims to reverse the decline in walking. For that to happen, cycling and walking must be the natural choices for shorter journeys in every urban and rural community in England.
74. The Government's [Cycling & Walking Investment Strategy](#) (2017) states that through Local Plans and planning decisions, local planning authorities should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Local Plans, prepared in consultation with local communities, should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Developments should be located and designed where practical to:
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
 - create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians;
 - site key facilities such as primary schools and local shops within walking distance of most properties, particularly within large-scale developments.
75. Though intended for transport authorities, the [Local Transport Note 1/20](#) - Cycle Infrastructure Design, (DfT) July 2020 provides guidance and good practice for the design of cycle infrastructure, in support of the Cycling and Walking Investment Strategy.
76. [Kingswood](#) is a proposed new sustainable settlement located between Pulborough and Billingshurst on the A29, approximately nine and a half miles south-west of Horsham. The proposed settlement is for 3,500 homes with new modern workspace for 3,500 jobs as well as two new primary schools, a secondary school, a range of sport and leisure activities, and community facilities for a population of 10,000 people.

Planning Policy – Standalone renewable energy development and grid decarbonisation

77. Reaching net zero carbon emissions nationally by 2050 requires an annual rate of reduction of 15 metric tons of carbon dioxide equivalent (MtCO₂e) per year, equivalent to 3% of 2018 emissions, some 50% higher than under the UK's previous 2050 target and 30% higher than achieved on average since 1990^{xxxii}. Reaching net zero carbon emissions in Wiltshire by 2030 will be more challenging still.
78. The Committee on Climate Change June 2020 Progress Report to Parliament^{xxxiii} states that electricity demand is likely to double in the next 30 years in order to decarbonise the heat and transport sectors, and that this will have to be achieved through wide-spread, renewable energy powered, electrification. This increase will be alongside an almost total decarbonisation of our electricity system as part of the UK's transition to a net zero carbon economy.
79. The NPPF (paragraphs 151 and 152) encourages local authorities to take a positive approach by identifying suitable areas for renewable energy generation and its supporting infrastructure, and by maximising the opportunities for community-led and decentralised energy production. The NPPF supports the development the development and diversification of agricultural and other land-based rural businesses.
80. The NPPF also advocates the allocation of sites for renewable energy by stating that local planning authorities should *"not require applicants to demonstrate the overall need for renewable or low carbon energy, and recognise that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions."*^{xxxiv}
81. However, in a recent review of local plans by the Centre for Sustainable Energy, a minority of the plans had proactive renewable energy policies that genuinely sought to maximise generation, with many rural council policies being discouraging in tone, and few plans defining suitable areas for different types of renewable energy^{xxxv}.
82. [Project LEO](#), is an Oxfordshire consortium comprising Scottish & Southern Electricity Networks (SSEN), Low Carbon Hub and the local councils, looking to improve understanding of how opportunities can be maximised and unlocked from the transition to a smarter, flexible electricity system and how households, businesses and communities can realise those benefits.
83. The Stroud District [Local Plan](#) (draft) sets out that decentralised renewable and low carbon energy schemes will be supported and encouraged, and will be approved where their impact is, or can be made, acceptable. In determining applications for renewable and low carbon energy, and associated infrastructure, the following issues will be considered:

- the contribution of the proposals, in the light of the council’s pledge to be carbon neutral by 2030, to cutting greenhouse gas emissions and decarbonising our energy system;
 - the impact of the scheme, together with any cumulative issues, on landscape character, visual amenity, water quality and flood risk, heritage significance, recreation, biodiversity and, where appropriate, agricultural land use, aviation and telecommunications;
 - the impact on users and residents of the local area, including where relevant, shadow flicker, air quality, vibration and noise; and
 - the direct benefits to the area and local community.
84. Ground-mounted solar energy developments are more likely to be supported in areas identified as suitable in principle as set out on the Policies Map. Outside these areas, applicants will need to provide a clear justification for the suitability of the chosen development site for solar development at the relevant scale. Proposals for renewable energy proposals within the Area of Outstanding Natural Beauty (AONB) are encouraged, however, where development proposals will affect the AONB, the benefits of development must demonstrably outweigh any harm to the designated area or its setting.

Planning Policy – Re-forestation and tree planting

85. Wiltshire already has significantly less tree cover (9%) than the national average (13%) and is well below the national target of 17% (which is itself far lower than the [European](#) average of 34% tree cover). The [Government](#) has set a target of establishing 30,000 hectares of new woodland in England by 2025, as outlined in the 2020 budget statement, and the Committee on Climate Change’s has recommended 30,000 ha of new trees planted in the UK every year until 2050, to take woodland cover in the UK from 13% to 17%^{xxxvi}. The Natural Capital Committee also supports this target^{xxxvii}.
86. Friends of the Earth recently published mapping^{xxxviii} that demonstrates there is the capacity to more than double canopy cover in the UK without impeding on our best and most versatile agricultural land or sensitive ecology.
1. The Woodland Trust advocates for 19% tree coverage by 2050 but localised as appropriate i.e. not infringing on food security and other ecologically valuable habitats. This is based upon the role of trees in [sequestering](#) residual emissions to get to net zero. This is also framed around carbon, rather than the need for nature-based solutions in response to climate, ecological and wellbeing crises a holistic approach which the Woodland Trust urges.
 2. Like many local authorities [Gloucestershire](#) has a target (20%) for tree cover supported by the County Council and Districts. Swindon has adopted a target of 30% by 2030 based upon its [Community Forest](#) target.
 3. Section 197 of the [Planning Act 1990](#) places a duty on the local planning authority, when granting planning permission, to ensure whenever appropriate that adequate conditions are imposed to secure the preservation or planting of trees, and that any necessary tree preservation orders are made under section

198 of the Act. The Government's planning guidance on the natural environment^{xxxix} also mentions the need for local development plans to include "appropriate green infrastructure", including provision for Community Forests.

4. The NPPF and NPPG are mostly silent on policies for trees other than older and established trees, although Paragraph 114 requires planning authorities to "*set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure.*"
5. The Government's [25 Year Environment Plan](#) aims to deliver cleaner air and water in our cities and rural landscapes, protect threatened species and provide richer wildlife habitats. It calls for an approach to agriculture, forestry, land use and fishing that puts the environment first.
6. Trees are often overlooked during development and, as a result, many are either lost, or given inadequate protection, that results in their demise within a few years. The '[British Standard BS 5837 Trees in relation to design, demolition and construction - Recommendations](#)' (2012) is the benchmark document for how to successfully take account of, and retain, suitable trees in proximity to development.
7. Given the need to preserve and protect trees, woodland and the natural environment through there are numerous examples of planning documents setting out requirements. For example Bristol City's [Planning Obligations](#) identifies the number of trees required to compensate for loss of existing trees depends upon the size of the trees to be lost – not a simple 1:1 ratio.
8. The [Dorset Biodiversity Appraisal Protocol](#) (DBAP) is a tool that operates alongside the Dorset Biodiversity Compensation Framework. It quantifies the impacts on biodiversity arising from development (residential, mineral or waste) and sets out the required mitigation and enhancements (net gain) as stipulated in National Planning Policy Framework, 2018.

Conclusions

9. In the context of the current climate and ecological emergency, planning for sustainable development will increasingly require alignment with the UK's transition to net zero carbon, circular economy and ecological restoration, as well as adapting to climate change and creating resilient communities. Local plans have a key role to play by determining the location, scale, mix and character of development in ways that reduce carbon emissions.
10. The challenge for Wiltshire Council is how to give climate change the necessary prominence, within its strategic plans and planning policies, in keeping with the Climate Change Act and the Council's own climate emergency declaration, without prejudicing development viability and also within the context of a challenging and changing national planning policy landscape. This will require having a clear vision and ambition, as well as developing a robust plan and securing the necessary evidence to support it.

