

Wiltshire Council

Cabinet

1 February 2022

Agenda Item 5 – Public Participation and Questions from Councillors

Question from: Dr Jimmy Walker

To Councillor :

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

Statement

Park and Ride Salisbury

In response to comments by Cllr Gavin Grant at the cabinet meeting in October 2021, Cllr McClelland discussed “making Park and Ride work better in Salisbury”.

In July 2018 the “Salisbury Transport Strategy, refresh” page 39, “issue 10: indicated that there is an oversupply of city centre car parking and underperforming Park and Ride.”

On page 40, para 2.47 there is further explanation in “The oversupply of city centre car parking could be a major factor for in-commuters’ reliance on the car, as parking is a convenient option to reach their employment in Salisbury. Related is the underutilisation of the city’s bus Park and Ride, as driving to a city centre car park with easy-to-find spaces is a more attractive and time effective proposition than driving to a Park and Ride site and waiting/paying for a bus. The cost of city centre car parks in relation to the cost of using the Park and Ride can also be a factor influencing the uptake of Park and Ride.”

As a consequence, the refreshed Salisbury Transport strategy included scheme H13 “P&R strategy – parking charges (differential between city centre and P&R), high quality interchange at P&R sites inc. public toilets and marketing to maximise use of P&R sites” and £500,000 has been allocated for this.

Therefore following Cllr Mark McClelland’s comments about “making P&R work better in Salisbury my questions related to this topic are as follows:

Question 1 (22- 021)

What mechanisms will Cllr McClelland implement in Salisbury to improve the functionality of P&R and when will these be put in place?

Response

Through Wiltshire Councils recently produced Bus Service Improvement Plan (BSIP) there are a number of locations identified in Salisbury for bus priority, that would contribute towards a quicker and more reliable P & R service. However, these ideas will require further work to scope out and assess, and the funding settlement and grant terms to enact the ambitions of the BSIP are yet to be released by government, which is expected before the end of February.

Question 2: (22-022)

What progress has been made towards reducing traffic flows through Salisbury and improving air quality in the City Centre (as it still exceeds legal limits in parts of Salisbury - air quality will only become more of a public health problem as traffic congestion increases as lockdown eases and will be detrimental to the city as a tourist attraction)?

Response

The People Friendly Salisbury initiative was developed and implemented as part of the council's wider strategy to support Salisbury and as a way to help reduce traffic within the city, improve air quality and give pedestrians priority in the city centre. However, there was not widespread support for the initiative amid concerns about the impact of the scheme on congestion elsewhere in the city. Given this, the council took the decision to suspend the scheme indefinitely from the end of November 2020.

People Friendly Streets remains part of the Salisbury Central Area Framework and we will therefore look to implement appropriate measures as opportunities and funding arise.

Information on air quality, including air quality action plan progress reports, is provided on the Air Quality in Wiltshire website. It is important to note that there are significant air quality issues in areas outside the city centre including Wilton Road, Devizes Road and London Road (<https://www.wiltshireairquality.org.uk/>).

Statement

Faded lines ASL

ASLs (also referred to as bike boxes) are common at UK traffic lights and are put in place to give cyclists a safe place to stop at busy crossings and allow them to be positioned ahead of other traffic so they have more time to pull off as the lights change from red to green.

The highway code states: Motorists, including motorcyclists, **MUST stop at the first white line reached if the lights are amber or red** and should avoid blocking the way or encroaching on the marked area at other times, e.g. if the junction ahead is blocked.

A number of issues have been raised concerning the Advanced Stop Line in Milford Hill in Salisbury including:

- 1) The white lines of the lead in-lane have not been painted (image 1),
- 2) The cycle icon has not been painted (image 1 and 2)
- 3) The coloured shading has not been painted (image 1 and 2).
- 4) Cars are parking in the lead-in lane which raises the risks for cyclists as they have to swerve into the road (image 3).
- 5) Cars are occupying the cycle box which increases the risks for cyclists on the road.

