

AGENDA

Meeting: Environment Select Committee

Place: Online Meeting

Date: Tuesday 7 September 2021

Time: 10.30 am

[Online](#)

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 Jerry Kunkler (Chair)
Cllr Bob Jones MBE (Vice-Chair)
Cllr Paul Sample JP
Cllr Tony Jackson
Cllr Mel Jacob
Cllr Dr Brian Mathew
Cllr Charles McGrath

Cllr Ian McLennan
Cllr Dr Nick Murry
Cllr Bill Parks
Cllr Rich Rogers
Cllr Iain Wallis
Cllr James Sheppard

Substitutes:

Cllr Mark Connolly
Cllr Brian Dalton
Cllr Andrew Davis
Cllr Matthew Dean
Cllr Nick Errington
Cllr Ross Henning

Cllr Jon Hubbard
Cllr Stewart Palmen
Cllr Ricky Rogers
Cllr Tom Rounds
Cllr Tony Trotman

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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 - 16*)

To approve and sign the minutes of the Environment Select Committee meetings held on 15 June 2021 and 14 July 2021.

3 **Declarations of Interest**

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

4 **Chairman's Announcements**

To receive any announcements through the Chair.

5 **Public Participation**

[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 Friday 3 September 2021.

Questions

To receive any questions from members of the public or members of the Council received in accordance with the constitution.

Those wishing to ask questions are required to give notice of any such questions in writing to the officer named on the front of this agenda no later than 5pm on 31 August 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 Thursday 2 September 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 Committee members prior to the meeting and made available at the meeting and on the Council's website.

6 **Future Bus Strategy - Connected Wiltshire**

Following the Briefing Note circulated on 26 February 2020 on the Government's funding for 'a better deal for bus users', the committee will be updated on:

- The outcomes of a further consultation process with members, town and parish council asking how Wiltshire should spend the £671,171 allocated to Wiltshire for improving bus services
- How Wiltshire intends to spend the £1.2m grant allocated after its successful bid for Rural Mobility Funding (RMF)
- and how the Bus Service Improvement Plan (BSIP) is being developed

Note: Reports to follow

7 **Community Area Transport Groups (CATG) Review (Pages 17 - 40)**

As discussed at 24 October 2019 ESC-Executive meeting on the 'highways and transport' portfolio, a report is provided detailing the benefit that CATGs have brought to Wiltshire's communities, following the now 10 years plus since they were first implemented.

8 **Wiltshire Council Draft Business Plan 2021-31**

On 19 October 2021, Full Council will discuss the adoption of a new 10-year Business Plan for Wiltshire Council. This will follow its consideration by Cabinet on 27 September 2021.

The Business Plan sets the council's overarching strategy and its purpose is to enable Chief Officers to lead and manage the organisation to achieve the priorities and objectives set by elected members. In September, each select committee will be invited to comment on Business Plan priorities relevant to their remits, with comments being referred to Cabinet to consider at its meeting on 27 September 2021.

The final Business Plan will be an influential document when OS is developing its forward work programme, with experience showing that OS is most impactful when it focuses on the council's key priorities. Alongside select committee engagement on the Business Plan, the chairs and vice-chairs will be meeting with their Executive counterparts and directors during September to gain a more informed understanding of plans and projects and to discuss how OS can engage most constructively. These two processes should lead to a well-developed OS forward work programme that reflects the key priorities of the council.

9 **Global Warming & Climate Emergency Task Group (Pages 41 - 44)**

To receive an update from the Task Group on its work since May 2021.

10 **Forward Work Programme** *(Pages 45 - 46)*

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.

11 **Urgent Items**

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

12 **Date of Next Meeting**

To confirm the date of the next scheduled meeting as 9 November 2021 starting at 10.30am.

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Environment Select Committee

MINUTES OF THE ENVIRONMENT SELECT COMMITTEE MEETING HELD ON 15 JUNE 2021 AT ONLINE.

Present:

Cllr Paul Sample JP, Cllr Liz Alstrom, Cllr Tony Jackson, Cllr Bob Jones MBE, Cllr Jerry Kunkler, Cllr Dr Brian Mathew, Cllr Charles McGrath, Cllr Ian McLennan, Cllr Dr Nick Murry, Cllr Bill Parks, Cllr Rich Rogers, Cllr Iain Wallis and Cllr Mary Webb

Also Present:

27 Apologies

There were no apologies.

28 Election of Chairman

Nominations were sought for the position of Chairman for the municipal year 2021/22. Cllr Jerry Kunkler was nominated to be elected as Chairman.

On there being no other nominations, it was

Resolved:

To elect Cllr Jerry Kunkler as chairman of the Environment Select Committee for the municipal year 2021/22.

29 Election of Vice-Chairman

Nominations were sought for the position of Vice-Chairman for the municipal year 2021/22. Cllr Bob Jones MBE was nominated to be elected as 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 2021/22.

30 Minutes of the Previous Meeting

Resolved:

The minutes of the previous meeting held on 3 March 2021 were approved.

31 **Declarations of Interest**

There were no declarations of interest.

32 **Chairman's Announcements**

The Chairman welcomed everyone to the first meeting of the Select Committee since the recent local elections. He thanked the select committee for electing him as chairman.

The Chairman also thanked the previous chairman (Cllr Stuart Wheeler) and vice-chairman (Cllr Bob Jones MBE) for supporting the select committee over the previous 12 months.

33 **Public Participation**

There was no public participation.

34 **Overview and Scrutiny work priorities and approach: Recommendations from the 2017-21 council**

The Select Committee received a report detailing the ongoing work recommended by the Management Committee as part of the development of a work programme for the function in the new council.

The Senior Scrutiny Officer introduced the report and explained that, in addition to the above, the report highlighted task group activity of the previous Select Committee and for the re-establishment of the Global Warming and Climate Change Task Group and appoint its membership; and the next steps in developing this Select Committee's section of the single Overview and Scrutiny forward work programme. The Select Committee noted that Appendix A to the report set out the priorities for 2021/25. However, this list will be refined in discussions undertaken by the Chairman and the Vice-Chairman with Executive and senior officers to gain a more informed understanding about Executive priorities, with outcomes reported back to Committee.

The following comments and queries were raised during the consideration of this item:

- Additional financial help for businesses to aid economic recovery. A further statement is expected from the Chancellor very soon which will include detail about a further tranche of funding for the hospitality sector. See written response attached to these minutes.
- Global Warming and Climate Change Task Group membership included as resolution 6 below
- Monitoring of the Streetscene contract renewal.

- Monitoring of the co-ordination of roadworks and impact on motorists. To provide an update at a future meeting.
- Confirmation of regular updates and Select Committee involvement in the development and delivery of the new Leisure service model

Resolved:

1. To note this council's agreed core values for its OS function.
2. To note OS's key strengths and development areas as highlighted by the previous council and Management Committee's resolution to include these in any review of OS's approach and effectiveness in the new council.
3. To note the forward work programme agreed by Management Committee, delegating authority to the Chair and Vice-chair to develop this further (including the timing of activities), with proposals brought back to Committee.
4. To support early discussion between the Chair and Vice-Chair with Cabinet members, portfolio-holders and directors to gain a more informed understanding about Executive priorities, with outcomes reported back to Committee.
5. To note this committee's task group structure at the conclusion of the previous Management Committee as follows:
 - Global Warming and Climate Change Task Group
6. To approve continuation of the above task groups and memberships, and to authorise the Chair and Vice-chair to name councillors to fill vacancies on task groups and other ad hoc activities following an opportunity for expressions of interest from all non-executive councillors.

35 **Covid-19 Update**

The Chairman introduced the report from the Council's Chief Executive which provided a summary of activity to mitigate the impact of the coronavirus in Wiltshire. The report was also considered by Cabinet on 1 June 2021 and by Overview & Scrutiny Management Committee on 25 May 2021.