Local Planning Authority (LPA)

11. Presently there is a misalignment between Wiltshire Council's commitment to addressing the climate emergency, and its existing strategy and policies. This was underlined by comments made by the Centre for Sustainable Energy (CSE) at a meeting with the Task Group and Wiltshire Council strategic planners. Wiltshire's current Local Plan suffered from vague language and did not make climate change mitigation measurable (essential if carbon reduction policies are to succeed). The same point was made in a letter to Wiltshire Council from [Client Earth](#), an environmental charity that has won high profile cases against the Government on air pollution^{xi} and put 100 local authorities across England (including Wiltshire) on notice of legal challenge if they do not introduce proper climate change plans^{xi}.
12. Wiltshire Council's current Local Plan, adopted in 2015, is about to undergo revision. This is a formal process which will need to be supported by a robust evidence base to inform the new and revised policies. Wiltshire Council's carbon reduction ambitions, which include *seeking to make the county carbon neutral by 2030*, will therefore need to be at the heart of the Local Plan Review (LPR) review, at both strategic planning and planning policy level.
13. Spatial planning has the potential to contribute significantly to the Council's '*net zero by 2030*' target and reduce the county's emissions, by defining where large-scale development can be located and the characteristics of what can be built. Through the Local Plan, Wiltshire Council has the potential to avoid transport emissions (currently the largest source of emissions in the county) by steering the location of its strategic sites, as well as the potential to ensure that all development is net zero carbon, avoiding the need for future retrofit and carbon offsetting. It can also positively influence renewable energy generation and support local communities in their endeavours to generate energy and produce food locally.
14. Climate change must be an over-arching objective in plan making, if Wiltshire Council is to meet its commitment to seeking to decarbonise the county by 2030. The Local Plan must seek to influence the location and layout of new development, to secure the radical cuts in carbon emissions that are needed.
15. This includes:
 - locating development to minimise greenhouse gas emissions, including '*presumed access*' on foot, by bike and by public transport;
 - locating development to reduce the need to travel, particularly by private car;
 - building integrated sustainable transport into the earliest stages of the development;
 - ensuring the necessary infrastructure is put in place for active travel, with greater parity between infrastructure planning for vehicular and active travel;
 - ensuring the necessary infrastructure is put in place for electric vehicle charging;
 - delivering the highest possible energy efficiency standards for all types of development, ensuring that overall new development is net zero carbon;

- driving delivery of renewable and low-carbon energy generation, storage and associated grid infrastructure;
- supporting community-led decentralised renewable energy generation;
- supporting community-led local food production and sourcing;
- maximising co-benefits for enhanced health and fitness, community engagement, wildlife and biodiversity, and climate change resilience.

16. Its revised Local Plan policies now need to be fit for purpose to achieve the council's pledge to deliver net zero-carbon.

Planning Policy – Net zero carbon development (operational carbon)

17. There is mounting evidence that new houses can be built to net zero carbon standards on a cost-competitive basis in the mass market, but currently only a very small proportion are built to better than the [minimum legal requirement](#) for energy efficiency^{xiii}. To achieve the council's target of carbon zero by 2030, the council's planning policies will therefore need to require this to the maximum extent that legislation allows.

18. Net zero carbon planning policies and retrofit of the existing housing stock will both be needed to meet the UK's national target for net zero emissions by 2050 and Wiltshire's 2030 target. In addition, no new homes will be connected to the gas grid from 2025 at the latest and will need to be heated through low carbon sources and have ultra-high levels of energy efficiency alongside appropriate ventilation.

19. Following a challenge from developers, CP41 has stopped being enforced and housing has been built that meets no more than Part L of the Building Regulations' requirements on energy efficiency concerned. Given that we are ten years on from when CP41 was originally written, with new council and national net zero emissions targets, as well as substantially greater scope for achieving net zero carbon development, a new policy is required to ensure the delivery of net zero carbon development across the county.

Planning Policy – Sustainable (low carbon) construction

20. The Committee for Climate Change (CCC) has stated that: *“An overhaul of the approach to low-carbon heating and energy efficiency is needed. The Government's planned 2020 Heat Roadmap must establish a new approach that will lead to full decarbonisation of buildings by 2050,”* and with respect to heating of buildings: *“This requires roll-out of technologies such as heat pumps, hybrid heat pumps and district heating in conjunction with hydrogen, and new smart storage heating, combined with high levels of energy efficiency.”* (2019)
xiii

21. The CCC also pointed to COVID-19 recovery as an historic turning point in tackling the global climate emergency, urging Government to support a national plan to renovate buildings and construct new housing to the highest standards of energy and water efficiency, to shift to low-carbon heating systems, and to

rolling out '*green passports*' for buildings and local area energy plans immediately^{xliv}.

22. Sustainable construction policies should also take account of the impact of other Local Plan policies on carbon emissions, including for example, surface water run-off and its attenuation, so as to reduce loading of the local sewerage network (and the associated pumping energy and emissions^{xlv}).

Planning Policy – Energy and heating

23. Decentralised heating and cooling systems and networks can provide a cost-effective way to minimise carbon emissions, particularly where networks can be expanded to accommodate new developments over time. The Climate Change Committee estimates that district heating could meet 20% of domestic heating and hot water needs by 2030. The Clean Growth Strategy includes policies to roll out low carbon heating and phase out installation of fossil fuel heating.
24. Decentralised heating and cooling systems require a strategic approach, involving various stakeholders and technologies, and requiring a certain scale of development to be viable.
25. It should be noted that distribution losses from CHP/ district heating can be high and there can be a lack of incentive to conserve energy for users, in which case localised, low carbon technology can turn out to be a better solution.

Planning Policy – Retrofitting

26. Carbon emissions can be reduced through policies that upgrade existing buildings and avoid their demolition and rebuild. Retrofitting can also make buildings more energy and water efficient (the latter saving yet more energy, as water takes energy to pump). Planning policy has a role to play in reducing carbon emissions from the existing building stock by encouraging retrofitting of energy efficiency measures, decentralised energy and renewable energy generation^{xlvi}.
27. It can also be helpful in enabling listed buildings and buildings in conservation areas in applying energy efficiency and renewable energy generation measures that have previously not been permitted. Low carbon retrofit standards such as Passivhaus EnerFit^{xlvii} can be valuable in this context.

Planning Policy – Transport

28. Transport is Wiltshire's largest source of carbon emissions and needs to be considered up front when planning for development, locating developments in a way that avoids the need to travel and minimises associated carbon emissions.
29. Planning strategically can help ensure there is a good mix of houses, employment and local services so that people are able to work locally and can

walk or cycle to work or school. Land can be allocated, and development designed around the principle of presumed access on foot, by bike and by public transport.

30. Local Plan policies can help ensure new development has access to public transport and includes as many safe walking and cycling routes as possible. It can help ensure that cycle parking and sheltered storage is in place for people who live in flats. It can make sure charging points for electric vehicles are sufficient for future demand.

Planning Policy – Standalone renewable energy development and grid decarbonisation

31. Decarbonisation and decentralisation of the UK's national electricity grid will depend upon more renewable energy generation. The anticipated uptake of electric vehicles, phasing out of gas for cooking and heating from 2025 and the increase in full and/or hybrid heat pumps, means electricity demand will rise in most areas. Decentralised energy is a rapidly-deployable and efficient way to meet that demand, whilst at the same time improving energy security and sustainability.
32. Flexible generation capacity and using electricity storage technologies will add complexity for system operators and participants but will reduce system costs in the long-term. The System Operator is already planning to manage the grid to operate '*safely and securely at zero carbon*' for parts of the year as early as 2025^{xlviii}.
33. In practical terms this means that, in addition to removing fossil fuels from our electricity system and replacing them with renewable sources, we need to decarbonise the wider energy system, including transport and heating systems (which are largely reliant on fossil fuels at present). The Committee on Climate Change estimates this could result in a doubling of electricity demand. Overall, the Committee on Climate Change predicts we need to quadruple the supply of low-carbon and renewable electricity by 2050, against current levels^{xlix}.
34. Currently, variable renewables such as offshore wind, onshore wind and solar PV are the lowest cost renewable energy generation options with the lowest barriers to deployment^l. Energy masterplans in cities like Manchester reveal that projected increases in demand exceed current capacity and investment is needed to make up the gap. Planning has a key role to play in the delivery of new renewable energy infrastructure.
35. A review by the Committee on Climate Change's Expert Advisory Group on the Costs and Benefits of Net Zero noted a continued downward trend in the costs of wind, battery and solar photovoltaic technologies over the last year (2018-19), and the benefits to the UK of a secure supply of low-cost renewables^{li}. While off-shore wind and ground mounted solar are likely to deliver a significant proportion of this, on-shore wind still has a role to play.

