

AGENDA SUPPLEMENT (1)

Meeting: Council

Place: Council Chamber - County Hall, Bythesea Road, Trowbridge, BA14 8JN

Date: Tuesday 11 March 2025

Time: 10.30 am

The Agenda for the above meeting was published on 3 March 2025. Additional documents are now available and are attached to this Agenda Supplement.

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This Agenda and all the documents referred to within it are available on the Council's website at www.wiltshire.gov.uk

5 **Local Transport Plan (LTP4) (Pages 3 - 14)**

Public questions and responses

DATE OF PUBLICATION: 10 March 2025

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Wiltshire Council

Full Council

11 March 2025

Item 5 – Local Transport Plan (LTP4)

From Catherine Read

To Cllr Tamara Reay, Cabinet Member for Transport and Assets

Preamble

If you ask people why they don't cycle in Devizes, the answer is 'I don't feel safe'. Why don't they feel safe? Because of the traffic. It goes too fast and there's too much traffic for people to feel confident about cycling on the roads around and between towns.

The LTP4 was an ideal opportunity to address these concerns that residents have. Indeed there is mention of school streets and vision zero which, if implemented and delivered could make a difference. Measure S1.5 Place. Additionally, the council recognises the importance of reducing speeds in improving road safety and minimising injury and death. Measure S1.6 Place.

Question (P25-14)

Why does the council support keeping all 30mphs knowing that this increases crashes with resultant higher injuries and death when compared to 20mph which is proven to reduce harm by 28% less people hurt? Communities could be given an opportunity to ask for a speed limit to raise to 30mph if they justify why higher speed limit is required when it poses a greater risk to vulnerable road users.

Response

The Council is supportive of 20mph speed limits and has a policy on their use.

Changes to National guidance relating to 20mph were published in March 2024, following the former Governments 'Plan for Drivers'. Whilst the fundamental criteria relating to 20mph restrictions were unchanged, there was an alteration in the assessment process, whereby authorities are requested to assess roads on a 'Road by Road' basis, rather than the previous approach whereby a collection of roads could be considered in the round. This guidance remains unchanged by the new Government.

Requests for a speed limit assessment to be undertaken can be made through the Council's Local Highway and Footway Improvement Group (LHFIG) process. The introduction of a 20mph speed restriction would only be considered in line with the Council's approved 20mph Speed Restriction policy.

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Item 5 – Local Transport Plan (LTP4)

From Catherine Read

To Cllr Tamara Reay, Cabinet Member for Transport and Assets

Preamble

The measures in LTP4 plan only reduces Wiltshire carbon emission by 5%-10% 2030 and will not close the emissions gap to reach the decarbonisation pathway which has been identified to meet national carbon budgets and commitments.

However, simply by reducing car mile journeys by 1% through mode shift, ie catching a bus, train, walking or cycling, would increase bus journeys by 50% and cycling by 70%. To further reduce emissions by 10-15%, a reduction in vehicle miles and substantial mode shift would be needed. a3.6 Closing the emissions gap.

Most of the proposed LTP4 mode shift measures focus on providing Capability (e.g., improved travel information and accessibility of services) and Opportunity (e.g., improved services serving more routes) by providing attractive alternatives to car use. It is acknowledged that without elements to provide the Motivation to change, the measures are not likely to achieve significant mode shift from car drivers and therefore emissions reductions from reduced car use.

Question (P25-15)

Will Wiltshire Council be bringing in elements within their remit, (eg. close streets directly outside of schools to all traffic, stop more polluting vehicles entering areas with high levels of air pollution) to encourage 'motivational shift' to discourage residents from driving (and use low carbon/zero carbon options instead) to bring emissions down further as identified by the LTP4?

Response

We already have a 'Taking Action on School Journeys' programme which has delivered active travel benefits to schools across Wiltshire, and contributes to reducing carbon emissions. We are also working with schools to review School Travel Plans (STP) and those that already have an up to date STP will have the opportunity to work with specialist consultants over the forthcoming months with a view to delivering interventions at schools who are willing to engage for the start of the next academic year. It is too early to say which interventions will be implemented as all schools participating will be considered on an individual basis and in the local context.

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Item 5 – Local Transport Plan (LTP4)

From Margaret Willmot

To Cllr Tamara Reay, Cabinet Member for Transport and Assets

Preamble

Wiltshire Council's Statement of Community Involvement (July 2020) states that all comments received will be visible once they have been processed and after personal information has been removed (SCI paras 9.1 and 9.9).

Question (P25-16)

When will all comments on LTP4 be made available to the public?