It was noted that all of the council's select committees would be receiving the COVID-19 update report and, to avoid duplication, members were invited to focus their questions and debate within this select committees' remit only.

Cllr Richard Clewer, Leader of the Council and Cabinet member for MCI, Economic Development, Heritage, Arts, Tourism, Housing and Health &

Wellbeing provided further in-depth detail on the Council activities undertaken since the last report to the Select Committee.

The Chairman thanked the Leader for attending the meeting and his comments. It was noted that a number of questions were received in advance of this meeting and these, along with responses are attached in the appendix to these minutes.

Resolved:

To note the update.

36 **Urgent Items**

There were no urgent items.

37 **Date of Next Meeting**

The Committee noted that the next scheduled meeting was due to take place at 2.30pm on 14 July 2021.

(Duration of meeting: 10.30 - 11.15 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

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Environment Select Committee

MINUTES OF THE ENVIRONMENT SELECT COMMITTEE MEETING HELD ON 14 JULY 2021 AT ONLINE.

Present:

Cllr Paul Sample JP, Cllr Liz Alstrom, Cllr Tony Jackson, Cllr Bob Jones MBE (Vice-Chair), Cllr Jerry Kunkler (Chair), Cllr Dr Brian Mathew, Cllr Charles McGrath, Cllr Ian McLennan, Cllr Dr Nick Murry, Cllr Bill Parks, Cllr Rich Rogers, Cllr Iain Wallis and Cllr Mary Webb

Also Present:

Cllr Ian Blair-Pilling, Cllr Nick Botterill, Cllr Jacqui Lay and Cllr Christopher Williams

38 **Apologies**

There were no apologies.

39 **Declarations of Interest**

There were no declarations of interest.

40 **Chairman's Announcements**

There were no Chairman's announcements.

41 **Public Participation**

There was no public participation.

42 **Local Plan review**

The Select Committee received a report considered by Cabinet on 29 June 2021 which provided an initial summary of the main issues that were raised through the Local Plan consultation and the next steps.

The Chair highlighted that as report had already been discussed at Cabinet and, to avoid duplication, invited members to focus their questions and debate within this select committees' remit only. In particular focusing upon the more strategic aspects of the report and not, unless illustrating a wider point, upon the detailed questions regarding specific localities.

The Select Committee noted there were many questions raised by members of the public which were answered by officers and these have been attached to the agenda, to avoid repetition of questions already raised and answered.

Cllr Nick Botterill, Cabinet Member for Development Management, Strategic Planning and Climate Change introduced the report. He explained that the Cabinet agreed to continue the Local Plan process and work on further consultation. It was noted that officers had faced many challenges due to COVID, especially during the consultation process between January and March 2021. A key part of the Local Plan process was the testing of the lower and upper range of housing need for the Plan period. This would need to be evidence based and would be considered by the Inspector at the end of the process.

In response to comments and questions from the Select Committee, the Cabinet Member and officers highlighted that:

- The gathering of evidence was vital for further work to be progressed on the Local Plan. In particular, consideration would be given to the housing need for all housing market areas in the County, rather than one area in isolation, for instance Chippenham and the associated HIF proposals. Officers would work through the evidence, taking into account the full range of consultation comments received, in order to provide a further report on the draft Plan at future Cabinet and Full Council meetings, prior to a further stage of consultation.
- If submissions for additional sites are provided during the consultation in areas of interest these would be considered alongside other comments received as the Plan is progressed.
- It would not be sustainable to favour one demographic group over another group. Proposals in the Local Plan had to be balanced to reflect mixed communities.
- A range of broadband coverage improvements currently being undertaken in the county and with the changing dynamic, broadband needs would need to be factored in on the work being undertaken on the Plan.
- The impact of COVID on the potential for brownfield development, alongside difficulties arising from the conversion of commercial/retail sites to residential sites. Town centre sites in particular required the right mix of development for their sustainability.
- The number of responses received during the consultation process were encouraging especially with the challenges faced during the pandemic. Digital consultation allowed for 24/7 response, although there was awareness of those unable to respond digitally.
- Compulsory Purchase Orders have been used by the Council to aid the development of infrastructure and will continue to be used in a positive way in the future.
- Engagement would take place with local communities in relation to proposed sites in the Local Plan, with brownfield sites being a priority.

- Climate change and Health & Wellbeing issues were a golden thread throughout the Local Plan.
- Transport access to new and existing rural business sites was difficult in some circumstances.
- There were no development proposals for land in the Hullavington airfield area from local residents or landowners. It was noted that new settlements could take years to come to fruition, especially where land deliverability issues existed.

The Chair thanked the Cabinet member and officers for their input.

Resolved:

- 1. Notes this initial summary of the main issues arising through the consultation**
- 2. That the Committee is further updated on progress with the Local Plan review**

43 **Leisure facilities insourcing**

The Select Committee received a presentation from the Director of Communities and Neighbourhood Services and the Head of Community Development which provided an update on the programme to bring all Wiltshire Leisure Centres under the Council control by 1 October 2021.

Following an introduction to the presentation from Cllr Ian Blair-Pilling, Cabinet Member for Leisure, Libraries, Governance, Facilities Management and Operational Assets, officers commented on the steps undertaken to reach the current position. This included various approvals from Cabinet between March 2020 and December 2020, the challenges faced during COVID 19 and its significant impact on the market place, the number of bids received at the close of the tender submission phase, the assessment of the bid and decision that it was not a commercially viable bid for the Council and agreement of the management arrangements by Cabinet to bring all of the Leisure Centres under Council control by 1 October 2021.

The Select Committee were introduced to 'insourcing', the key principles and how it would be undertaken to (i) ensure business critical systems and processes were in place for day 1; (ii) minimise the impact to staff and customers; (iii) to align services across the full estate where feasible and (iv) maintain the activity programme. Details of the governance structure were reported to the Select Committee and how the programme would be delivered for the following priorities – ICT, procurement and legal, Comms, HR and leisure.

In response to comments and questions from the Select Committee, the Cabinet Member and officers highlighted that:

- That maintenance issues had been part of the Council's responsibility since 2013, with available capital funding facilitating work on immediate issues.
- Wet side facilities would be updated with a priority for Lime Kiln Leisure Centre at Royal Wootton Bassett. The Olympiad Leisure Centre in Chippenham was further down the priority list.
- It was anticipated that maintenance of facilities would increase, and CCTV would continue to be maintained going forward.
- Operating facilities during Bank Holidays was not cost effective as it had been established that demand was very low at these times, however this would be reviewed in order for the facilities to remain competitive. It was also noted that staff contracts would require renegotiation to allow for facilities to be open on Bank Holidays.
- Reassurances were provided that a robust booking system would be in place and that the transition process would be managed as effectively as possible.

The Chair thanked the Cabinet member and officers for the presentation.

Resolved:

- 1. To note the update**
- 2. To receive a further update at the Select Committee's meeting on 9 November 2021.**

44 **Forward Work Programme**

The Select Committee considered its Forward Work Programme.

Comments made include:

- Cllr Murry raised an issue about the inclusion of adaptation and resilience as part of the work of the Global Warming and Climate Emergency Task Group. The Senior Scrutiny Officer confirmed that the Task Group agreed an outline work programme at its last meeting and issues surrounding adaptation and resilience were included in the Work Programme, although further discussions were needed about how the Task Group would reflect this going forward.
- Cllr Jackson asked for information on responsive bus services to be included in the 'A Better Deal for Bus Users' report.
- Cllr Mathew asked if consideration could be given to further subsidies being provided to existing bus routes to encourage greater use.
- Cllr Parks asked if officers to consider seeking and including feedback from Town and Parish Council's about their experiences of CATG funding over the last 10 years and feed in comments to the 'CATG – 10 Years on' report.