36. In addition to helping meet national decarbonisation targets, standalone renewable energy installations can deliver regular and dependable income to rural landowners, helping sustain farming in the longer term without taking land permanently out of production as with other types of development. They are also an opportunity to invest in nature by delivering meaningful social, ecological and hydrological enhancements through the planning process, bringing biodiversity net gain and local community benefits.
37. The planning system will be required to support the transition to a net zero carbon future in a changing climate, including enabling a radical reduction in greenhouse gas emissions through the development of clean, renewable forms of electricity, at all scales.
38. Finally, it is worth pointing out that scale is an important consideration in planning for renewable energy developments, as there are technical and cost efficiencies associated with larger installations. In the case of wind turbines, for example, electrical output increases substantially with size and height of the turbine (e.g. double the wind speed produces eight times as much power, and double the length of turbine blade, quadruples the power output^{lii}).

Planning Policy – Re-forestation and tree planting

39. Tree planting in England is at its lowest rate for a generation^{liii} while the loss of existing woodland has been accelerating, partly as a result of weak planning legislation^{liv}, all in sharp contrast to the 30,000 ha target and the Government's planned 'England Tree Strategy'.
40. Making key changes to how land is used is also necessary if Wiltshire is to achieve net zero carbon by 2030. Investing in nature, including re-forestation^{lv} / tree planting, restoration of soils and green infrastructure will bring significant benefits for the climate, air quality, flood prevention, biodiversity and public amenity, as well as providing another route to employment opportunities (e.g. as part of a green recovery).
41. Local Plans can identify key features and characteristics of an area, including land designations such as protected open space and can contain policies that lend support woodland creation, as well as objectives to increase the percentage tree cover in the county. Local plan policies can set out site-specific policies including requirements for the provision of new trees and woodland and the retention of existing trees and woodlands.

General conclusions

42. In Wiltshire, as elsewhere, the investment decisions made over the coming months will be a major determinant of whether the county reaches net zero emissions by 2030, either locking in further emissions or establishing the basis for emissions reduction. The Committee for Climate Change (CCC) 2020 Progress Report states that, "*by 2025, a full net-zero policy package must be in place and working effectively,*" and "*most areas will have scaled up delivery and the transition must be well underway*"^{lvi}.

43. There is also an opportunity in the COVID-19 recovery phase to decouple economic activity from carbon emissions and environmental degradation by *“building back better and building back greener”* globally, nationally and within our own county^{lvii}.
44. The task group is aware that the recommendations set out here present difficult choices around priorities and implementation. This is not a role that can be performed by the task group. It has simply set out what it considers to be a range of feasible options to support delivery of the council’s 2030 net zero carbon objective.
45. The recommendations and evidence presented in this report are intended to inform Wiltshire Council’s spatial strategy and planning policies, and help the Council make rapid headway in developing a new ‘net zero carbon’ focused Local Plan.

Proposal

46. To endorse this report of the task group and refer it to the Cabinet Member for Spatial Planning, Development Management and Property and the Cabinet Member for Housing, Corporate Services, Arts, Heritage and Tourism, for response at the next meeting of Environment Select Committee.

Recommendations

That the Cabinet Member for Spatial Planning, Development Management and Property and the Cabinet Member for Housing, Corporate Services, Arts, Heritage and Tourism considers implementing the following recommendations;

That the Council, in its capacity as Local Planning Authority:

- 1. Adopts an outcome focused approach to meeting the Council's 2030 net zero carbon ambition through the Local Plan Review, considering this cross-cutting objective across all policy areas.**
- 2. Places substantial and significant weight on climate change mitigation as a core objective alongside delivering a sufficient supply of homes for local needs, building a strong, future-proofed local economy, climate change adaptation and environmental protection.**
- 3. Takes a joined-up approach so that Local Plan policies are well aligned and mutually supportive in achieving net zero carbon by 2030.**
- 4. Develops an updated evidence base, including in relation to viability, that enhances the ability of Local Plan policies to ensure that new development, including renewable energy, plays a key role in delivering net zero carbon.**
- 5. Establishes the county's baseline emissions, to be able to test its policies in terms of their carbon reduction potential.**
- 6. Sets a target/ trajectory for achieving net zero carbon emissions in the county by 2030, so that all planning policies can be assessed against and contribute to this target.**
- 7. Engages with industry in understanding what is achievable and deliverable, so that developers recognise that it is incumbent on them to address climate change issues.**
- 8. Prioritises mitigation of climate change through spatial planning and at the earliest stages of the Local Plan preparation/ Local Plan Review process, ensuring that proposed new development:**
 - is allocated and designed around the principle of presumed access on foot, by bike and by public transport, to minimise the need to travel, particularly by private car;**
 - is located where local employment opportunities exist, to avoid creating large commuter extensions;**
 - maximises opportunities for local renewable energy and heat generation;**
 - maximises opportunities for walking, cycling (including e-bikes and scooters) and ultra-low emission public transport^{lviii}, incorporating**

- high quality sustainable transport infrastructure and electric vehicle charging as a matter of course;
- maximises opportunities for community led carbon reduction initiatives.
9. Assesses and makes transparent the carbon impact of alternative strategic site options (including transport emissions, land-based emissions or sequestration potential lost) at the earliest stages of the plan-making process and gives substantial weight to strategic sites generating the least carbon over their lifecycle.
 10. Attributes significant weight in its strategy and policies to the protection and/or restoration of natural assets that are critical to climate change mitigation (as well as having benefits for adaptation and the natural environment), including:
 - the best and most versatile agricultural land (refer to Agricultural Land Classification (England)^{lix}) and land associated with local food production;
 - existing woodland and land suitable for woodland creation;
 - soils in relation to their stored carbon and the potential emissions and loss of carbon storage as a result of development.
 11. Promotes the delivery of new homes on brownfield sites wherever possible, including innovating to achieve higher densities on such sites, so as avoid the permanent loss of agricultural land and associated carbon emissions.
 12. Promotes the delivery of employment land in advance of new housing development, particularly where existing employment opportunities are limited, and housing development would generate the need for commuting by car.
 13. Assesses and maps connectivity and accessibility to proposed infrastructure and facilities (e.g. schools, surgeries, shops) in order to optimise sustainable travel within proposed development sites.
 14. Promotes a sustainable pattern of development in the county using a framework such as the BREEAM Communities International Standard^{lx} to improve, measure and certify the sustainability of large-scale development plans as part of the master-planning process, before embarking on procurement, detailed design and construction.
 15. Requires information on climate change mitigation for development proposals at the planning application stage, including documents that must be submitted before an application can proceed.
 16. Identifies suitable areas for different types of renewable energy generation and its supporting infrastructure, as part of the Local Plan (e.g. standalone sites and as part of the strategic sites allocation process), including a call for sites^{lxi}.

17. Proactively works with the Distribution Network Operator (DNO) (the future Distribution System Operator) in taking a strategic approach to Wiltshire's decarbonisation and the decentralisation of its energy system, supporting the rollout of Smart Local Energy Systems and smart grids
18. Takes a strategic approach to the roll out of electric vehicle charging points across the county, ensuring that all new development is future proofed for the cessation of the sale of diesel and petrol vehicles by 2035 (likely to be brought forward to 2032 or 2030)^{lxii}.
19. Pursues greater parity between policy expectations for safe and convenient vehicular access, and policy expectations for safe and convenient pedestrian and cycle access, and plans infrastructure provision requirements accordingly, with large developments incorporating dedicated cycle routes connecting with the wider network, proportionate with the scale of development and level of trip generation.
20. Sets a high-level target of at least 17% tree coverage across the county and develops an associated strategy to deliver it (see section on re-afforestation below).
21. Sets up and administers a carbon offset fund as part of requiring net zero carbon development (see section on net zero carbon development below), whereby payments are ring-fenced to implement projects that deliver carbon reductions within the county, monitored and reported on annually, ensuring that the fund demonstrates clear additionality (i.e. carbon emission reductions which would not otherwise have happened).
22. Provides practical advice and guidance for those who may need direction in addressing climate change in relation to proposed development and the retrofit of historic buildings.
23. Increases the institutional capability/ capacity of the Council's spatial planning and development management teams to develop and enforce policies to achieve successful (carbon reduction) outcomes.