Image 1. Advanced stop line - front view



Image 2 Example of an ASL with painted cycle lane and cycle icon.



Image 3. Car parked in the lead in land blocking safe access for cyclists.



Image 3. Advanced stop line - indicative of how the Advanced stop line should be painted.

Questions related to ASL issue:

Question 3 (22-023)

When will Wiltshire Council have this ASL painted properly?

Response

The form of and remarking of the ASL will be added to the next road marking order to be issued by the Local Highways team. It should be noted that there is no requirement for the cycle approach lane or the reservoir area to be a different colour.

Question 4 (22-024)

There are other ASL's in Salisbury where the paint work has faded that also need to be repainted – when does WC plan to repaint the ASL's in Salisbury?

Motorists can be awarded three penalty points and a £100 fine for stopping inside the Advanced Stop Lines (ASL) when pulling up to a red light as it increases the risks for cyclists.

Response

The Local Area Highways office will be asked to inspect the ASL's and if the criteria as set out in the Wiltshire Highways Safety Inspection Manual are met then remedial works will be undertaken.

Question 5 (22-025)

What is WC doing to enforce the legality of the ASL's?

Response

Contravention of ASL's by motorists is a moving vehicle offence and therefore the Police are the enforcement authority not the Council.

Statement**Blocking of access for disabled**

The local authority (and others, including shops and employers) have a legal duty to make "reasonable adjustments" to improve accessibility for Disabled people, which includes removing impediments to equal access

In Vitoria Road in Salisbury a resident has been blocking the access along the pavement whilst charging their electric car. This cable housing, with its steep sides, is not appropriate for public pavements as it does not allow access for those in mobility scooters and will be an obstacle for those with visual impairments. With the increasing popularity of electric cars this type of obstruction on our pavements is going to increase in number.

The **Equality Act 2010** says changes or adjustments should be made to ensure you have access if you're disabled.

Image 4. Access blocked for the disabled and visually impaired by placement of inappropriate electric charging device.



Question 6 (22-026)

What is WC doing to enforce the **Equality Act 2010** to prevent public access along our pavements being blocked?

Response

The blocking of accesses, footways, and the like by vehicles where no parking contravention is taking place is deemed to be an obstruction offence for which the Police are the enforcement authority and will need to be reported at the time that the offence is occurring. In the case where other objects are placed and prevent passage then this can be dealt with by the Council's Highways Enforcement team. The Council's emerging Electric Vehicle Charging Infrastructure Plan will seek to include guidance on what would be appropriate for on street charging activities and this should address the situation shown in the supplied photograph.

Question 7 (22-027)

What advice is WC giving to local residents who wish to charge their vehicles on the street – i.e. what is legal and what is appropriate so that access for others is not obstructed and the **Equality Act 2010** not contravened and where can this advice be found?

Response

The council's 'On-street vehicle charging policy - temporary provision' is available from: <https://www.wiltshire.gov.uk/green-economy/electric-vehicles>

Statement

The underpass between Winchester Street and Rampart Road has a number of obstructions including barriers and bollards (Image 5). These are clearly an obstruction for the disabled and for those with visual impairments and are in contrary to the **Equality Act 2010**. WC (i.e. the local authority) must take positive steps to remove the barriers people face because of their disabilities. In addition local authorities (and others, including shops and employers) have a legal duty to make "reasonable adjustments" to improve accessibility for Disabled people, which includes removing impediments to equal access such as access controls (<https://www.citizensadvice.org.uk/law-and-courts/discrimination/what-are-the-different-types-of-discrimination/duty-to-make-reasonable-adjustments-for-disabled-people/>). The **Equality Act 2010** calls this the **duty to make reasonable adjustments**.

Question 8 (22-028)

Will WC please consider taking the positive step of removing these barriers and bollards to ensure that there is appropriate access for the disabled and those with visual impairments and to do so in a timely manner?

Image 5. Barriers and bollards in the underpass between Winchester St and Rampart Road that are causing access for the disabled and those with visual impairment.