Resolved:

To note the Forward Work Programme and comments above.

45 **Urgent Items**

There were no urgent items.

46 **Date of Next Meeting**

The next meeting of the Environment Select Committee will take place at 10:30pm on Tuesday 7 September 2021 (rearranged from 14 September 2021).

(Duration of meeting: 2.30 - 4.50 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

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Subject: Community Area Transport Group Review

Cabinet Member: Councillor Mark McClelland –
Transport, Waste, Street Scene and Flooding

Key Decision: No

Executive Summary

The Community Area Transport Groups (CATGs) were formed as sub-groups of the Area Boards to consider transport issues in more detail and report back to the Area Boards with recommendations for schemes and initiatives which support the transport aims of the Council.

The CATGs have been operating since 2011 and have been involved in 1,545 schemes of which 1038 (67.2%) were constructed and 218 (14.1%) are currently in progress. They have successfully delivered a large range of schemes to improve road safety and encourage walking and cycling.

As part of the review of the operation of the CATGs a survey has been undertaken of the Wiltshire Councillors and Town and Parish Councillors. There were 105 responses to the survey which was a response rate of about 30%.

A majority (81%) thought that the CATGs were an effective way of attracting and prioritising highways and transport investment. The majority thought that CATGs were effective because they have delivered improvements to the highways in a local area, through schemes such as increased signage, dropped kerbs and yellow lines.

The governance arrangements, with the CATGs as sub-groups of the Area Boards, were considered appropriate by most respondents (84%), and most (81%) thought that the frequency of meetings was about right.

It was considered that the CATGs had helped members, the public and town and parish councils to raise concerns that have been progressed more quickly than through the more traditional processes. There were suggestions in some of the survey responses that the funding for the CATGs should be increased.

The officers involved in the CATGs considered that there had been improved working relationships with councillors (at all levels – Wiltshire, Town and Parish) and with other organisations and the public. Communities now have a better understanding and knowledge of the costs associated with highway works, and the constraints and guidelines within which the highways authority must operate.

Proposals

It is recommended that the Committee should:

- (i) Welcome the results of the survey of the Wiltshire Councillors and Town and Parish Councillors, which indicates a high level of support and satisfaction with the operation of the CATGs.
- (ii) Acknowledge the success of the CATGs in engaging with the local communities and delivering a wide range of successful schemes.
- (iii) Recommend that the Council continues to encourage the operation of the CATGs in view of their success, popularity and effectiveness.
- (iv) Confirm that the terms of reference and current operating procedures of the CATGs are appropriate.
- (v) Request the Cabinet Member for Transport, Waste, Street Scene and Flooding to consider the possibility of increasing funding for CATGs should the opportunity arise.
- (vi) Thank all the elected members and officers involved for making the CATGs such a successful example of community engagement.

Reason for Proposals

The CATGs have successfully operated for over ten years, and during that time they have delivered a large number of schemes to address local traffic concerns and related problems and delivered improved facilities for pedestrians, cyclists and other road users.

The CATGs have clearly been an effective way of attracting and prioritising local highways and transport investment. They have facilitated community engagement and helped communities understand the potential for safety improvements on the highway network and the limitations because of legal, funding or other factors.

Sam Fox
Corporate Director Place

Subject: Community Area Transport Group Review

Cabinet Member: Councillor Mark McClelland –
Transport, Waste, Street Scene and Flooding

Key Decision: No

Purpose of Report

1. To review the operation of the Community Area Transport Groups (CATG) that have now been operating for since 2011.

Relevance to the Council's Business Plan

2. The [Business Plan 2017-2027](#) sets out Wiltshire Council's priorities for the next ten years:
 - Growing the local economy
 - Protecting the vulnerable
 - Creating strong communities

There is a commitment to make the council carbon neutral by 2030.

The Local Transport Plan (LTP) sets out policies to help address these priorities in respect of transport. The CATGs have helped implement schemes that deliver the priorities in the Business Plan and the LTP.

Background

3. The LTP is a statutory document and provides the context for achieving the transport related aims of the Wiltshire Core Strategy and the Strategic Economic Plan.
4. The annual financial settlement from the Department of Transport (DfT) provides capital funding for investment in transport infrastructure and facilities. The Integrated Transport Block Allocation part of the LTP funding is currently the primary source of capital funding that Wiltshire Council has available to finance integrated transport measures.
5. This funding is aimed principally at stimulating economic development and combatting climate change, as well as improving safety, reducing road accident casualties, easing traffic congestion, increasing accessibility, managing the highway network effectively, and promoting sustainable transport.
6. Continued investment in these areas of transport is necessary to enable the Council to support economic growth and make progress towards meeting local and national objectives and targets in respect of transport, road safety and climate change.

7. The schemes funded by the Integrated Transport Block Allocation reflect four generic categories which align with the Council's LTP goals and objectives:
 - Local Safety Schemes
 - School travel plan improvements
 - Projects that support economic growth, promote accessibility and safety, and improve the environment
 - Traffic management

8. The funding is used to:
 - Implement schemes that safeguard vulnerable road users and improve accessibility for those people without access to a car;
 - Stimulate economic development and growth across the county; and
 - Provide a discretionary highways budget for the 18 Area Boards so that their CATGs can identify and deliver local solutions to local highway and transport problems.

9. The CATGs have now been operating for just over ten years and as requested by the Environment Select Committee it would be appropriate to review their operation.

Main Considerations for the Council

Community Area Transport Groups – Terms of Reference

10. The formation of the Area Boards, following the creation of Wiltshire Council in 2009, provided the opportunity to involve elected members, town and parish councils, the public and other organisations in identifying and resolving local transport problems and issues.

11. The CATGs were formed as sub-groups of the Area Boards to consider transport issues in more detail, set priorities and report back to the Area Boards with recommendations for schemes and initiatives which support the transport aims of the LTP.

12. The CATG is normally made up of not more than 10 members from the following groups:
 - Members of the Area Board
 - Town and Parish council representatives
 - Community representatives

13. Meetings are attended by relevant officers from Wiltshire Council, usually including a senior transport planner, a senior traffic engineer and a local highway maintenance engineer as necessary. The officers key purpose is to offer advice and support to the CATG but they do not vote on the issues raised.

14. The CATG may also invite representatives from local organisations to its meetings to give technical advice or to share pertinent local knowledge. It should be noted that the CATG is an advisory body, it does not exercise delegated decision making powers.

15. A discretionary highways budget has been allocated to each Area Board by the Cabinet Member for Transport, Waste, Street Scene and Flooding (and previously the Cabinet Member for Highways and Transport), which is based on the geographical size and population of each community area. The funding is capital funding and can only be used to provide new and improved highway infrastructure.
16. The funding is available for small scale schemes that improve safety, increase accessibility and sustainability by promoting walking; cycling and public transport and improve traffic management. It cannot be used to fund revenue functions such as maintenance schemes or the provision of passenger transport services.
17. Typically, individuals raise highway issues through their respective local Parish or Town Council. It would be for a Parish or Town Council representative to attend the group and endorse the highways concerns or suggestions being made.
18. The CATG has no formal decision making authority on operational matters or budget expenditure but acts as an informal discussion forum making recommendations to the Area Board. With only a limited funding allocation, each group looks carefully at all of the issues raised. Where a solution has been identified it will be prioritised along with all other received requests
19. If the estimated cost of an identified CATG scheme is found to be excess of the total discretionary amount available, the group can consider submitting a bid for funding from the centrally held funds for larger substantive schemes. Bids from the respective groups are considered annually. Each bid for a substantive scheme is subject to a full assessment appraisal and scored against set criteria before funding is allocated.