Planning Policy – Net zero carbon development (operational carbon)

That the council's new Local Plan and associated policies require the following:

1. All development be net zero-carbon based upon the UK Green Building Council's Net Zero Carbon Buildings Framework Definition^{lxiii}, be mandatory for all development from the commencement of the adoption of the Local Plan 2016-2036, following current Local Plan Review.
2. All development achieves an annual operational net zero carbon emissions balance based on metered data by:
 - a) prioritising energy efficiency through the building fabric;

- b) reducing the remaining energy demand through on-site renewable energy sources (e.g. rooftop solar PV and/ or air or ground source heat pumps) (the preferred next option), and;
 - c) compensating for the residual carbon emissions via a carbon offset fund, into which developers are required to pay a value agreed at the application stage, to deliver carbon savings which would not otherwise have been made (ensuring additionality).
3. All development to meet a minimum 35% improvement on Part L (2013) of the Building Regulations through energy efficiency measures (e.g. enhanced insulation, glazing, airtightness and high efficiency heating and hot water heat recovery), and to reach 100% reduction in its remaining operational emissions through on-site renewable energy generation, and the remainder through a carbon offset fund (as described above).
 4. For all development proposals to demonstrate that sustainable design principles and standards are integral to their proposals and that these have been incorporated from the beginning of the design process, including:
 - incorporating passive heating and cooling where feasible;
 - making the most of natural systems both within and around buildings;
 - incorporating community renewable or low carbon heat generation systems;
 - avoiding internal overheating and contributing to the urban heat island effect through landscaping and shade planting, site layout and building design.
 5. For all large scale residential and non-residential development proposals to demonstrate how they will achieve net zero carbon through an Energy Statement, to be submitted with the Planning Application, including Part L calculations as evidence, requiring methodologies such as TM54^{lxiv} for predicting in-operation energy rather than SAP^{lxv} or SBEM^{lxvi}.
 6. For all large scale residential and non-residential development proposals to calculate whole lifecycle carbon emissions^{lxvii} using a nationally recognised Whole Life-Cycle Carbon Assessment method^{lxviii} and demonstrate how life-cycle carbon emissions will be minimised.
 7. For all large scale residential and non-residential development proposals to demonstrate how they will minimise carbon emissions from any other part of the development, including infrastructure, plant or equipment, that is not covered by the above policies.
 8. For the minimum standards listed above to be upgraded as soon as legislation allows, to deliver ultra-high levels of energy efficiency consistent with a space heat demand of 15-20 kWh/m²/year^{lxix}.

That the Council:

9. Re-instates a revised Core Policy 41 (in line with the above and removing any reference to the Code for Sustainable Homes), as soon as possible to prevent further carbon intensive development sites being built out.

Planning Policy – Sustainable (low carbon) construction

That the council's new Local Plan policies require:

1. All development proposals to demonstrate the integration of sustainable (low carbon) construction principles (including minimisation of embedded and construction phase carbon emissions) have been incorporated from the beginning of the design process, including via:
 - procurement of materials, including emissions associated with their manufacture and transport;
 - on-site construction management, including how carbon emissions will be minimised throughout the construction phase;
 - efficient use of natural resources (including water) during the construction phase;
 - waste minimisation (e.g. through off-site pre-fabrication) and maximisation of reuse and recycling of materials.
2. Large scale residential and non-residential development proposals to calculate emissions for embedded and construction phase emissions and explain how they have been minimised.
3. Large scale development proposals to evidence their proposals are achieving the Local Plan's policy requirements through one of the BREEAM New Construction or other acceptable relevant standards.

That the Council:

4. Ensures that its Sustainable (low carbon) Construction policy is supported, and not undermined, by other Local Plan policies increasing emissions in other areas as a result of decisions made during the design and construction phase.
5. Regularly reviews and appropriately upgrades its Sustainable (low carbon) Construction policy requirements to reflect the increasing proportion of life cycle emissions resulting from the pre-construction phase of development.

Planning Policy – Energy and heating

That the Council's new Local Plan and associated policies:

1. Include an energy hierarchy, defining the council's preferred heating options for new development. This should:
 - promote the use of combined heat and power (CHP), and/or combined cooling, heat and power (CCHP) and district heating where appropriate;

- require development to incorporate infrastructure for district heating and to connect to existing systems where and when these are available;
 - support the use of ground, and water source heat pumps where district heating is unfeasible or these technologies form part of a lower carbon solution;
 - require development to consider a Decentralised Energy Network is a way of distributing the heat generated from a given clean energy source across multiple buildings or multiple sites;
 - exclude the individual gas boilers and resistive heating within new developments as legitimate approaches within the scope of the policy.
2. Requires a thermal master planning approach that assesses efficiency/opportunity issues such as mix of uses, anchor loads, density and heat load profiles to maximise opportunities for the use of district heating or decentralised energy networks for large scale development.
 3. Requires all development applications to submit Energy Statements to demonstrate how they are delivering clean, smart, sustainable development, in line with Wiltshire Council's net zero carbon ambitions.

Planning Policy – Retrofitting

That the Council's new Local Plan and associated policies:

1. Include an obligation to improve energy efficiency (and demonstration thereof) in relation to construction or modification of buildings for which planning permission is required.
2. To require that improvements meet appropriate BREEAM, Passivhaus EnerFitf or other recognised national standards to make these requirements quantifiable.
3. Encourages retrofitting of energy efficiency and renewable energy generation technology in Listed Buildings and Conservation Areas, including liaising with Historic England to explore how to appropriately adapt heritage buildings to reduce carbon emissions.
4. Provides locally relevant planning guidance for homeowners and businesses regarding retrofitting of historic or listed buildings.
5. Prioritises carbon reduction through retrofitting at whole street or neighbourhood scales to reduce costs, improve viability and support coordinated programmes of improvement.

6. Requires large scale development proposals to demonstrate that opportunities for retention and retrofitting of existing buildings within the site have included in the scheme.

That the Council:

7. Provides training to its Conservation Officers to enable them to:
 - understand of the relevance of the Climate Emergency to their work;
 - support carbon saving measures in historic buildings where possible; and
 - take a constructive, supportive approach with homeowners, setting out what might be possible.

Planning Policy – Transport

That the Council's new Local Plan and associated policies:

1. Promote a sustainable pattern of development that minimises the need to travel by promoting a modal shift to sustainable transport and reduced dependence on the private car.
2. In allocating sites or permitting development, attribute significant weight to minimising the quantity of carbon emissions arising from travel associated with accessing employment and community facilities (schools, health centres, shops), associated with the site's location and layout.
3. Require all developments include community facilities (schools, health centres, shops) that are accessible by public transport, bike or on foot.
4. Require all development proposals to integrate the provision of properly dedicated (rather than shared use) walking, cycling and electric scooter infrastructure (paths) and its connection to existing walking and cycling routes linking with employment and community facilities (schools, health centres, shops) or onward travel (e.g. bus and train stations).
5. Require segregated cycle routes for large scale development proposals be designed in accordance with Local Transport Note 1/20 - Cycle Infrastructure Design, (DfT) July 2020^{lxx}.
6. Require all development proposals to integrate the provision of appropriate secure and covered cycle parking facilities of a specified minimum standard, including provision of showers, changing facilities, drying rooms and lockers for cyclists for non-residential proposals.
7. Require development proposals to allocate on-road cycle storage bays (in place of an on-street parking bays) for residents' use, where there is no viable alternative bike parking provision.