Response

The Salisbury Area Board, together with National Highways, have recently commissioned a review of the various underpasses in Salisbury. This review will look at the needs of all users. The Council is not aware of any reports having been submitted about the raised concerns and it has not been raised at the Salisbury Walking and Disabled Access Forum.

Wiltshire Council

Cabinet

1 February 2022

Agenda Item 13 – Climate Strategy and update on council's response to the climate emergency

Question from: Andrew Nicolson

To Councillors :

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

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

Statement

The Climate Strategy says it will influence the emerging Local Plan and our Local Transport Plan, and help guide you. A key fact about the climate emergency is its very urgency, and you have set an ambitious milestone date of 2030.

Question 1 (22-029)

How **are** the Climate Emergency and Climate Strategy going to **be incorporated** into the Local Plan **Review**, so that it makes land development in Wiltshire very different from its **unsustainable** pattern **of** past decades?

Response

Climate change is already an integral part of the Local Plan Review as explained through the consultation undertaken in 2021, the outcome of which was reported to Cabinet on 29 June 2021 - and a specific commitment made to undertake further work on the potential for renewable energy in Wiltshire and zero carbon development. As page 9 of the Climate Strategy shows planning is only one of the Local Authority spheres of influence and so parts of the strategy will not be directly relevant and some will only be indirectly relevant. However, the themes within the proposed Climate Strategy - Transport, Homes and the Built Environment, Natural Environment and Energy - are particularly relevant and contain elements that the Local Plan Review can address. These will be considered alongside the

development of the evidence base informing the plan, and the national and legislative policy framework that governs local plan making.

A central part of the plan will be the spatial strategy and policies that enable the delivery of a sustainable distribution (or pattern) of new development that promotes self-containment and reduces the need to travel.

Question 2 (22-030)

In the meantime, will you introduce addenda to existing plans to expedite action on emission reduction, and other ways of changing course right now, and what might some of these be?

Response

No, we will not be producing any addenda to the existing local plan. We have a clear timetable for moving forward with our Local Plan Review and focusing on its delivery. However, steps are also being taken at national level that will have a positive impact, for example new homes standards through changes to Building Regulations - [New homes to produce nearly a third less carbon - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/new-homes-to-produce-nearly-a-third-less-carbon)

Statement

The **C**limate Strategy says you will develop the new Wiltshire Local Transport Plan in line with your climate objectives. That must mean changes in policy direction, including addressing the **h**ard problem of reducing road traffic levels in the immediate future, before EVs have taken over.

Question 3 (22-031)

What are the major challenges you face in terms of dealing with the largest sources of transport emissions?

Response

The key challenges and priorities have been set-out by the Department for Transport (DfT) in its Transport Decarbonisation Plan (TDP). In particular, the 'Decarbonising Transport – Setting the Challenge' document states that:

“We [the DfT]...do not underestimate the challenge of delivering what will be fundamental changes to the way people and goods move around. This will require changes to people’s behaviours, including encouraging more active travel and the use of public transport, alongside increasing the uptake of zero emission vehicles and new technologies”.

The DfT’s TDP will be an important consideration in the development of the next Wiltshire Local Transport Plan (LTP). Wiltshire’s specific challenges and how they

are planned to be addressed will be considered as part of the development of the LTP which will be subject to public consultation.

Question 4 (22-032)

How might the next Local Transport Plan look distinctively different from previous ones, and give a signal to citizens and road users that Wiltshire Council is changing its approach, reviewing its past and present direction, and means business in seeking to make Wiltshire Carbon neutral by 2030?

Response

The next Wiltshire Local Transport Plan (LTP) will be developed in accordance with the Department for Transport's LTP Guidance (to be published in 2022) and in the context of relevant national and local plans and policies.

Wiltshire Council

Cabinet

1 February 2022

Agenda Item 5 – Public Participation and Questions from Councillors

Question from: Melanie Boyle

To Councillors :

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

Phil Alford, Cabinet Member for Housing, Strategic Assets and Asset Transfer/

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

Statement:

Part of the Local Plan Consultation for Chippenham - Cp12 site 1 are there any uses that would be most suitable for Hardens farm and new leases farm?