Operation of the CATGs

20. The CATGs have now been operating for 11 years and the Environment Select Committee requested this review of their operation, including a survey of members of the CATGs and those involved in them. It also has also provided the opportunity to consider whether their remit and function are still relevant.
21. Due to the Covid pandemic the operation of the CATGs was suspended in May 2020 in order to allow officers time to respond to the demand for Social Distancing measures and central governments Emergency Active Travel requirements. The CATG's were reactivated in September 2020 and have recovered well with meetings being held virtually rather than face to face.
22. The impact of the suspension has meant that a reduced number of schemes was delivered in 2020/21 and this has created greater demand in the current year, 2021/22, with subsequently greater waiting times for scheme design and delivery.
23. It should be noted that the survey of members of the CATGs and those involved with them as requested by the Environment Select Committee took place in February 2020 and therefore reflects the views prior to the Covid pandemic and

the temporary suspension of the CATGs

Scheme Delivery by the CATGs

24. Since 2011 the CATGs have been involved in 1,545 schemes of which 1038 (67.2%) were constructed and 218 (14.1%) are currently in progress (See **Appendix 1**). There were 116 schemes (7.5%) which did not proceed to construction for various reasons. Some of the other projects were for surveys, designs or assessments only, which did not involve construction.
25. The types of schemes varied enormously from single road signs to junction alterations or pedestrian crossings. The value and complexity of the schemes have also varied considerably, and the number of schemes does not necessarily represent the scope or scale of the activity and work undertaken, however it does show how the number of CATG schemes being progressed has increased over the years.
26. Since 2011 the number of schemes the CATGs have been involved in have more than doubled from 107 to 229 per year, and the number of schemes which did not proceed to construction have halved from 23 to 12 per year. This suggests that the CATGs have become better at identifying and implementing suitable proposals.
27. The reasons why schemes have not proceeded to construction have varied. They include reconsideration of the original issue, the options not being acceptable for various reasons, and no practical or affordable options being available.
28. There has been concern that resources are not being used efficiently if design work and assessments are being undertaken on impractical schemes. The CATGs do need to ensure that best use is made of the limited resources available. The indications are that on the whole care is being taken to use the resources and funding effectively.
29. As well as the budget for the individual CATGs there is also £150,000 funding available annually for larger schemes that they can bid for. There have been 54 substantive CATG schemes funded since 2013 when this funding was first made available, with at least one successful bid from each CATG during that period.

Survey of Members, Town and Parish Councils

30. In order to understand the effectiveness of the CATGs a survey was undertaken of Wiltshire Councillors and Town and Parish Councillors. There were 105 responses which indicated a response rate of about 30%. The survey provided a good opportunity for those involved regularly in the operation of the CATGs to give their views (See **Appendix 2**).
31. A majority (81%) thought that the CATGs had been an effective way of attracting and prioritising highways and transport investment. The majority of respondents stated that, primarily, CATGs are effective because they have delivered improvements to the highways in a local area, through schemes such as increased signage, dropped kerbs and yellow lines.

32. It was considered that CATGs have ensured that more decisions have local-level input and they have facilitated improved partnership working between the key stakeholders involved in highways matters.
33. A minority of individuals stated that CATGs were not able to be effective because they did not have adequate funding, or the process for implementing highway improvements was too lengthy.
34. A majority of respondents (68%) thought that CATGs had produced a clearer understanding of Council policies and the application of regulations at a local level. It was also thought that CATGs are a good way to assess and manage requests for highways improvements by local residents (80%).
35. The comment sections indicated that the key benefits of CATGs are that they facilitate better partnership working, ensure that decisions are made at a local-level and enable residents to understand the processes for bringing about change. Most respondents (81%) thought that the frequency of meetings was about right. Those that disagreed mainly thought that they should meet more often. The majority (83%) agreed with how the membership of the CATG is organised.
36. On the matter of funding there is less agreement, with almost equal numbers of respondents agreeing (52%) and disagreeing (48%) with how the funding is allocated for CATGs. The comments received suggested that more funding was required.
37. There was generally a good understanding of how CATG funds can be spent (64%). The comments indicated there was a view that greater publicity of the CATGs and how they work would be beneficial.
38. The governance arrangements, with the CATGs as sub-groups of the Area Boards, was agreed with by the majority of respondents (84%). There were suggestions that the having the CATGs report to the Area Boards was unnecessary.
39. The opportunity was provided to identify issues that the CATGs have faced in resolving small-scale local highways matters. The majority of issues reported were largely to do with funding.
40. This was followed by many stating that the process for delivering the highway improvement was too slow and, although officers were praised for their contribution, respondents stated that the capacity of support for CATGs had resulted in some difficulties in the past.
41. When asked, respondents commented that these issues could be resolved by more funding being provided to the CATG, or that more information should be provided about where and how local areas can access delegated sources of funding. Others suggested that greater resources were needed to support the CATG.

Views of the officers involved in the CATGs

42. The opportunity was taken to seek the views of the officers who attend the CATG meetings and implement the schemes (see **Appendix 3**), many of whom have been involved since the inception of the groups.
43. It was apparent that the CATGs have successfully delivered an impressive number of small and medium highway schemes since 2011. They have helped members, the public and town and parish councils to raise concerns that have been progressed quicker than may have been the case through the more traditional processes.
44. There have been improved working relationships between officers with councillors (at all levels – Wiltshire, Town and Parish) and the public. They now appear to have a better understanding and knowledge of the costs associated with highway works, and the constraints and guidelines in which a highway authority must operate. CATGs can provide an opportunity to meet officers face to face who can then discuss and advise on the most practicable solution to particular problems.
45. There was a concern that some matters referred to the CATG can be outside their scope or be beyond their budgets and may not always be consistent with the longer term transport objectives of the Council. It was noted that the technical input, design work and administrative support for the CATG can on occasion involve considerable officer time.
46. The frequency of meetings was considered to be about right. Whilst there may be opportunities to broaden the remit of the CATGs to include for example more highway maintenance issues, it should be noted that existing staff resources may be inadequate to provide the level of support this would require.
47. Some CATGs 'roll forward' some funding each year, which can make it difficult to provide continuity of workload for design staff and contractors. It has been suggested that there may be benefits in redistributing some of the unspent funding each year if this continues to occur.

Summary

48. It is clear from the schemes delivered, survey results, and from the consultations with the officers involved, that the CATGs have been a great success. Most respondents believe CATGs have brought about benefits for Wiltshire's communities and have implemented successful and needed schemes.
49. The CATGs have facilitated enhanced partnership working and have established communication channels between all the key stakeholders. There has been increased community engagement as a direct result of the CATGs.
50. The governance of the CATGs as sub-groups of the Area Boards has generally worked well and has a high level of support.
51. Suggestions have been made for increasing the funding available to CATGs, although some respondents recognised the difficulties associated with this. Overall, respondents felt that if the CATGs had more support resources available

then they would be able to deliver an even better service.

Overview and Scrutiny Engagement

52. This review of the CATGs was carried out at the request of the Environment Select Committee. The operation of the highways service and its contractors is reported annually to this Committee and includes information on the Integrated Transport schemes and the CATG schemes implemented each year.

Safeguarding Implications

53. None.

Public Health Implications

54. The schemes implemented by the CATGs can make a significant contribution to reducing collisions, especially those resulting in killed and seriously injured. As the highway authority, Wiltshire Council is responsible for monitoring and reducing collisions and accident casualties on its roads, and the LTP provides funding to undertake engineering solutions at identified collision cluster sites. The CATG schemes often also improve road safety. One of the aims of Wiltshire's LTP is to improve air quality and reduce air and noise pollution caused by transport. The LTP contains policies that set out to reduce dependence on car-borne travel and increase cycling, walking and public transport. These policies aim to reduce the rate of traffic growth in the county and improve the environment by reducing air and noise pollution. The CATG schemes can support walking and cycling and contribute to helping communities adopt a healthy lifestyle.

