

## CABINET


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MINUTES of a MEETING held in ALAMEIN SUITE - CITY HALL, MALTHOUSE LANE, SALISBURY, SP2 7TU on Tuesday, 22 October 2013.

Cllr Keith Humphries	Cabinet Member for Public Health, Protection Services, Adult Care and Housing (exc strategic housing)
Cllr Laura Mayes	Cabinet Member for Children's Services
Cllr Fleur de Rhé-Philippe	Cabinet Member for Economy, Skills and Transport
Cllr Jane Scott OBE	Leader of the Council
Cllr Jonathon Seed	Cabinet Member for Communities, Campuses, Area Boards, Leisure, Libraries and Flooding
Cllr Toby Sturgis	Cabinet Member for Strategic Planning, Development Management, Strategic Housing, Property, Waste
Cllr John Thomson	Deputy Leader and Cabinet Member for Highways and Streetscene and Broadband
Cllr Dick Tonge	Cabinet Member for Finance, Performance, Risk, Procurement and Welfare Reform
Cllr Stuart Wheeler	Cabinet Member for Hubs, Heritage & Arts, Governance (including information management), Support Services (HR, Legal, ICT, Business Services, Democratic Services)

Also in Attendance: Cllr Richard Britton, Cllr Richard Clewer, Cllr Tony Deane  
Cllr Richard Gamble, Cllr Jon Hubbard, Cllr David Jenkins  
Cllr Julian Johnson, Cllr Simon Killane, Cllr Jerry Kunkler  
Cllr Magnus Macdonald, Cllr Alan MacRae, Cllr Dr Helena McKeown, Cllr Bill Moss, Cllr Horace Prickett, Cllr John Walsh  
Cllr Bridget Wayman, Cllr Fred Westmoreland, Cllr Roy While and Cllr Philip Whitehead

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Key Decisions Matters defined as 'Key' Decisions and included in the Council's Forward Work Plan are shown as 

### 87 Apologies

All Cabinet members present.

### 88 Minutes of the Previous Meeting

The minutes of the last meeting held on 24 September 2013 were presented.

**Resolved:**

**That the minutes of the meeting held on 24 September 2013 be approved as a correct record and signed by the Leader.**

89 **Leader's announcements**

The Leader made the following announcements:

**Withdrawal of agenda Item**

The Leader explained that item 12 on the agenda – 'Local Government Association Adult Social Care Peer Challenge' was withdrawn from the agenda. This was due to notification from the Local Government Association that it would not be able to provide a review team to carry out the Peer Review. This was now expected to be considered in the Spring of 2014 when the matter would be brought back to Cabinet.

**Officers leaving due to Voluntary Redundancy**

The Leader acknowledged that several officers had either recently left or would be leaving the Council's employ shortly following their successful applications for voluntary redundancy. The Leader wished to place on record her thanks for their hard work and contribution to the services they helped provide to the people of Wiltshire.

In particular, the Leader thanked 3 officers who had provided direct support to the Cabinet and members, namely John Quinton – Head of Democratic Services, Marie Todd – Area Board and Member Support Manager and Wendy Packer – Senior Member Support Officer. She referred to the excellent work carried out by these officers.

John Quinton had been heavily involved in the transition to unitary status in 2009, successfully led the boundary review project and instrumental in establishing the Police and Crime Panel and the Health and Wellbeing Board. Marie had successfully led and developed the democratic support function to the Council's Area Boards and been a key player in the Council's induction programmes and member development and enabled the Council to secure Charter status for member development. Wendy had consistently provided friendly and efficient support to elected members and the democratic process.

**Framed Picture from Leer, Germany**

Cllr Horace Prickett explained that he had recently attended a twinning conference in Leer, Germany which was twinned with Trowbridge. Cllr Prickett gave a brief presentation on the work of Wiltshire Council and as a friendly gesture between the two authorities presented them with a Wiltshire Flag and explained its origins.