Detailed information was provided for Hardens Farm as it is a County Farm owned by Wiltshire Council and the residents of Wiltshire about how it could become a community farm. Work was completed with the CPRE on how small farms can be profitable and adaptable. It was also raised how large industrial farms aren't working as they rely on overseas labour. Boroughlands Charity confirmed it was within their remit to supply benches for under the open air barns. Hardens Farm currently supplies milk to Cadbury's and could be adapted to supply milk to all the passing trade using a dispensing scheme removing packaging as other farms in the area are doing. With HF Stiles Abattoir and butchers in Bromham providing the services for local meat through the current beef cattle, sheep and pigs at Harden's Farm. Also community allotments could be provided with advice on hand. Harden's Farm previously did school tours so children learnt the value of food. Also the biodiversity cycle of the insects, wildflowers, birds such as Stone Chats that need farmland habitat and can be seen at the farm, small owls, birds of prey, rabbits, badgers and foxes all making up the ecosystem with the ancient hedges, trees, listed ditches and farmhouse. Now during the climate emergency these would be more relevant than ever.

As Harden's Farm was saved in July 2021 from being destroyed for excessive housing the above has a lot of interest from the residents of Chippenham.

In September I raised a question with Overview and Scrutiny as I felt Cabinet does not understand the value and vision by the people of Chippenham for the farms during a climate emergency. Also the value of having truly natural areas to exercise, walking, cycling and running joining up with the town centre and cycle path to Calne. The open views are amazing and much valued for wellbeing, combatting loneliness by the friendly chatter the area brings for walkers, that cannot be provided through an artificial contrived area.

I tried to follow this up with Overview and Scrutiny and have been referred back to cabinet. Overview and Scrutiny replied the below and I would like an update and the above to be considered along with the information from the Local Plan replies and information.

Question 1 (22-033)

"The question will also be referred to the Executive in order that the council's policy position on county farms can be provided." Please can I have an update?

Two points I would like considered along side the above from the budget documents before a decision is made are:

Sustainable Environment The Council has committed to becoming carbon neutral by 2030 and we now must take the lead and support the whole county as it strives for the same. Together, we must take responsibility for the environment and ensure it is well used, cherished, protected, conserved and enhanced.

129. The business plan and budget that funds it have been developed to support strong, resilient communities in Wiltshire.

Response

The Council's rural estate asset management plan covers provision of county farms. The objectives are :-

1. To provide opportunities for persons to be farmers on their own account by encouraging existing tenants to advance their farming businesses and enhance their opportunity to either purchase their own farm or to move from the estate into the private sector. This mobility will provide opportunities for new entrants.
2. To maintain the rural fabric through the ownership and letting of farms together with the provision of strategic advice on rural matters.
3. To promote sustainability, biodiversity, climate change resilience and public access across the Estate by encouraging and supporting, as appropriate, a full range of innovative measures and activities.

There is no need to review the rural estate management policy at this time unless changes in legislation necessitate.

Question 2 (22-034)

What could be more strong and resilient than to have local food, just a walk from the town centre?

Response

It will be for farmers to decide whether they wish to offer their produce locally.

Question 3 (22-035)

Further to my question to Cabinet in January I wasn't given an answer to the question, will Wiltshire Council support the Empty Homes week at the end of February, many local authorities already are, even just putting it on weekly emails would help get conversations going with people tying up empty homes and maybe add a comment about making wills to stop family disputes as you did mention in your reply this was the main issue?

I was pleased you noted that the wrong homes are being built with the glut of retirement homes from 2020 available to purchase. Add to this the glut of executive homes available on RightMove and hopefully we can concentrate on getting grants and sustainable finance for affordable housing which is where the true housing crisis is in Wiltshire?