Environmental and Climate Change Considerations

55. The LTP was subject to a Strategic Environmental Assessment when it was prepared. One of the priority goals is to reduce carbon emissions from transport and the LTP sets out policies that aim to reduce dependence on travel by private car and promote cycling, walking and the use of public transport. The objective of these policies is to reduce the rate of traffic growth in the county and bring about an improved environment by reducing CO2 emissions, as well as addressing community severance and air and noise pollution. The CATG schemes have potential to support this aim.
56. The effects of climate change are likely to be significant for the highway network. There was considerable damage to the roads, footways and drainage systems during the flooding in 2013/14, and in 2018 road surfaces were damaged by high temperatures during the summer. Such events are likely to be repeated, and it is important to ensure that new infrastructure is robust and helps build resilience into the highway network. This is taken into account in the development of CATG schemes.
57. 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. The nature and small size of many of the CATG schemes can make recycling less efficient,

but opportunities are taken to recycle waste material where feasible.

58. Schemes to encourage walking and cycling and the use of public transport are likely to have a central role in reducing the carbon footprint of the local communities in Wiltshire. The CATGs are likely to have a key role in promoting walking and cycling opportunities in the future.

Equalities Impact of the Proposal

59. The types of scheme implemented by the CATGs usually benefit all road users, including users of public transport, and particularly vulnerable road users such as cyclists, pedestrians and the less able. The provision of dropped kerbs at road crossing points are often provided through the CATG process.

Risk Assessment

60. There are considerable risks associated with the highway network, particularly in terms of safety, environmental, financial and reputational risks. There are risk management processes in place to manage the risks associated with the implementation of works on the highway, which include regular liaison with service suppliers and the effective management of resources.
61. No specific decision is required at this time, but it should be noted that there is a risk of increased accidents, claims and public dissatisfaction if some of the schemes currently promoted through the CATG process are not implemented.

Risks that may arise if the proposed decision is taken and actions that will be taken to manage these risks

62. No decision is required. Processes are currently in place to reduce risks associated with the construction of highway schemes, with delivery managed through the Council's highway team working with the Council's consultant and contractors. These Service Delivery Teams are the appropriate groups to continue to manage the associated risks. The teams include representatives from the Council, consultants and contractors involved in delivering the services, and they report to the Contract Management Meeting comprising senior managers from those organisations.

Financial Implications

63. The funding for CATG schemes is currently provided through the LTP Integrated Transport Block funding allocation, which provides capital funding for investment in transport infrastructure and facilities. The funding has recently been £2,181,000 annually, which enables improvements to be made to the Council's transport system.
64. It should be noted that the LTP grant settlement provides no additional revenue funding to assist with the future maintenance of this new infrastructure and this will inevitably increase the Council's future maintenance liabilities.
65. The funding for CATG schemes has been £250,000 annually which has been

divided between the Area Boards based on population. There is an additional £150,000 which forms the Substantive Highways Scheme Fund that CATGs can bid for to help fund larger schemes.

66. The CATGs are encouraged to seek local funding of at least 25% of the scheme cost, and in many cases can obtain substantially more, with some schemes being funded entirely by town or parish councils.
67. As well as funding the CATGs, there are many calls on the Integrated Transport block funding, including for road safety schemes, air quality improvements, cycling schemes, junction improvements, traffic management, parking schemes, journey to school improvements and transport scheme development.
68. The funding for the Integrated Transport block has not changed significantly in recent years and increasing the CATG funding may not be feasible in view of these other priorities. Some CATGs do not spend their annual allocation and are able to roll forward funding into the following year. It would be possible to consider redistributing this money, but this is unlikely to be welcomed by those CATGs affected.

Corporate Procurement Implications

69. There are no procurement implications. Most of the work for implementing CATG schemes is undertaken by the Council's term consultant, Atkins, or term contractor, Ringway or other suppliers through existing specialist contracts. These contracts were all awarded in accordance with the corporate procurement strategy.

Legal Implications

70. The Council has a duty under the Highways Act to maintain the county's roads and has powers to carry out improvements. There is various other legislation, including the traffic signs regulations, which are relevant to the types of schemes implemented by the CATGs. The correct procedures need to be followed to ensure that valid legal orders are in place when schemes are implemented.
71. The use of road signs and markings are governed by regulations and specific guidance which must be followed to ensure that the Council's actions are legal and do not create additional hazards and liabilities. The procedures and consultations to be followed may sometimes appear to be time consuming, and limit the options available to the CATGs, but it is important that they are complied with or the Council could be liable to claims or legal challenges.
72. The CATGs are advised by officers who are very experienced in the delivery of these types of scheme and have access to specialist legal advice if required.

Options Considered

73. It would be possible for many of the schemes implemented by the CATGs to be delivered without their involvement. Many other authorities do not operate using the equivalent of the CATGs, but they do not appear to achieve the same levels

of community engagement that has been possible in Wiltshire with the Area Boards and CATGs.

74. Other systems of identifying and resolving local issues are likely to be less effective and more time consuming and would be unlikely to have the same level of community support and involvement.

Conclusions

75. The CATGs have been successfully operating for over ten years and in that time have delivered a large number of schemes to address local problems and to deliver improved facilities for pedestrians, cyclists and other road users.
76. A survey of Wiltshire Council members, town and parish councils showed that a majority (81%) thought that the CATGs had been an effective way of attracting and prioritising highways and transport investment.
77. They have enabled community engagement and helped communities understand the potential for improvements on the highway network and the limitations because of legal, funding and other factors.

Parvis Khansari

Director Highways and Waste

Report Author:

David Thomas

Head of Highways Asset Management and Commissioning

August 2021

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

None

Appendices

Appendix 1 – Schemes delivered by CATGs

Appendix 2 – Wiltshire Councillors and Town and Parish Councillors

Appendix 3 – Wiltshire Officers comments on CATGs.