- 8. Require at least 30% of cycle parking provision to be of the most accessible type, such as 'Sheffield' stands and 10% of overall provision to be designed and designated for disabled use, plus at least one charge point, and a minimum of 1 per 10 parking spaces, to allow for recharging of electric bikes.**
- 9. Require development proposals to consider, and include where appropriate, provision for non-standard bikes, such as cargo bikes, particularly in relation to urban and town centre deliveries.**
- 10. Require all development proposals to integrate the provision of infrastructure into the design and layout of the development to enable the charging of electric vehicles such that:**
 - all individual dwellings with one or more dedicated parking spaces or garages includes infrastructure for electric vehicle charging;**
 - where off street parking is not provided within a development proposal, the design and layout of the development incorporates infrastructure to enable the on-street charging of electric vehicles;**
 - for residential development with communal off-street parking provision, at least 50% of spaces have active charging facilities, with passive provision for all remaining parking spaces, ensuring that all spaces can be easily activated with minimal disruption as demand increases;**
 - for high density or large scale residential/mixed use developments, there is at least one rapid charging point clustered with a fast charging point and dedicated spaces with active charging facilities for use of an electric vehicle car club;**
 - for all non-residential developments providing one or more car parking bays, ducting is installed to enable provision of charging facilities for electric vehicles;**
 - where 10 or more car parking bays are provided, at least 50% of those bays provide active charging facilities for electric vehicles, with passive provision for the remaining bays; and**
 - in non-residential development where provision is made for taxis stopping, the taxi spaces include appropriate active charging facilities.**

That the Council:

- 11. Provides training to key members of its Highways team to enable them to:**
 - understand of the relevance of the Climate Emergency to their work,**
 - promote carbon saving measures in transport planning, infrastructure development and highways maintenance; and**
 - take a collaborative and innovative approach with their spatial planning colleagues about what might be possible to reduce transport emissions in the context of the Local Plan.**

Planning Policy - Standalone renewable energy development and grid decarbonisation

That the Council through its Local Plan policies:

- 1. Takes a joined-up approach to early investment in developing Wiltshire's renewable energy capacity to meet its commitment to net zero carbon by 2030, including both heat and power and their generation, transmission, storage, local consumption and associated social, economic and environmental benefits.**
- 2. Encourages proposals and applications for renewable energy developments, including large-scale freestanding installations, renewable energy storage and improvements to the distribution network that support a decarbonised, distributed grid and smart local energy systems.**
- 3. Adopts a strong presumption in favour of proposals for standalone renewable energy and energy storage developments that have:**
 - considered all site-specific constraints to the satisfaction of the LPA;**
 - demonstrated effective community and stakeholder engagement from project conception;**
 - demonstrated additional local social, economic and environmental benefits over the lifetime of the project.**
- 4. Places additional weight on the contribution renewable energy projects make towards delivering the council's climate emergency declaration.**
- 5. Requires provision of renewable energy generation on large scale development sites, including consideration of smart energy technology being incorporated in new development in support of wider grid decarbonisation, as part of an obligation on developers to achieve net zero carbon development.**

That the Council:

- 6. Promotes allocation of sites for renewable energy generation through Neighbourhood Plans^{lxxi}.**
- 7. Engages with and consults Community Energy groups working in the county in developing relevant Local Plan policies, promoting suitable areas for standalone renewables and on the potential for their involvement in applications that could bring local economic, social and environmental benefits.**
- 8. Engages proactively with Scottish and Southern Energy Network (SSEN) through forward planning, to support the rollout of smart, local energy**

systems and their transition from Distribution Network Operator (which manages the physical distribution system/ upgrades through engineering works) to Distribution Services Operator (which actively managing the distribution system and electricity demand to support grid distribution and decarbonisation).

Planning Policy – Re-forestation and Tree Planting

That the Council through its Local Plan policies:

1. Targets at least 17% canopy cover across the county, in line with the Committee on Climate Change recommendations of 17-19%^{lxxii}^{lxxiii}, and 30% canopy cover in new developments^{lxxiv}, with 50% of new trees being large canopy trees such as oak, lime and beech^{lxxv}.
2. Introduces a protection status for existing woodland which is aligned with the Council's Green and Blue Infrastructure Strategy.
3. Does not permit the felling of protected trees, groups of trees or woodland^{lxxvi} (i.e. irreplaceable habitats including ancient woodland and veteran trees as per NPPF para 175c, those protected by Tree Preservation Orders, those in internationally, nationally and locally designated sites for nature conservation, and those assessed as important to habitat connectivity and continuity) apart from in wholly exceptional circumstances, in which case replanting will compensate the carbon impact of their removal^{lxxvii}, with notable, veteran or ancient trees compensated on-site accordance with a recognised methodology such as CAVAT^{lxxviii}.
4. Requires development proposals to conserve and enhance all woodland, trees and hedgerows in line with the mitigation hierarchy and to compensate permitted tree removal and associated carbon impact with plantings on other parts of the site, and/or an offset payment that meets the loss in tonnes of sequestered carbon^{lxxix}.
5. Requires large scale development proposals to include a carbon storage calculation (showing the difference between the carbon storage capacities of the pre and post development habitat on the site) and to compensate any loss of carbon storage with a carbon offsetting contribution towards natural climate schemes within the local Nature Recovery Network^{lxxx} or through a suitable carbon reduction technology^{lxxxi}.
6. Requires damage to trees (e.g. through soil compaction), as assessed by a suitably qualified Tree Officer, to be compensated through replanting on site and/or payment that meets the loss in tonnes of sequestered carbon.
7. Requires development proposals that affect trees, hedgerows and woodland to undertake a survey in accordance with British Standard BS 5837:2012 and

include a management plan, including calculation of net increase in carbon and how this is compensated on site.

8. Requires a minimum buffer of 20 metres between the development and ancient woodland or veteran trees, Root Protection Zones (RPZ) for ancient, veteran and notable trees with a radius 15 times the diameter of the tree at breast height or 5m beyond the crown, whichever is greater^{lxxxii}.
9. Requires that development proposals highlight other trees that are not currently ancient, veteran or notable, as the future veteran and notable and with appropriate mitigation of the tree populations on site.
10. Requires that all new trees, whether replacement, landscaping or additional planting, be ecologically appropriate^{lxxxiii,lxxxiv}, sited to maximise their green infrastructure value (for wellbeing, wildlife and water) and, to reduce the risk of spreading disease, sourced and grown in the UK, or from a nursery with acceptable biosecurity practices (e.g. quarantine).
11. Encourages the creation and natural regeneration of standalone woodland that is compliant with the EIA regulations, including identifying areas in which the Council would like to see this happen^{lxxxv}.

That the Council:

12. Works with local community groups^{lxxxvi}, landowners and developers to identify suitable land, including a call for sites for the development of commercial and community woodland.

Cllr Graham Wright, Chairman of the Global Warming & Climate Emergency Task Group

Report author: Simon Bennett, Senior Scrutiny Officer, 01225 718709, simon.bennett@wiltshire.gov.uk

Additional references

Wiltshire Council Climate Emergency declaration, including seeking to make the county of Wiltshire (excluding the Borough of Swindon) carbon neutral by 2030: https://cms.wiltshire.gov.uk/documents/s157138/Climate_Change_Emergency.pdf

RTPI and TCPA “*Rising to the challenge: a guide for local authorities on planning for climate change*” <https://www.rtpi.org.uk/media/3568/rising-to-the-climate-crisis-1.pdf>

Govt. to invest £5billion in public transport and cycle links <https://www.gov.uk/government/news/major-boost-for-bus-services-as-pm-outlines-new-vision-for-local-transport>

BREEAM Guidance on Sustainable Design and Construction https://tools.breeam.com/filelibrary/BREEAM%20and%20Planning/Good_Practice_Guidance_-_Sustainable_Design_and_Construction.pdf

V Masson-Delmotte et al “*Global Warming of 1.5°C. An IPCC Special Report on the Impacts of Global Warming of 1.5°C above Pre-industrial Levels and Related Global Greenhouse Emission Pathways, in the Context of Strengthening the Global Response to the Threat of Climate Change, Sustainable Development, and Efforts to Eradicate Poverty. Summary for Policymakers.*” Intergovernmental Panel on Climate Change, Oct. 2018. http://report.ipcc.ch/sr15/pdf/sr15_spm_final.pdf

Gov.UK “*Guide to assessing development proposals on agricultural land*” Published 16 January 2018 <https://www.gov.uk/government/publications/agricultural-land-assess-proposals-for-development/guide-to-assessing-development-proposals-on-agricultural-land#lpas-consult-natural-england>

UK Green Building Council. Available at: <https://www.ukgbc.org/climate-change/>

BBC. Available at: <https://www.bbc.co.uk/news/science-environment-51804212>

Legislation referred to:

Planning and Energy Act
http://www.legislation.gov.uk/ukpga/2008/21/pdfs/ukpga_20080021_en.pdf

Planning and Compulsory Purchase Act
http://www.legislation.gov.uk/ukpga/2004/5/pdfs/ukpga_20040005_en.pdf

Section 19 of the 2004 Planning and Compulsory Purchase Act, as amended by Section 182 of the Planning Act 2008 at
<https://www.legislation.gov.uk/ukpga/2008/29/section/182>