Response

We will be using Empty Homes week as an opportunity to find out the current numbers of empty homes we have across Wiltshire and write to the owners encouraging them to make contact with us if they would like to let them out or obtain a loan to assist with any repairs to help bring them up to a lettable standard

Question 4 (22-036)

Following another accident involving 2 cars at Hathaway Retail park, Chippenham on Monday, will Wiltshire Council take urgent action with those responsible for the traffic lights under their duty of care to residents for safe roads, which having 2 traffic lights on green with no warning they are crossing each other is not acceptable?

Response

The Little George signals have yet to be handed over to the Council and at the moment still remain the responsibility of the Developer. The Council is however aware of the concerns that the north and south bound movements run concurrently and will look to review this once full adoption has taken place.

Wiltshire Council

Cabinet

1 February 2022

Agenda Item 5 – Public Participation and Questions from Councillors

Question from: Richard Curr

To Councillor :

Richard Clewer, Leader of the Council and Cabinet Member for MCI, Economic Development, Heritage, Arts, Tourism and Health & Wellbeing/

Statement

Thank you for your response to my questions raised at the Cabinet Meeting on 30th November.

In respect of Question 1 I have looked back to the Minutes and the Report to Cabinet December 2020. The Resolution item 5 states:

“That subject to the Council providing loan finance to Wiltshire College to enable them to refinance their existing loans the Council make an offer to purchase land at the Lackham College site at existing use value.”

Question 1 (22-037)

I, in consultation with others, read that the purchase is conditional on Wiltshire College taking a loan from the Council. However, it is noted that the loan provision in the budget has been removed but the purchase provision still remains. In view of this can I assume that the purchase cannot proceed as the loan condition, under the Resolution and Delegated Authority, is not being met? Is it planned to bring to Cabinet a revised resolution to enable the Chief Executive in consultation with the Leader of the Council to proceed with the purchase without the conditional loan?

Response

The budget for the loan provision was originally included in the capital programme and was subsequently removed as the loan did not meet the criteria for the categorisation of capital expenditure. The loan transaction has been completed and loan condition therefore met. This transaction can be seen in the reporting of Treasury Management activity and is reflected in the loans to third parties.

Question 2 (22-038)

With regard to Questions 2 and 3 can I ask if the expenditure of £7.39m is payable under the original HIF Bid (£75m) signed GDA or if it speculative on the outcome of the revised bid GDA which is still under negotiation? Specifically, can I ask you to confirm that the revised HIF Bid is for the sum of £37.526m bearing in mind that the professional services have not been purchased to quantify the costs.

Response

The Council has been able to draw down HIF funding in line with the original Grant determination Agreement (GDA). Discussions are taking place with Homes England on a revised GDA reflecting different costs and HIF funding availability and as such HIF funding cannot be confirmed at this point in time.

Question 3 (22-039)

Following your response to Mr Parry (his question 2) Can I also ask you to confirm that the £0.999m costs are not recoverable from either GDA and will the total costs of £7.39m ultimately fall on the Council Taxpayers if the HIF Bid does not come to fruition. This leads me to ask if Future Chippenham costs for existing staff seconded to the project show equivalent savings in other departments budgeted costs?

Response

The GDA that the Council has entered into with Homes England allows HIF funding for spend confirmed in the agreement. Council staff who are working on the Future Chippenham programme charge their time to the project thus mitigating costs in Directorates salary budget.

Question 4 (22-040)

As members of the public are invited to ask questions to Cabinet or direct to Councillors can I ask that questions and letters/Emails are acknowledged, within say 7 days, in every instance?

It is not unusual to await in excess of a month and usually responses are only made when chase up reminders are sent. Without acknowledgements it is not known if the correspondence has been received which is frustrating and reflects badly on the Council.

Response:

Part 2 and Article 3 of the Council's Constitution details the right of members of the public. Included in this Article are the ways the public are able to contact the Council and when to expect a response, as follows:

'Members of the public have the right to:

- contact the Council by telephone, post, email, fax or in person. An acknowledgement will be sent within 2 working days, and a full response to all written correspondence within 15 working days from the day your correspondence is received. Where legislation dictates otherwise, e.g., Freedom of Information, different timescales may

apply. If that is not possible an explanation will be given as to the reason for the delay, what action is being taken, and when a response will be sent’.