Response

Appendix D of the reports pack provides a comprehensive Consultation report of feedback received. Whilst the Statement of Community Involvement provides a steer for LTP consultation, it includes requirements for planning decisions and local plan making, as required by Planning legislation. As LTPs are produced under Highways legislation, the requirements for consultation are not directly comparable.

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From Margaret Willmot

To Cllr Tamara Reay, Cabinet Member for Transport and Assets

Preamble

The inquiry into the currently adopted Core Strategy recommended that references to a Westbury Bypass be deleted (see Inspector's report (Dec 2014) and Main Modification 72). Consideration of the future role of the A350 has subsequently been referred to National Highways 'M4 to South Coast' strategic study which formed part of RIS2. It appears this study has not yet reported its findings and so the inclusion of references to specific schemes such as the Westbury Bypass as a result of the recent consultation seems premature, particularly in the light of the imperative to encourage modal shift and reduce the need to travel.

Question (P25-17)

Please could the 'further information provided' which forms the basis of the change to include specific schemes on p.40 of the Strategic Transport sub-strategy be made available to the public: does this include the results of National Highways 'M4 to South Coast' study?

Response

The inclusion of specific schemes is not intended to pre-judge any strategic studies currently in progress. LTP4 identifies potential schemes that could help to support the measure outcomes. Delivery of any schemes will be subject to a full business case.

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Item 5 – Local Transport Plan (LTP4)

From Gill Anlezark

To Cllr Tamara Reay, Cabinet Member for Transport and Assets

Preamble

Thank you for providing the officer's report on the LTP4 consultation. Since we have not yet been able to read the comments provided by the 383 respondents, we accept this as a fair representation of the responses received.

Question (P25-18)

How many of the respondents commented that “upgrades to the A 350 corridor, such as Westbury Bypass, Salisbury junctions and the A303” should be included in the Table of Proposed Changes (Appendix E)?

Response

A summary of the key themes from the consultation can be found in Appendix D. As a general point, the changes were considered as part of a wider review of comments received highlighting the importance of the Strategic Road Network.

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Item 5 – Local Transport Plan (LTP4)

From Gill Anlezark

To Cllr Tamara Reay, Cabinet Member for Transport and Assets

Preamble

The officer's report (section 18) suggests that respondents were keen to see a dedicated Active Travel Strategy and progress on the production of LCWIPs, as well as commenting that the delivery of infrastructure to improve connections and safety for walkers and cyclists is both urgent and crucial. Therefore, it is pleasing to see that the Appendix C Draft Delivery Plan sees the former documents as being delivered in the short term (1-3 years). However, in Table 5-1 of LTP4 Final, a number of schemes are scheduled to be delivered by the Council in the short term (S1.2-1.6), and infrastructure improvements in the LCWIPs are to be delivered in the medium term (S1.1)(3-5 years)

Question (P25-19)

Since the LCWIPs for the principal settlements and some market towns have already been issued, do you agree that an immediate start on LCWIP infrastructure improvements in the short term would convey the sense of urgency on emissions from the Council that other respondents to the consultation have found sadly lacking and help to dispel the feeling that the Council lacks commitment to sustainable travel modes and zero carbon?

Response

The production of all LCWIPs within the short-term, as proposed in the draft LTP4 Delivery Plan, will play an important role in realising the vision and priorities for improving walking and cycling infrastructure in Wiltshire.

The delivery of the schemes identified with the LCWIPs is dependent on a number of factors, including funding. The council will continue to seek funding opportunities for schemes identified.

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Item 5 – Local Transport Plan (LTP4)

From Jeremy Wire

To Cllr Tamara Reay, Cabinet Member for Transport and Assets

Question (P25-20)

You say that there have been 'a total of 383 responses' and a further '1077 individual contributions' through the consultation portal - out of a population of around 520000. We had more responses to a traffic consultation in Bradford on Avon (pop 10000) than that. I would hope that you are unsettled by the lack of legitimacy in this once in a decade consultation. Will you be evaluating the consultation process to discover how you could have got more engagement from your electorate?

Response

The consultation has been widely promoted through the council's communications channels, including in members newsletters, the residents' newsletter (27,000 recipients), the town and parish newsletter, and the business newsletter (8,100 recipients). It also featured in the local media through the council's press release and was widely publicised on the council's social media channels.

The social media campaign, across Facebook and X (Twitter) received a reach (the total number of unique users who saw the posts) of 45,200 and 57,800 impressions (the total number of times the posts were displayed to users). There were 440 clicks on the call to action link.

We hosted two online engagement events during the consultation, one on Tuesday 3 December 2024 and one on Monday 13 January 2025. The response rate is broadly in line with similar LTP consultations for other local authorities around the country as a proportion of population such as Warwickshire and Worcestershire.