Climate Change Act
http://www.legislation.gov.uk/ukpga/2008/27/pdfs/ukpga_20080027_en.pdf

Meetings that have informed the recommendations:

Meeting with Centre for Sustainable Energy (29 January 2020)

Meeting with Community Energy Groups (26 February 2020)

Meeting with EV infrastructure companies (10 March 2020)

Meeting with Renewable Energy Developers (17 March 2020; 4 April 2020)

Other documentation referred to:

Letter to Wiltshire Council from Client Earth (2 September 2019)

End notes

-
- ⁱ <https://royalsociety.org/topics-policy/projects/climate-change-evidence-causes/question-1/>
- ⁱⁱ Fossil CO₂ & GHG emissions of all world countries, 2017
- ⁱⁱⁱ RTPI and TCPA (Dec. 2018) “*Rising to the Climate Crisis A Guide for Local Authorities on Planning for Climate Change.*” Available at: <https://www.rtpi.org.uk/media/3568/rising-to-the-climate-crisis-1.pdf> and RTPI, TCPA; and Client Earth “Planning for Climate Change – Law and Policy Briefing” <https://www.tcpa.org.uk/Handlers/Download.ashx?IDMF=4927d472-a9f0-4281-a6af-463ddc642201>
- ^{iv} Note: The Deregulation Bill sought to remove this right, but was never enacted
- ^v Spring Energy and Eden Renewables
- ^{vi} Meeting with Spring Energy (17 March 2020)
- ^{vii} [Friends of the Earth: 33 actions local authorities can take on climate change](#)
- ^{viii} UK Green Building Council. Available at: <https://www.ukgbc.org/climate-change/>
- ^{ix} BBC. Available at: <https://www.bbc.co.uk/news/science-environment-51804212>
- ^x Committee on Climate Change “Net Zero - the UK’s contribution to stopping global warming” <https://www.theccc.org.uk/wp-content/uploads/2019/05/Net-Zero-The-UKs-contribution-to-stopping-global-warming.pdf>
- ^{xi} Committee on Climate Change “Progress report to Parliament” 2020 <https://www.theccc.org.uk/publication/reducing-uk-emissions-2020-progress-report-to-parliament/>
- ^{xii} Centre for Sustainable Energy “*Are local plans planning for the zero-carbon future we need?*” July 2020: <https://www.cse.org.uk/news/view/2484>
- ^{xiii} Various: <https://www.theccc.org.uk/wp-content/uploads/2019/02/UK-housing-Fit-for-the-future-CCC-2019.pdf>; <https://www.politicshome.com/thehouse/article/one-of-the-most-energy-inefficient-in-europe-the-uks-housing-stock-needs-retrofitting-to-meet-net-zero>; <https://www.theguardian.com/environment/damian-carrington-blog/2013/nov/29/uk-homes-most-expensive-heat-eu-fuel-poverty>; <https://inews.co.uk/news/environment/britain-energy-draughty-fuel-leakiest-homes-400292>;
- ^{xiv} Wiltshire Council CP41 <https://pages.wiltshire.gov.uk/adopted-local-plan-jan16-low-res.pdf>
- ^{xv} UK Green Building Council “*Net zero carbon buildings – a framework definition*” <https://www.ukgbc.org/ukgbc-work/net-zero-carbon-buildings-a-framework-definition/>
- ^{xvi} UK Green Building Council “Policy Playbook” <https://www.ukgbc.org/wp-content/uploads/2020/03/The-Policy-Playbook-v.1.5-March-2020.pdf>
- ^{xvii} London Energy Transformation Initiative (LETI): Net Zero carbon One Pager: <https://www.leti.london/one-pager> and https://b80d7a04-1c28-45e2-b904-e0715cface93.filesusr.com/ugd/252d09_d2401094168a4ee5af86b147b61df50e.pdf
- ^{xviii} Royal Institute of British Architects (RIBA): 2030 Challenge: <https://www.architecture.com/-/media/files/Climate-action/RIBA-2030-Climate-Challenge.pdf>
- ^{xix} Passive House requirements: https://passiv.de/en/02_informations/02_passive-house-requirements/02_passive-house-requirements.htm
- ^{xx} CIBSE: TM54: Evaluating Operational Energy Performance of Buildings at the Design Stage (2014): <https://www.cibse.org/Knowledge/knowledge-items/detail?id=a0q2000000817f7AAC>
- ^{xxi} Centre for Sustainable Energy “*West of England Carbon Reduction Requirement Study: Carbon offsetting in the West of England*” Report to West of England Authorities April 2019 <https://www.cse.org.uk/downloads/reports-and-publications/policy/planning/west-of-england-carbon-reduction-requirement-study-carbon-offsetting-april-2019.pdf>
- ^{xxii} Currie and Brown/ Centre for Sustainable Energy “*Cost of carbon reduction in new buildings Final report*” <https://www.cse.org.uk/downloads/reports-and-publications/policy/planning/west-of-england-carbon-reduction-requirement-study-carbon-offsetting-april-2019.pdf>
- ^{xxiii} Meeting with the Centre for Sustainable Energy (January 2020)
- ^{xxiv} MHCLG - Planning practice guidance – viability: <https://www.gov.uk/guidance/viability>
- ^{xxv} Definition of Net Zero Carbon Construction: “*When the amount of carbon emissions associated with a building’s product and construction stages up to practical completion is zero or negative, through the use of offsets or the net export of on-site renewable energy.*”
- ^{xxvi} *Net Zero Carbon Buildings: A Framework Definition* (UKGBC 2019) <https://www.ukgbc.org/wp-content/uploads/2019/04/Net-Zero-Carbon-Buildings-A-framework-definition.pdf>
- ^{xxvii} UK Green Building Council and The Crown Estate: Tackling embodied carbon in buildings (2015): <https://www.ukgbc.org/sites/default/files/Tackling%20embodied%20carbon%20in%20buildings.pdf>
- ^{xxviii} UK Clean Growth strategy: <https://www.gov.uk/government/publications/clean-growth-strategy>

-
- xxix Future Homes Standard: <https://www.gov.uk/government/consultations/the-future-homes-standard-changes-to-part-l-and-part-f-of-the-building-regulations-for-new-dwellings>
- xxx Gov.UK: *What is a Heat Network?* https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/696273/HNIP_What_is_a_heat_network.pdf
- xxxi *Planning Responsible Retrofit of Traditional Buildings* (STBA 2015) <https://historicengland.org.uk/images-books/publications/planning-responsible-retrofit-of-traditional-buildings/responsible-retrofit-trad-bldgs/>
- xxxii Committee on Climate Change update: <https://www.theccc.org.uk/tackling-climate-change/reducing-carbon-emissions/how-the-uk-is-progressing/>
- xxxiii Reducing UK emissions Progress Report to Parliament, Committee on Climate Change, June 2020, p54 <https://www.theccc.org.uk/publication/reducing-uk-emissions-2020-progress-report-to-parliament/>
- xxxiv NPPF Paragraph 154: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf
- xxxv Centre for Sustainable Energy “Are local plans planning for the zero-carbon future we need?” 7 July 2020: <https://www.cse.org.uk/news/view/2484>
- xxxvi Woodland Trust “Disappointing planting figures in England still far below Government target” June 2020: <https://www.woodlandtrust.org.uk/press-centre/2020/06/government-planting-figures/>
- xxxvii https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/879797/ncc-nature-based-interventions.pdf
- xxxviii Friends of the Earth has teamed up with mapping expert [Tim Richards](#) to draw up an “opportunity map” of potential woodland areas in England: https://takeclimateaction.uk/woodland-opportunity-mapping-england?_ga=2.162611324.1327870118.1602757584-228054516.1601540875
- xxxix Gov.uk “Guidance: Natural environment: Explains key issues in implementing policy to protect and enhance the natural environment, including local requirements.” <https://www.gov.uk/guidance/natural-environment>
- xl Client Earth “UK Government loses third air pollution case as judge rules air pollution plans ‘unlawful’” February 2018: <https://www.clientearth.org/government-loses-third-air-pollution-case-judge-rules-air-pollution-plans-unlawful/>
- xli Client Earth “Lawyers put local authorities on notice over climate inaction” September 2019: <https://www.clientearth.org/press/lawyers-put-local-authorities-on-notice-over-climate-inaction/>
- xlii *Why Zero carbon Homes Must Lead the Green Covid 19 Recovery*. Available at: <https://phys.org/news/2020-06-zero-carbon-homes-green-recovery-covid-.html>
- xliii Committee on Climate Change “Net Zero - the UK’s contribution to stopping global warming” <https://www.theccc.org.uk/wp-content/uploads/2019/05/Net-Zero-The-UKs-contribution-to-stopping-global-warming.pdf>
- xliv Committee on Climate Change “Progress report to Parliament” 2020 <https://www.theccc.org.uk/publication/reducing-uk-emissions-2020-progress-report-to-parliament/>
- xlv CIWEM: *A Blueprint for carbon emissions reduction in the UK water industry* (2013): <https://www.ciwem.org/assets/pdf/Policy/Reports/A-Blueprint-for-carbon-emissions-reductions-in-the-water-industry.pdf>
- xlvi Architects Journal “RetroFirst: Can policy change encourage more retrofitting?” 5th Feb. 2020 <https://www.architectsjournal.co.uk/news/retrofirst-can-policy-change-encourage-more-retrofitting>
- xlvii Passivhaus refurbishment standard: <https://www.passivhaustrust.org.uk/UserFiles/File/Melissa%20Taylor-%20Ecobuild%20EnerPHit%20presentation.pdf> and https://passivhaustrust.org.uk/competitions_and_campaigns/passivhaus-retrofit/
- xlviii National Grid “Zero carbon operation of Great Britain’s electricity system by 2025” April 2019: <https://www.nationalgrideso.com/news/zero-carbon-operation-great-britains-electricity-system-2025>
- xliv Reducing UK emissions Progress Report to Parliament, Committee on Climate Change, June 2020, p54 <https://www.theccc.org.uk/publication/reducing-uk-emissions-2020-progress-report-to-parliament/>
- l Gov.UK Renewable and low carbon energy guidance: <https://www.gov.uk/guidance/renewable-and-low-carbon-energy>
- li Reducing UK emissions Progress Report to Parliament, Committee on Climate Change, June 2020, p142 <https://www.theccc.org.uk/publication/reducing-uk-emissions-2020-progress-report-to-parliament/>
- lii see www.cse.org.uk/news/view/2109 for details