Part 7 of the Council’s Constitution details how formal questions to Cabinet are received as detailed below, and these are dealt with separately to general communications:

‘The cabinet welcomes questions or statements from members of the public. However, the specific arrangements for public participation at cabinet meetings are a matter for determination by the Leader and will as such be kept under review.’

In general, questions and statements are received for Cabinet meetings, by email, once the agenda for a meeting has been published. On occasions, they are received in advance of the agenda publication, or after the meeting as a supplementary question. The email is acknowledged, and further information provided about the meeting and when a response should be expected.

Arrangements are then made for responses to be prepared and these are made available to those who submitted the questions in advance of the meeting and published in a Supplementary Agenda on the meeting webpage. In some cases, the responses can be technical and require slightly longer to prepare.

The time between the receipt of the questions and response being circulated is generally 4-5 working days. There are occasions where questions are received in between meetings and these are then ‘held over’ to the next meeting, which may mean that a member of the public would have to wait slightly longer than the timescales detailed above, for a response.

Wiltshire Council

Cabinet

1 February 2022

**Agenda Items 5 – Public Participation and Questions from Councillors &
Agenda Item 6 Wiltshire Council's Budget 2022/23**

Question from: Mr N Parry

To Councillors :

Richard Clewer, Leader of the Council and Cabinet Member for MCI, Economic Development, Heritage, Arts, Tourism and Health & Wellbeing/

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

Phil Alford, Cabinet Member for Housing, Strategic Assets and Asset Transfer/

Statement:

Appendix 2 – Capital Strategy 2022/23 Page 7 para 31 & 34

31. The Chippenham Housing Infrastructure Fund (HIF) scheme relates to the delivery of significant infrastructure works in and around Chippenham. The budget for this scheme over this capital programme is £66.203m and is funded by external grants from Central Government following a successful application to Central Government's Housing Infrastructure Fund (HIF). This scheme will provide the infrastructure upfront to unlock housing supply to ensure people can live and work locally and play an active part in their community

Question 1 (22-041)

Could you please confirm that this grant is in place and approved for payment by HIF given that only a southern route scheme is now being proposed?

Response

The Council is working to the GDA entered into with Homes England and will continue to do so pending discussions on revising the GDA.

Question 2 (22-042)

Please confirm that this grant is dependent on Local Plan approval by the residents of Chippenham for development in the area being promoted?

34. The Council has a successful programme of asset disposal. Over the next three years the Council estimates that it may be able to offer to the market sites capable of residential development which subject to planning permission could deliver over 500 units of accommodation. The Council has established Stone Circle Development Company to enable the strategic housing needs across the County to be better met while increasing the potential return that could be generated from the developments.

Response

The Future Chippenham programme development proposals are subject to the outcome of the Local plan review plus any planning applications receiving planning permission following the statutory process.

Question 3 (22-043)

Please advise if any of these proposed sites include land around the Chippenham HIF bid area?

Response

The current asset disposal programme does not include sites which would fall within the Future Chippenham programme area.

Question 4 (22-044)

Please advise why letters, & emails correspondence are not replied to despite reminders?

Response

If we have not responded to emails and correspondence in a timely manner we apologise. The Council aims where possible to respond to enquiries within 10 working days. If that is not happening and a response is not provided please do not hesitate to escalate the request in the Council so that the relevant Directors can ensure a response is provided

Question 5 (22-045)

Why are Wiltshire Council ignoring the residents of Chippenhams overall rejection for an unnecessary road which will decimate biodiversity and destroy the landscape?

Response

Wiltshire Council is not ignoring the views of the residents of Chippenham. The concerns of residents to ensure that biodiversity is protected and landscape enhanced is clear. The Council believes the best way to achieve that is to masterplan development and ensure those issues are addressed. The Council doing nothing does not mean nothing will happen and development could still proceed without the proactive intervention of the Council.