The Burgomeister of Leer Council presented Cllr Prickett with a framed picture of the Leer Council house, their administrative building and the harbour side in Leer. Cllr Prickett in turn presented the picture to the Leader to receive on behalf of the Council. The Leader thanked the people of Leer for their generosity, commenting that it was a beautiful picture and thanked Cllr Prickett for bringing it to the Council. She explained that she would arrange for the picture to be displayed in a suitable location at County Hall.

**90 Declarations of interest**

No declarations of interest were made.

**91 Public participation**

The Leader explained that as usual at meetings of Cabinet she would be more than happy to hear from any members of the public present on any of the items on this agenda. She acknowledged receipt of statements and questions received as circulated at the meeting.

Cllr Margaret Willmot, Salisbury City Councillor – Transport Planning in Salisbury

Cllr Willmot addressed Cabinet on this issue to which Cllr John Thomson responded. A copy of the statement and questions submitted and response from Cllr Thomson are included with the online agenda for this meeting.

Mr Kenneth Spencer, Atworth Traffic Action Group – Traffic and Road Safety

Mr Spencer addressed Cabinet on this issue to which Cllr John Thomson responded. Cllr Thomson added that he would be happy to bring the issues raised by Mr Spencer to the Road Safety Partnership and that the Area Board could take up the matter through the Community Area Transport Group. A copy of the correspondence from Mr Spencer and response from Cllr Thomson are included with the online agenda for this meeting.

**92 Minutes - Cabinet Capital Assets Committee**

The minutes of the Cabinet Capital Assets Committee dated 24 September 2013 were presented.

**Resolved:**

**That the minutes of the Cabinet Capital Assets Committee dated 24 September 2013 be received and noted.**

## 93 Local Sustainable Transport Fund - Trans Wilts Rail Service

🔑 Cllr John Thomson reminded Cabinet that the Council had submitted a bid to the Department for Transport's (DfT) Local Sustainable Transport Fund (LSTF) in February 2012. The bid project had three main elements:

- Support for improved rail services on the Westbury to Swindon line (the Trans Wilts service)
- Interchange improvements at Wiltshire's railway stations
- Supporting smarter choices measures.

The Council was awarded a £4.25 million grant by the DfT on 27 June 2012. At its meeting on 10 September 2012, Cabinet approved the commencement and delivery of the package of complementary sustainable transport measures but given the uncertainties and risks associated with the implementation of the train service at the time, requested that officers liaise with the DfT, the Great Western franchise bidders and other relevant parties regarding the improved Westbury to Swindon train service, and submit a further report to a future Cabinet meeting.

Accordingly, Cllr Thomson presented a report which updated Cabinet on the latest developments and included proposals to approve the procurement of the improved Trans Wilts rail service from First Great Western Limited. The various options open to the Council and the risks involved were detailed in the report. Cllr Thomson read out a statement in support of the proposals from Mrs Jenny Ragget, Director of Travelwatch, South West. She congratulated the Council on its efforts to achieve a vastly improved Trans Wilts rail service.

Cabinet noted that procurement of an improved Trans Wilts rail service would provide local areas with a number of economic, community and environmental benefits. It would also offer the opportunity of the service being considered by the DfT for full inclusion in the franchise after three years of successful operation. The Leader and Cllr Thomson added that the future viability of the service would be largely dependent on how well it was used and should therefore be encouraged by local members.

In the debate which ensued, a number of members welcomed the proposals. Some members hoped that the Council would be able in due course to look to support services and the reopening of stations in their divisional areas. Cllr Jon Hubbard highlighted that the service would open up Melksham railway station to other rail networks and as such, he hoped that a ticket machine in particular would be provided to enable the purchase of tickets in advance. He also requested that officers explore opportunities for funding capacity improvements to the Melksham single track line through the Swindon and Wiltshire Local Enterprise Partnership Strategic Economic Plan.