Item 5 – Local Transport Plan (LTP4)

From Andrew Nicolson

To Cllr Tamara Reay, Cabinet Member for Transport and Assets

Question (P25-21)

- i. The Cabinet Report states at paragraph 39: "LTP4 identifies that in order to close the emissions gap of the DfT transport decarbonisation pathway (to 2050) an approximate 35% reduction from current emissions levels would be required. In 2035 this would equate to a 70% reduction from the current (2023) levels." Which of these does DfT aim for by 2035 - a 35% reduction or a 70% reduction from current emissions levels - and what reduction by or closer to 2050 is required, to line up with the DfT pathway?
- ii. Cabinet Report paragraph 39 goes on to state, "... the LTP4 includes measures [...] assessed to achieve approximately one third of the carbon reduction needed. This aligns with the notion that local authorities are thought to be able to influence approximately one third of area-wide emissions." What is the source of this figure of one-third, does the source refer it to transport emissions (not all emissions), and if not, what is the source's figure for transport emissions?

Response

- i. The full explanation provided in the LTP4 Carbon Paper (page 811 of the LTP4 cabinet paper) explains more fully with reference to a graph, that 35% decrease from current emissions would be needed to close the emissions gap in 2030 and a total of 70% decrease from current emissions would be needed to close the emissions gap in 2035.

The 'emissions gap' refers to the gap between projected emissions and the emissions pathway modelled on the DfT Transport Decarbonisation plan. Please see section 2.2.4 and B.6 of the LTP4 Carbon Paper for a full explanation, which explains the different pathways to net zero, and the different projected emissions based on different policy scenarios.

- ii. The source of information that local authorities are thought to be able to influence one third of emissions is the Climate Change Committee's report 'Local Authorities and the Sixth Carbon Budget' (2020) <https://www.theccc.org.uk/publication/local-authorities-and-the-sixth-carbon-budget/> Page 16.

The report does not break down the figures for transport, however it does state (also on page 16) that "Actions taken now, locally, will grow the pipeline of projects, jobs and skills to scale up delivery of zero carbon buildings and transport, waste reduction and low carbon land use. For local authorities, this does not entail focused emissions cuts in separate sectors, but means transforming whole places towards Net Zero, working with residents, communities and businesses to deliver the right changes and investments for the area. This needs a bold yet adaptable approach, and it needs proper funding and powers in the right places." – noting that this is an independent report to national government, and the necessary funding and powers are not yet in place to deliver. Rather than including statistics on emissions that local authorities can influence per sector, the report does provide comprehensive recommendations on the role of local authorities (and other actors) as well as specific actions structured by sector.

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Item 5 – Local Transport Plan (LTP4)

From Andrew Nicolson

To Cllr Tamara Reay, Cabinet Member for Transport and Assets

Question (P25-22)

- i. This question is about where you are choosing to exercise influence and where you are not. The Cabinet Report states, "LTP4 measures will require support of residents, businesses and local organisations to ensure success." and the Carbon Paper at 3.4.1, on "car trips made through the county [boundary]", says "the main opportunity for influence on these trips is therefore by collaborating with neighbouring authorities, transport operators and other bodies on cross boundary measures". So the Plan does include influencing and collaborating with stakeholders both within and beyond the county.

Yet, the Carbon Paper at 3.6 states that action on freight trips would involve influencing decisions "largely driven by commercial and national Government influences", and action on private car travel is "likely to be most effective if introduced at the regional or national level". The Plan does not include influencing those decisions, which would have a large impact on emissions.

So, what is the rationale behind committing to influence internal Wiltshire stakeholders and some cross-boundary stakeholders, but NOT committing to influence regional and national stakeholders?

- ii. Can you list the main levers / schemes included in Scenario 4 Do Maximum, of the May 2023 Local Plan Review Transport Evidence Base, that you have NOT included in the LTP4 Plan, and the highways schemes (by and large not mentioned in the Draft LTP4) that you ARE including in your proposed delivery plans?

Response

- i. We are collaborating as part of the Western Gateway Sub National Transport Body to develop a regional Freight Strategy, which will have greater influence on wider regional stakeholders and operators and provide a direct linkage with national policy direction. Countywide freight strategies and policies will

provide a golden thread at a local level, linking through the regional Freight Strategy to National Policy.

- ii. Scenario 4 of the Local Plan evidence base presents a menu of possible options of intervention. Each option may be implemented with a lesser or greater intensity than proposed in scenario 4, in order to offset measures that may be difficult to apply locally, e.g. connected active travel infrastructure across hilly and wide open rural landscapes. Both the LTP and Local Plan commit to transport strategies for Wiltshire's Market Towns and these strategies will seek to determine what elements of Scenario 4 can be implemented locally and to what intensity.

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