-
- liii Guardian “Tree-planting in England falls 71% short of government target: New figures show 1,420 hectares were planted in year to March 2019 against target of 5,000” June 2019 <https://www.theguardian.com/environment/2019/jun/13/tree-planting-in-england-falls-72-short-of-government-target>
- liiv Guardian Michael Gove appoints UK 'tree champion' Sir William Worsley is tasked with stopping unnecessary felling of trees and support plans to plant 11 million trees” June 2018
- lv The process of putting new trees in the ground in an area where trees used to grow
- lvi Ibid p20
- lvii *Building back a green and resilient recovery: Statement by Lord Goldsmith on Building a Clean and Resilient Recovery from Covid-19 in Support of Climate Action and the Sustainable Development Goals*, 8th July 2020. Available at: <https://www.gov.uk/government/speeches/building-back-a-green-and-resilient-recovery>
- lviii Electric vehicles and hydrogen fuel cell electric vehicles. Excluding hybrids
- lix https://naturalengland-defra.opendata.arcgis.com/datasets/5d2477d8d04b41d4bbc9a8742f858f4d_0
- lx BREEAM Communities International Standard <https://www.breeam.com/discover/technical-standards/communities/>
- lxi For example, BANES Renewable and Low Carbon Energy ‘Call for Sites’ - 1 May to 15 June 2020: https://beta.bathnes.gov.uk/sites/default/files/2020-05/Renewable%20and%20Low%20Carbon%20Energy%20Introductory%20Note_Published.pdf
- lxii BBC “Petrol and diesel car sales ban could start in 12 years” Feb 2020 <https://www.bbc.co.uk/news/business-51474769>
- lxiii Net Zero Carbon Operational Energy: “When the amount of carbon emissions associated with the building’s operational energy on an annual basis is zero or negative. A net zero carbon building is highly energy efficient and powered from on-site and/or off-site renewable energy sources, with any remaining carbon balance offset.”
- lxiv CIBSE: TM54: Evaluating Operational Energy Performance of Buildings at the Design Stage (2014): <https://www.cibse.org/Knowledge/knowledge-items/detail?id=a0q200000817f7AAC>
- lxv SAP calculations: <https://www.ukbuildingcompliance.co.uk/what-are-sap-calculations/>
- lxvi SEBM calculations: <https://www.buildenergy.co.uk/sbem-calculations/>
- lxvii Whole Life-Cycle Carbon (WLC) emissions are those resulting from the construction and the use of a building over its entire life, including its demolition and disposal. They include a building’s operational carbon emissions from both regulated and unregulated energy use, as well as its embodied carbon emissions associated with raw material extraction, manufacture and transport of building materials, construction, plus the emissions associated with maintenance, repair and replacement, as well as dismantling, demolition and eventual material disposal.
- lxviii From 2018, RICS members are expected to conduct at least two WLC assessments; one at a project’s technical design stage, which is mandatory, another after practical completion, which is recommended best practice. This follows similar guidance published by the GLA and is based on a 2011 EN15978 European standard.
- lxix Home energy usage is a figure that relates to the amount of energy used in a year to the internal floor area of the house. This will be worked out as kWh per m² per year. See <http://www.totalsolarenergy.co.uk/calculating-energy-costs-per-household/>
- lxx <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>
- lxxi Cornwall Council: Neighbourhood Planning Energy efficiency and renewable energy; a community-led approach: <https://www.cornwall.gov.uk/media/19534882/neighbourhood-planning-advice-energy-efficiency-and-renewable-energy-a-community-led-approach-final.pdf>
- lxxii Committee on Climate Change: Land use: Reducing emissions and preparing for climate change, November 2018: <https://www.theccc.org.uk/wp-content/uploads/2018/11/Land-use-Reducing-emissions-and-preparing-for-climate-change-CCC-2018-1.pdf> which states that: “Land area for afforestation and bioenergy could increase by 2.2-2.7 million hectares by 2050, which would increase woodland cover from 13% of UK land area currently to 17-19%.”
- lxxiii Gloucestershire has just launched its [Partnership Strategy](#) with a target of 20%, supported by the county council and districts, with a target of 20% as a rural county and linked to their Nature Recovery Network map which identifies where woodland creation is appropriate vis-à-vis other habitats and land use: <https://www.gloucestershirenature.org.uk/post/gloucestershire-tree-strategy>
- lxxiv Woodland Trust recommendation: <https://www.woodlandtrust.org.uk/media/47692/emergency-tree-plan.pdf>

-
- ^{lxxv} See: Dorset Biodiversity Appraisal Protocol: <https://moderngov.dorsetcouncil.gov.uk/documents/s4049/DorsetBiodiversityAppraisalProtocolandDorsetBiodiversityCompensationFramework.pdf>
- ^{lxxvi} NPPF para 175c already covers irreplaceable habitats, including ancient woodland and veteran trees, those protected by TPOs, those in internationally, nationally and locally designated sites for nature conservation, and those assessed as important to habitat connectivity and continuity. See: <https://www.woodlandtrust.org.uk/publications/2019/06/planners-manual-for-ancient-woodland/>
- ^{lxxvii} On Replacement of trees see: [Bristol Tree Replacement Standard https://bristoltreeforum.files.wordpress.com/2020/03/bristol-tree-replacement-standard-btrs.pdf](https://bristoltreeforum.files.wordpress.com/2020/03/bristol-tree-replacement-standard-btrs.pdf) and Bristol On carbon neutrality see: Tree Forum: Tree replacement and carbon neutrality <https://bristoltreeforum.org/2020/03/31/tree-replacement-and-carbon-neutrality/>
- ^{lxxviii} Capital Asset Value Amenity trees (CAVAT): <https://www.ltoa.org.uk/documents-1/capital-asset-value-for-amenity-trees-cavat>
- ^{lxxix} Ancient and veteran trees are classed as irreplaceable habitats and must be assessed at the earliest possible stage in the design process with the presumption such trees will be retained. Veteran features such as dead wood and cavities provide valuable habitats for species such as bats, fungi, birds, invertebrates and lichen.
- ^{lxxx} New report "shows scale of effort needed to restore nature in Wiltshire": <https://www.wiltshirewildlife.org/news/new-report-shows-scale-of-effort-needed-to-restore-nature-in-wiltshire>
- ^{lxxxii} See similar approach taken by Cornwall Council: <https://www.cornwall.gov.uk/climatechangedpd>
- ^{lxxxiii} For example see: Dorset Biodiversity Appraisal Protocol: <https://moderngov.dorsetcouncil.gov.uk/documents/s4049/DorsetBiodiversityAppraisalProtocolandDorsetBiodiversityCompensationFramework.pdf>
- ^{lxxxiv} In most cases native but taking climate change into account
- ^{lxxxv} Standards such Building with Nature helpful here and in wider Local Plan context: <https://www.buildingwithnature.org.uk/>
- ^{lxxxvi} Forest of Cornwall <https://www.cornwall.gov.uk/council-and-democracy/council-news-room/media-releases/news-from-2019/news-from-october-2019/help-plant-the-forest-for-cornwall-and-fight-climate-change/>; <https://www.cornwall.gov.uk/environment-and-planning/grow-nature/about/forest-for-cornwall-programme/>; <https://www.bbc.co.uk/news/uk-england-cornwall-49019961>
- ^{lxxxvii} For example, Avon Needs Trees <https://www.avonneedstrees.org.uk/>