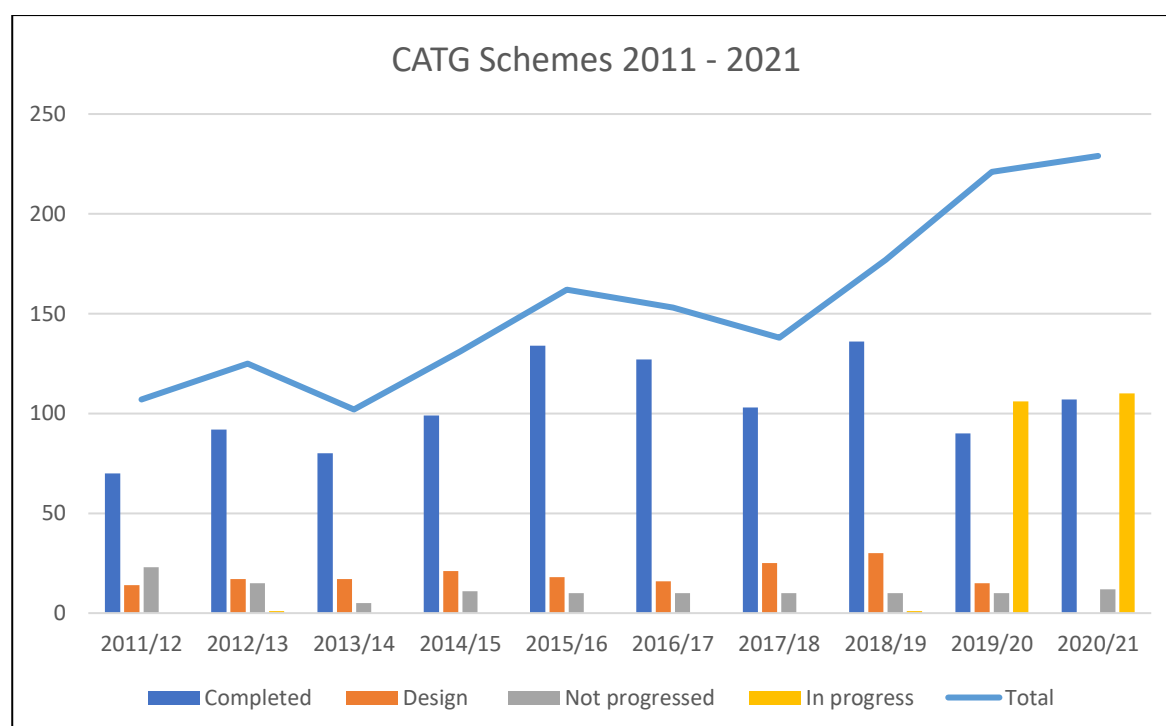
CATG SCHEMES 2011 – 2021

Numbers of CATG schemes 2011 – 2021

| Completed | Design | Not Progressed | In progress | Total |
|-----------|--------|----------------|-------------|-------|
| 1038 | 173 | 116 | 211 | 1545 |
| 67.2% | 11.2% | 7.5% | 13.7% | |

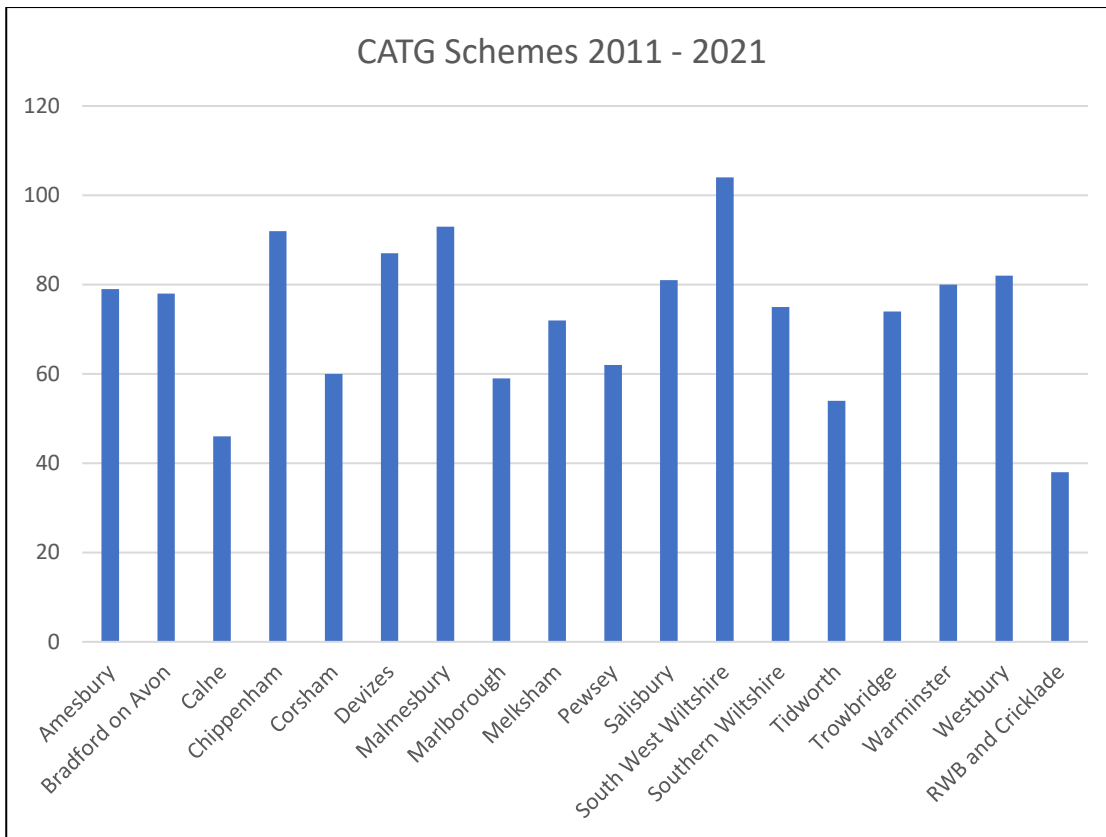
Numbers of CATG schemes by year

| Status | Financial Year | | | | | | | | | |
|----------------|----------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | 11/12 | 12/13 | 12/14 | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 |
| Completed | 70 | 92 | 80 | 99 | 134 | 127 | 103 | 136 | 90 | 107 |
| Design | 14 | 17 | 17 | 21 | 18 | 16 | 25 | 30 | 15 | 0 |
| Not progressed | 23 | 15 | 5 | 11 | 10 | 10 | 10 | 10 | 10 | 12 |
| In progress | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 106 | 110 |
| Total | 107 | 125 | 102 | 131 | 162 | 153 | 138 | 177 | 221 | 221 |



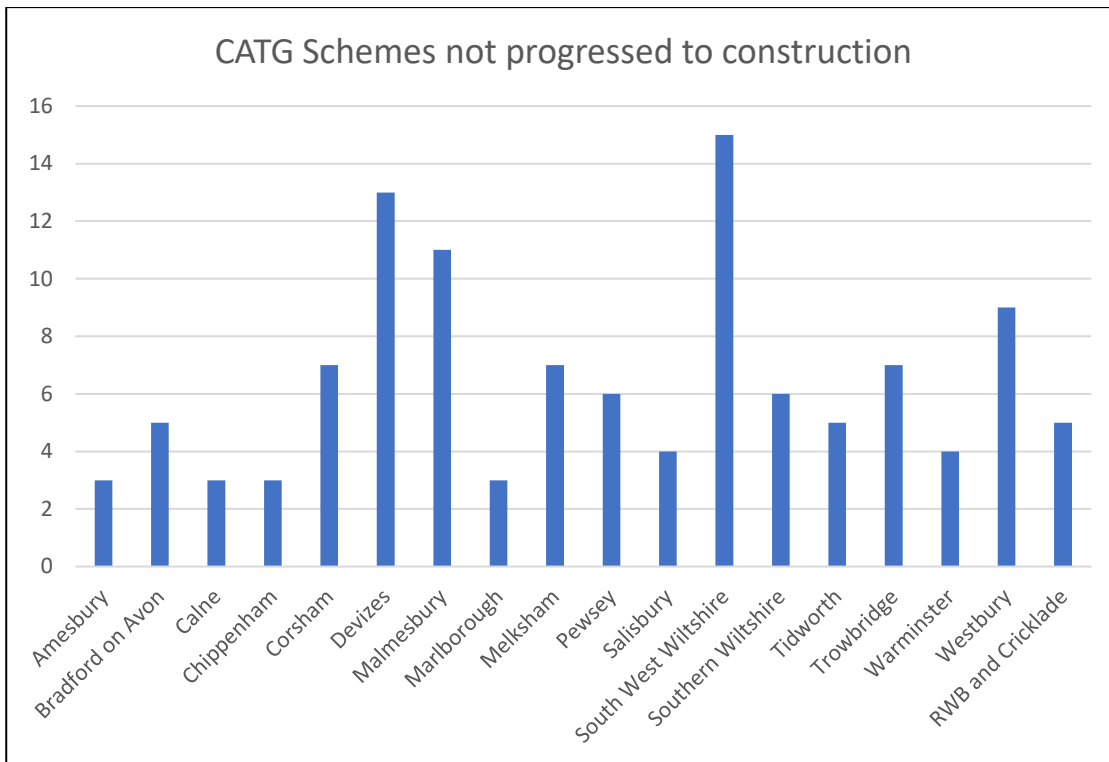
Number of CATG Schemes by Area Board

| CATG | Schemes |
|----------------------|--------------|
| Amesbury | 89 |
| Bradford on Avon | 87 |
| Calne | 57 |
| Chippenham | 110 |
| Corsham | 71 |
| Devizes | 100 |
| Malmesbury | 106 |
| Marlborough | 67 |
| Melksham | 89 |
| Pewsey | 73 |
| Salisbury | 96 |
| South West Wiltshire | 119 |
| Southern Wiltshire | 91 |
| Tidworth | 63 |
| Trowbridge | 86 |
| Warminster | 93 |
| Westbury | 102 |
| RWB and Cricklade | 46 |
| Total | 1,545 |