Wiltshire Council

Cabinet

1 February 2022

Agenda Item 6 Wiltshire Council's Budget 2022/23 Medium Term Financial Strategy 2022/23 to 2025/26

Question from: Mr Colin Gale

To Councillor:

Richard Clewer, Leader of the Council and Cabinet Member for MCI, Economic Development, Heritage, Arts, Tourism and Health & Wellbeing/

Statement

I viewed the Wiltshire Council budget webinar on the 18th January and the Council Leader identified that the following increases/new charges would be included in the budget:

- New parking charge for disabled badge holders at all council car parks throughout the county.
- New charge for the disposal of some waste items at Council Household Recycle Centres.

The budget report states “Within this the report sets out the required increase in Council Tax for the year, the increase in fees and charges”. Then in the ‘Fees and Charges’ paragraph states “As part of budget setting, where the council has discretion on the setting of fees and charges and increases to these, it is recommended that the fees and charges to the public are increased by appropriate inflation rates to help support the delivery of a balanced budget. Other fees and charges will be based on statutory national levels (where set by statute) or individual agreements. Detail of the fees and charges where the council has discretion on the setting of the fees and charges and where they have been increased can be seen in appendix 1.”

I was unable to find any specifics within the report advising the new charges which I would have thought should be provided especially when they are new charges being

introduced. In Appendix 1, Annex 6 within the spreadsheet a one liner stating charges for Blue Badge Holders. It is acknowledged that some other counties have revised the concession to Blue Badge Holders but not removed the concession. There is a one line entry for charges at HRC's for non-household waste items but no specifics on costs.

At the Pewsey Community Area Partnership meeting held on 20th January 2022 our Wiltshire Councillor provided a round-up of the WC budget and identified that the Town/Parish Council election costs was going to be introduced as part of the budget. Again I cannot find any specific details or mention of the election costs within the budget report.

Please can you advise the following:

Question 1 (22-046)

Where in the budget report the specific details on the above new charges can be found and if the specific details are not in the report provide the information?

Response

The detail of Fees and Charges can be seen in appendix 1, annex 9 of the budget report.

Question 2 (22-047)

Where in the budget report the specific details on the Town/Parish Council election costs can be found and if not in the budget report provide the details?

Response

There is no reference in the Budget papers related to recovering the costs incurred by Wiltshire Council of administering parish elections from the City, town and parish councils.

The Cabinet does intend to consider a proposal to charge parishes for the cost to Wiltshire Council of managing such elections, when held at the same time as Wiltshire elections, currently scheduled for May 2025. The introduction of a new policy of that nature would include sufficient notice for the City, town and parish councils to make the necessary budgetary arrangements well in advance.

Wiltshire Council

Cabinet

1 February 2022

Agenda Item 13 – Climate Strategy and update on council's response to the climate emergency

Question from: James Gladding (Member of Sustainable Calne)

To Councillor:

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

Question 1 (22-048)

Does Wiltshire Council remain committed to seeking to build a carbon neutral (net zero) county by 2030 and how and when will you set meaningful targets and timescales for countywide (not council) carbon emission reductions? Wiltshire Council has made strong progress in its organisational carbon emissions (reducing by ~80% since 2014/15) however these only represents <1% of Wiltshire's total emissions. The county's carbon reduction plan, along with clear targets and timescales will therefore be critical to monitoring progress and identifying interventions.

Response

We remain committed to doing everything within our influence to bring down carbon emissions in Wiltshire as set out in our Climate Strategy, while being mindful that approximately two thirds of Wiltshire's emissions are outside the scope of local authority influence. We have commissioned independent research to set out a roadmap and interim targets and this will inform our Climate Strategy delivery plans.