This page is intentionally left blank

Environment_Select_Committee_FWP(Jan2021)

Last Updated 4 January 2021

Details	Start date	Final report expected
Global Warming and Climate Emergency Task Group	May 2019	Jan 2021
Housing Aids & Adaptations Task Group	Dec 2019	March 2021

Environment_Select_Committee_FWP(Jan2021)			Last updated 4 January 2021		
Meeting Date	Item	Details / Purpose of Report	Associate Director	Responsible Cabinet Member	Report Author / Lead Officer
3 Mar 2021	Global Warming & Climate Emergency: Executive Response Part Two	For the committee to receive the executive response to the task group's report	Sam Fox (Director - Economic Development and Planning)	Cllr Richard Clewer	Simon Bennett
3 Mar 2021	Housing Aids and Adaptations: Final Report	For the committee to receive the final report of the task group	Simon Hendeley (Director - Housing and Commercial), Sam Fox (Director - Economic Development and Planning)	Cabinet Member for Spatial Planning, Development Management and Property, Cllr Richard Clewer	Natalie Heritage
3 Mar 2021	Housing Aids and Adaptations: Executive Response	For the committee to receive the executive response to the task group's final report	Simon Hendeley (Director - Housing and Commercial), Sam Fox (Director - Economic Development and Planning)	Cabinet Member for Spatial Planning, Development Management and Property, Cllr Richard Clewer	Natalie Heritage

Environment Select Committee FWP(Jan2021)			Last updated 4 JANUARY 2021		
Meeting Date	Item	Details / purpose of report	Associate Director	Responsible Cabinet Member	Report Author / Lead Officer
3 Mar 2021	Overview and Scrutiny Review – 2017-2021	An opportunity for the select committee to review its key pieces of work and approach during this council term and make recommendations to its successor committee following the local elections in May 2021. Recommendations will be considered by OS Management Committee on 9 March 2021			
	Global Warming & Climate Emergency: Report Part Three	For the committee to receive the report of the task group	Sam Fox (Director - Economic Development and Planning)	Cllr Richard Clewer	Simon Bennett
	Global Warming & Climate Emergency: Executive Response Part Three	For the committee to receive the executive response to the task group's report	Sam Fox (Director - Economic Development and Planning)	Cabinet Member for Children, Education and Skills	Simon Bennett

Environment Select Committee FWP(Jan2021)			Last updated 4 JANUARY 2021		
Meeting Date	Item	Details / purpose of report	Associate Director	Responsible Cabinet Member	Report Author / Lead Officer
	Local Plan Review	As discussed at a briefing meeting held with the Vice-Chairman and Cabinet Member for Spatial Planning, Development Management and Investment on 4 March 2020, a Chairman's Announcement to be provided to the committee, updating on the progress of work for the Local Plan Review	Sam Fox (Director - Economic Development and Planning)	Cabinet Member for Spatial Planning, Development Management and Property	Georgina Clampitt-Dix
	Trowbridge Bat Mitigation Strategy: 12 month review	As requested by Cllr Oldrieve (committee member) and agreed by the Chairman, the committee to review the progress of the Strategy, once it has been implemented for 12 months	Sam Fox (Director - Economic Development and Planning)	Cabinet Member for Spatial Planning, Development Management and Property	Georgina Clampitt-Dix, Lynn Trigwell, Geoff Winslow
	Provision for Gypsy and Travellers	To consider information ahead of Cabinet	Sam Fox (Director - Economic Development and Planning)	Cabinet Member for Spatial Planning, Development Management and Property	Georgina Clampitt-Dix

Environment Select Committee FWP(Jan2021)			Last updated 4 JANUARY 2021		
Meeting Date	Item	Details / purpose of report	Associate Director	Responsible Cabinet Member	Report Author / Lead Officer
	Implementation of the Waste Contracts	As resolved on 4 March 2020, the committee to receive an update on the improvement to Wiltshire's recycling, now that the enhanced recycling service has been operating for over 12 months	Parvis Khansari	Cllr Bridget Wayman	Martin Litherland
	Award of the New Highways Term Consultancy Contract	As resolved at 23 April 2019 meeting, the Committee to receive an update on the outcome of the tender assessment process, once the information can be made available to the public (received in Part One)	Parvis Khansari	Cllr Bridget Wayman	Steve Cross
	Depot Strategy	As resolved at Cabinet on 7 January 2020, the Environment Select Committee to consider the Depot Strategy (Phase Two) ahead of Cabinet	Parvis Khansari, Simon Hendeby (Director - Housing and Commercial)	Cabinet Member for ICT, Digitalisation, Operational Assets, Leisure and Libraries, Cabinet Member for Highways, Transport and Waste, Cabinet Member for Spatial Planning, Development Management and Property	Nick Darbyshire, Mike Dawson, Adrian Hampton

Environment Select Committee FWP(Jan2021)			Last updated 4 JANUARY 2021		
Meeting Date	Item	Details / purpose of report	Associate Director	Responsible Cabinet Member	Report Author / Lead Officer
	Environment Bill	As discussed at 24 October 2019 ESC-Executive meeting on the 'waste' portfolio, the committee to consider a high-level overview of the Government's environment bill and the implications for Wiltshire.	Parvis Khansari	Cabinet Member for Highways, Transport and Waste	Martin Litherland
	Western Gateway Rail Strategy	As discussed at 24 October 2019 ESC-Executive meeting on the 'highways & transport' portfolio, the committee to consider a report outlining the rail strategy for the region that Wiltshire's sub-national transport body encompasses	Parvis Khansari	Cabinet Member for Highways, Transport and Waste	Allan Creedy
	CATGs: 10 Years On	As discussed at 24 October 2019 ESC-Executive meeting on the 'highways and transport' portfolio, a report to be provided detailing the benefit that CATGs have brought to Wiltshire's communities, following the 10 years since they were first implemented	Parvis Khansari	Cabinet Member for Highways, Transport and Waste	Dave Thomas

Environment Select Committee_FWP(Jan2021)			Last updated 4 JANUARY 2021		
Meeting Date	Item	Details / purpose of report	Associate Director	Responsible Cabinet Member	Report Author / Lead Officer
	HIAMS: Streetworks	As resolved at 12 March 2019 meeting, the Committee requested a report on the next stage of the HIAMS implementation, with regard to highways inspections and the benefits of the HIAMS mobile working capability later in 2019	Parvis Khansari	Cabinet Member for Highways, Transport and Waste	Paul Bromley
	'A Better Deal for Bus Users'	Following the Briefing Note circulated on 26 February 2020 on the Government's funding for 'a better deal for bus users', the committee to consider the report sent to Government detailing how Wiltshire intends to spend the £671,171 allocated to Wiltshire for improving bus services	Jessica Gibbons (Director - Communities and Neighbourhood Services)	Cabinet Member for Highways, Transport and Waste	Jason Salter
	Public Transport Review Update	As resolved at 23 April 2019 meeting, the Head of Passenger Transport to provide a statement updating on the progress of the Judicial Review	Gibbons	Cabinet Member for Highways, Transport and Waste	Jason Salter