Number of CATG schemes not progressed to construction by Area Board

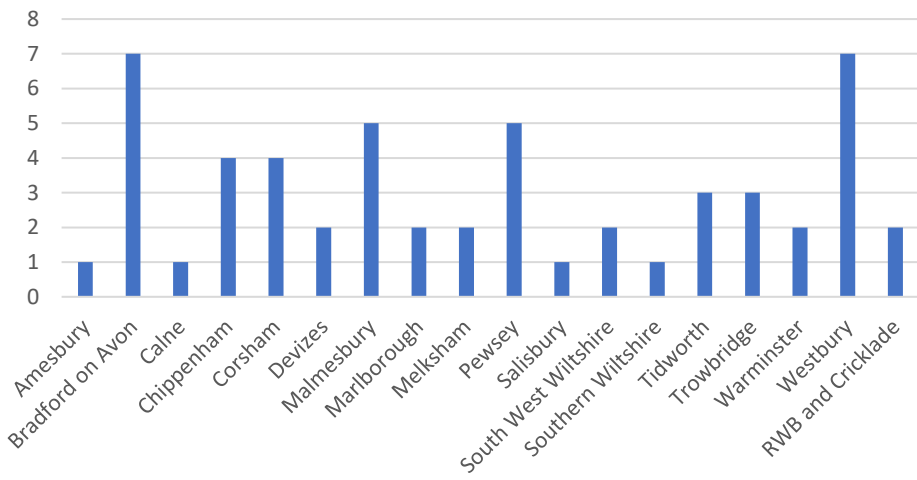
| CATG | Schemes not progressed |
|----------------------|------------------------|
| Amesbury | 3 |
| Bradford on Avon | 5 |
| Calne | 3 |
| Chippenham | 3 |
| Corsham | 7 |
| Devizes | 13 |
| Malmesbury | 11 |
| Marlborough | 3 |
| Melksham | 7 |
| Pewsey | 6 |
| Salisbury | 4 |
| South West Wiltshire | 15 |
| Southern Wiltshire | 6 |
| Tidworth | 5 |
| Trowbridge | 7 |
| Warminster | 4 |
| Westbury | 9 |
| RWB and Cricklade | 5 |
| Total | 116 |



CATG Substantive Schemes by Area Board

| CATG | Schemes |
|----------------------|-----------|
| Amesbury | 1 |
| Bradford on Avon | 7 |
| Calne | 1 |
| Chippenham | 4 |
| Corsham | 4 |
| Devizes | 2 |
| Malmesbury | 5 |
| Marlborough | 2 |
| Melksham | 2 |
| Pewsey | 5 |
| Salisbury | 1 |
| South West Wiltshire | 2 |
| Southern Wiltshire | 1 |
| Tidworth | 3 |
| Trowbridge | 3 |
| Warminster | 2 |
| Westbury | 7 |
| RWB and Cricklade | 2 |
| Total | 54 |

CATG Substantive Schemes 2011 - 2021



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Analysis of the Community Area Transport Group (CATG) Survey's Results

Executive Summary

On the whole, feedback provided about Wiltshire's CATGs was positive. Most stated that the CATGs were working well, had been able to deliver tangible benefits and effectively ensured that there was a greater amount of local influence in decisions. When it came to suggestions for how CATGs could be improved, this primarily came down to a matter of funding and support resources.

Analysis of Results

The survey received 105 responses from Wiltshire Councillors, as well as Town and Parish Councillors. Taking there to be 98 Unitary Councillors and 252 Town and Parish Councils, this means that the survey had a response rate of 30%*¹.

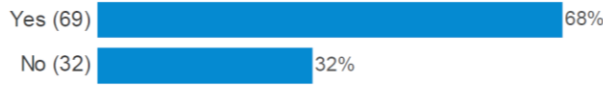
Would you say that having a Community Area Transport Group (CATG) has been an effective way of attracting and prioritising highway and transport investment in your area?



A majority of respondents stated that, primarily, CATGs are effective because they have delivered improvements to the highways in a local area, through schemes such as increased signage, dropped kerbs and yellow lines. Secondly, CATGs have ensured that more decisions have local-level input and they have facilitated improved partnership working between the key stakeholders involved in highways matters. A minority of individuals stated that CATGs were not able to be effective because they did not have adequate funding, or the process for implementing highway improvements was too lengthy.

¹ *As the survey was anonymous, there could be cases where several councillors from the same Town/Parish Council have completed the survey separately. For example, it could be that a Town Council provided three responses to the survey. Thus, the 30% response rate should be regarded as a rough estimate.

Do you think that CATGs have produced a clearer understanding of Council policies and the application of regulations at a local level?



Do you think that CATGs are a good way to assess and manage requests for highways improvements by local residents?



The comment sections related to the above two questions demonstrate that the key benefits of CATGs are that they facilitate better partnership working, ensure that decisions are made at a local-level and enable residents to understand the processes for bringing about change.

Do you think that the frequency of meetings for CATGs is about right?



As evidenced above, a majority of respondents agreed that the frequency of CATG meetings works well. From the minority that disagreed, the comments mainly centred on a CATG meeting more frequently.

Do you agree with how the membership of the CATG is organised?



Again, most respondents agreed with the organisation of CATG membership. From the minority that disagreed, comments predominantly stated that there should be greater grassroots level representation, as opposed to being Town/Parish/Unitary Councillor heavy.

In light of the overall budget and funding needs for the Highways service area, do you agree with how the funding is allocated for CATGs?



As shown from the above, CATG funding was a particularly key issue with no clear majority being drawn either way on agreement for how CATG funding is allocated. The comment section associated with this question predominantly received responses suggesting that more funding was required.

Do you think your local area understands how CATG funding can be spent?



Around two thirds of respondents listed that their local area does understand how CATG funding can be spent. From the 36% who stated that their local area lacks understanding, comments primarily noted that there needed to be greater publicity of CATGs and how they work, with others saying that an explanation of what a CATG does and can do needs to be simplified. Some also highlighted that an individual would only understand how CATG funding could be spent, once they had been involved in getting a scheme approved.

Do you agree with the governance arrangements of the CATG, i.e. that it reports to the relevant Area Board, who must agree any funding decisions?



Most respondents agreed with the governance arrangements of the CATG and, of the 16% who did not agree, suggestions for how the arrangements could be organised focused on the Area Board being seen as an unnecessary additional layer, which should only come into play when the CATG cannot agree on whether to fund a scheme.

What issues, if any, has your CATG faced to resolving small-scale, local highways matters?

The majority of issues reported were largely to do with funding. This was followed by many stating that the process for delivering the highway improvement was too slow and, although officers were praised for their contribution, respondents stated that the capacity of support for CATGs had led to difficulties.

When asked, respondents commented that these issues could be resolved by more funding being provided to the CATG, or if more information could be provided about where and how local areas can access delegated sources of funding. Others listed that greater resources were needed to support the CATG.

Without a CATG, do you think your local area's transport and highways network would have benefitted from more or less investment?



Comment section responses to this question can be split into two themes. The first is that CATGs have allowed local people's voices to be heard to a greater extent in the

decision-making process. Additionally, CATGs have seen specific funding set aside for small scale highways issues; which has been to the benefit of local communities.