Question 2 (22-049)

Noting the consultation feedback in section 3.1, p501 – “most responses in this category mentioned they would like to see targets, SMART objectives or clear timescales for action in the strategy”, **what initiatives will be implemented in 2022 and 2023 and what reductions in countywide (not council) carbon emissions will be achieved through these, that will accelerate progress and keep the county on track towards its 2030 commitment?**

Response

Our progress report (Agenda item 13, main report) sets out a wide range of initiatives that are already in train to reduce countywide emissions and many of them will continue to be implemented during 2022 and 2023. The research referred to above will identify further projects and quantify emissions reductions from those projects.

Wiltshire Council

Cabinet

1 February 2022

Agenda Item 13 – Climate Strategy and update on council's response to the climate emergency

Question from: Bill Jarvis

To Councillor:

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

Statement

In February 2019 this Council acknowledged that there is a climate emergency and committed to seek to make Wiltshire carbon neutral by 2030.

In July 2019, as a part of your overall commitment, you also pledged to make Wiltshire Council carbon neutral by 2030.

The Council's Climate Team have now delivered a comprehensive high level strategy, in the process making significant effort to consult with the public, which demonstrated very high levels of support in all areas.

In addition, the Climate Task Group presented, in early 2021, some actions to address the challenges now set out in that strategy.

The conclusion in this report to Cabinet on the Strategy are clear, action across the Council is needed, and now.

The strategy identifies the work needed for a positive outcome on delivering the Council commitments made in 2019.

It is now in your hands, as the Cabinet, to take the necessary actions to make it happen.

Question 1 (22-050)

Will you confirm your full support and commitment to taking the steps necessary to ensure that the Strategy goals, and the proposals to achieve those goals made by the Climate Task Group, are fully and timely implemented?

Response

By approving the Climate Strategy, Cabinet will be confirming its full support and commitment to the strategy's goals.

Statement

The Council's six spheres of influence to achieve the goals in the Climate Strategy are clearly set out in the report and, in the detailed background, there is evidence of welcome progress in Council emissions reductions and plans for further work.

The first sphere of influence deals with the Council's own direct emissions, something clearly underway.

The second deals with the provision of all Council procured services and the third is defined as regulatory.

These spheres of influence, and the actions taken, will have significant impact on the county as a whole. They will demonstrate the ability to tackle the problems and deliver tools that others in the county can use to reduce their emissions

The remainder require the Council to lead by example and to coordinate action across the county. This reflects the 6th element of the motion passed in 2019 to "*Continue to work with partners in the private sector and civil society across the County and region to deliver this new goal **through all relevant strategies and plans***"

The examples of direct action you are taking at the first level are welcome, but by far the widest impact you can make is through climate aligned policies for procurement of all services and through licensing and regulation. These policies not only directly affect council business, but all the suppliers and contractors employed by the council, and the users of council services.

This needs policy change throughout, and it is in your gift to make these changes.

Some policies are in conflict with the Strategy goals and will need replacing, some reinforcing, and some new ones introduced.

All will need the full support of this cabinet to deliver.

Question 2 (22-051)

Some extant policies are in direct conflict with the ambitions of the Climate strategy. Please advise when these will be withdrawn and replaced with new climate aligned policies?

Response

Assuming that the Climate Strategy is approved at the Cabinet meeting on 1 February and then adopted at Full Council on 15 February, paragraph 100 of Agenda item 13 explains that it will form part of the Budget and Policy framework as

set out in Part 3 section B of the Council's constitution. All decisions made by Cabinet, Committees and Officers have to be made in accordance with the Budget and Policy framework including this policy. Where conflicts are identified with existing policies, these will need to be resolved on a case by case basis

Question 3 (22-052)

Please advise what policies and regulations have been climate aligned and adopted since 2019 and provide a schedule and planned timescales of climate alignment and adoption of the remaining policies.

Response

Our new business plan (Agenda item 10) includes the Climate Strategy's objectives as do the council's new service plans, so council activity going forward should be climate aligned within the budgetary and legislative constraints the council has to operate under.

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

The answers to questions 22-029 and 22-031 above explain how the Local Plan Review process and new Local Transport Plan will be incorporating climate considerations.