Is there anything that you feel needs to be changed, so that CATGs can help to deliver an even better service for your local area?

As has been commonplace throughout the survey's responses, a majority stated that increased funding for the CATGs would deliver more. Others noted that there needed to be better explanations about what a CATG can achieve. Alongside this, increased resource to support the CATG was also a key theme in the responses to this question.

Conclusion

It is evident from the survey's results that most respondents believe CATGs have brought about benefits for Wiltshire's community areas. This is seen to be because, primarily without the existence of a CATG, respondents do not believe that their local area's highways would be in as good a condition. Secondly, respondents are clear that the CATG facilitates enhanced partnership working; with a CATG being the mechanism which establishes communication channels between all the key stakeholders.

Areas for improvement centre on increasing the funding available to CATGs, although some respondents recognised that this could be an impossible solution. On the whole, respondents felt that if the CATG had more support resources available to it, then it would be able to deliver an even greater service.

Community Area Transport Groups (CATGs) 10 Years On
Officer Comments

Benefits

- The CATGs have successfully delivered a large number of small and medium highway schemes over the last 10 years.
- CATGs have helped members and the public and councils to raise concerns that have been progressed quicker than through the more traditional processes.
- Improved working relationships have been established between councillors (at all levels – Wiltshire, Town and Parish) officers and public.
- There is a better understanding and knowledge of the costs associated with highway works, and the constraints/guidelines in which the highways authority must operate.
- CATGs can provide an opportunity to meet officers face to face who can then discuss and advise on the most practicable solution to particular problems.
- Provides opportunities to bid for larger schemes using the substantive scheme fund.

Issues

- Matters can be referred to the CATG which are outside their scope or beyond their budgets, with unrealistic expectations.
- The operation of the individual CATGs can vary considerably with different levels of administrative support and attendance.
- There is a risk that some schemes promoted through the CATGs may not always be consistent with longer term objectives.
- The need for Parish Council contributions can be a barrier to smaller parishes promoting larger improvements.
- Providing technical input, design work and administrative support for the CATGs often involves considerable officer time.

Suggestions

- The frequency of meetings is considered to be right. More frequent meetings would require increased staff resources to service them, and less frequent meetings would slow delivery of schemes.
- CATGs are a sub-group of the Area Board which has to ratify decisions. Alternatively, decisions could be referred to the Cabinet Member for approval.
- CATGs could potentially be expanded to include highway maintenance and other matters, which are already discussed at some meetings, but the staffing and resource implications would need consideration.

- In order to improve CATG meetings, it would be helpful if efforts should be made to close down issues rather than leave them as recurring items on the agenda.
- Some CATGs 'roll forward' substantial funding each year, which can make it difficult to provide continuity of workload for design and contractor. There may be benefits in redistributing some of the unspent funding each year.

Wiltshire Council

Environment Select Committee

7 September 2021

Global Warming & Climate Emergency Task Group Update

Purpose

1. To update the Environment Select Committee on the work of the Global Warming & Climate Emergency Task Group since May 2021.

Background

2. The Global Warming & Climate Emergency Task Group (GWCE) is a task group reporting to the Environment Select Committee. The task group's terms of reference were endorsed by the Select Committee on 3 September 2019.
3. The task group has produced two reports with recommendations:
 - Energy and Transport & Air quality (29 September 2020)
 - Planning (13 January 2021)
4. At its meeting on 15 June 2021 the Select Committee approved the continuation of the task group.

Membership

5. The membership of the task group from July 2021 is as follows:

Cllr Clare Cape
Cllr Sarah Gibson
Cllr Tony Jackson
Cllr Jacqui Lay
Cllr Brian Mathew
Cllr Nick Murry
Cllr David Vigar
Cllr Ian Wallis
Cllr Graham Wright (Chairman)

6. Cllr Graham Wright was elected Chairman by the task group at its meeting on 23 July 2021.

Terms of Reference:

- i. 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.
- ii. 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
- iii. Undertake a carbon/renewables audit;
- iv. 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.

Recent activity

29 July 2021

Draft Climate Strategy 2022-2027

7. In September 2021 the council will begin a consultation on a climate strategy. The task group saw and was able to comment upon a draft version of the strategy.
8. The document is intended to be concise, clear, and accessible setting out the international and national background and policy context. Locally it provides the current position regarding carbon emissions.
9. The strategy has seven delivery themes:
 - Transport
 - Homes and built environment
 - Natural environment, food, and farming
 - Energy
 - Green economy
 - Waste
 - Carbon neutral council
10. Each of the themes have a set of objectives and areas of focus for the council and includes how the council will use its influence and work in partnership to affect change.
11. The task group suggested some changes in emphasis and language within the draft in order to strengthen its messages. The Chairman of the task group will

be taking part in the members briefing on the Climate & Natural Environment Plan Consultation (9 September 2021).

5 August 2021

Draft Green & Blue Infrastructure Strategy

12. The Green & Blue Infrastructure Strategy is a high-level strategic document setting out the vision, goals and principles for Wiltshire. Broadly 'green' relates to vegetation and 'blue' to water, including rivers, canals, streams. The strategy is about how to support, preserve and restore green and blue infrastructure. There can be multiple benefits for people, places, and nature through protecting the environment for the future.
13. Strategy has three main goals (by 2036):
- adaption and resilience to climate change;
 - halting loss of and improving biodiversity;
 - contributing to health and well-being.
14. In order to achieve these goals, there are five priorities:
- creating more and better green spaces in our towns;
 - planting the right trees in the right places;
 - supporting walking and cycling;
 - encouraging environmentally sensitive farming;
 - supporting a green economic recovery.
15. Delivering of the vision is set out under six delivery themes:
- flooding and water management;
 - sustainable farming and land management;
 - nature recovery and landscape management;
 - woodland and trees;
 - healthy living;
 - economic recovery and valuing natural capital.
16. The task group suggested that town and parish councils, a key partner, would benefit from a briefing about the strategy. It also suggested that the strategy have a title or strap line explaining the strategy in laymen's terms. It would also benefit from an explanation about how the strategy links to the developing Local Plan.

Proposals

- 1. To note the update on Global Warming & Climate Emergency Task Group activity provided.**
- 2. To note that the following councillors have been appointed to the Global Warming & Climate Emergency Task Group:**
Cllr Clare Cape
Cllr Sarah Gibson

Cllr Tony Jackson
Cllr Jacqui Lay
Cllr Brian Mathew
Cllr Nick Murry
Cllr David Vigar
Cllr Ian Wallis
Cllr Graham Wright (Chairman)

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

Environment Select Committee Forward Work Programme

Last updated 27 August 2021

| Environment Select Committee - Current / Active Task Groups | | |
|--|-------------------|------------------------------|
| Task Group | Start Date | Final Report Expected |
| Global Warming and Climate Emergency Task Group | June 2019 | TBC |

| Environment Select Committee - Rapid Scrutiny | | |
|--|----------------|-------------|
| Topic | Details | Date |
| | | |
| | | |

| Environment Select Committee – Forward Work Programme | | | Last updated 27 August 2021 | | |
|---|-----------------------------|--|---|----------------------------|------------------------------|
| Meeting Date | Item | Details / Purpose of Report | Associate Director | Responsible Cabinet Member | Report Author / Lead Officer |
| 9 Nov 2021 | Leisure Services Insourcing | To update the committee on progress after the transition of leisure services to the Council 1 October 2021. | Jessica Gibbons (Director - Neighbourhood and Community Services) | Cllr Ian Blair-Pilling | Louise Cary |
| tbc | Local Plan Review | As agreed at the Select Committee meeting 14 July 2021, the committee to be updated on the progress of work for the Local Plan Review. | Sam Fox (Corporate Director - Place) | Cllr Nick Botterill | Georgina Clampitt-Dix |