**Resolved:**

**That Cabinet:**

- a) **approves the procurement of the improved Trans Wilts rail service from First Great Western Limited and delegates the finalisation and signing of the contract agreement to the Service Director for Highways and Transport in consultation with the Deputy Leader and Cabinet Member for Highways and Streetscene and Broadband and**
- b) **delegates detailed operational matters relating to the improved Trans Wilts rail service to the Associate Director for Highways and Transport in consultation with the Deputy Leader and Cabinet Member for Highways and Streetscene and Broadband.**

Reason for decisions

To enable the improved Trans Wilts service to commence and be locally supported for the Department for Transport's minimum three year period prior to being considered for inclusion in the franchise.

**94 Investing in Highways**

Cllr John Thomson presented a report which sought Cabinet approval of a programme of road maintenance to improve the condition of the highway network in Wiltshire. This was very much in keeping with one of the twelve actions in the Council's Business Plan to 'invest additional money between 2014-17 to reduce historic backlog in highways and maintenance.'

Expenditure on highways maintenance had varied enormously over the years. During the 1990s funding for road maintenance reduced nationally, and consequently a backlog of maintenance developed on the nation's highway network. Investment since 2000/01 had improved overall road conditions, but this had still not been sufficient to keep all of the roads and footways in good condition.

The Council acknowledged that the County's roads was important to the public as demonstrated by the results of the Council's People's Voice and the National Highways and Transportation (NHT) surveys.

Cllr Thomson guided members through the report, a comparison of the various options which ranged from maintaining existing conditions and increasing investment to £17 million and £21 million for six years and the financial implications of each option.

The recommended option to increase investment to £21 million for six years would provide a significant improvement to the condition of the network, including improving the condition of the unclassified roads. It would also

improve safety on the classified roads by improving 664 kilometres of road. There would be the opportunity to involve the Area Boards to help identify local priorities for treatment.

**Resolved:**

**That Cabinet approve the following:**

- a) **To achieve the objective set out in the Council's Business Plan a project for improving Wiltshire's roads should be undertaken by increasing annual expenditure on road maintenance to £21.000 million for six years from 2014/15.**
- b) **The level of future funding from the Local Transport Plan Maintenance Block Capital Grant is a major risk in the proposed highways road maintenance investment. Not until future year allocations are published will the true financial implications of investments be known. It would be prudent to reassess the financial implications once these are known and during the annual budget setting process.**
- c) **The Area Boards should be involved in helping to set local priorities for roads to be treated, with the details of the process to be agreed by the appropriate Associate Director in consultation with Cllr Thomson, the Cabinet Member for Highways and Streetscene and Broadband.**

Reason for decisions

The county's roads are important to the public, as demonstrated by the results of the Council's People's Voice and the National Highways and Transportation (NHT) surveys, which indicate low levels of public satisfaction with road conditions. In the Council's consultations on budget setting, expenditure on road maintenance is a service where the public consistently wish to see more spent.

The experience of other Authorities who have made substantial investments in highways maintenance recently is that improvements in the condition of the network are apparent, and public satisfaction is increased.

The proposed additional investment in the county's roads would improve those roads in worst condition, especially the minor roads, and would improve road safety.

The project would provide the opportunity for the involvement of the Area Boards in identifying local priorities, which has not been possible previously because of the need to focus expenditure to treat identified safety issues.

A programme of publicity and branding of the project would make it clear to the travelling public, businesses and residents that Wiltshire is improving the condition of its roads.

## 95 **School Funding Reform: Arrangements for 2014/15**

Cllr Laura Mayes presented a report which updated Cabinet on the outcome of consultation with Wiltshire Schools on proposed changes to the Wiltshire local funding formula for schools and to agree the changes to the formula as recommended by Schools Forum.

The report also outlined why proposals from the Department for Education (DfE) to allow the inclusion of formula factors for mobility and sparsity are not recommended for inclusion in the Wiltshire formula.

As a result, the main elements of the funding formula are left unchanged however there are 3 changes that local authorities could now incorporate within their local funding formula for 2014-15. These were:

1. **Lump sum** – it was now possible to set differential lump sums for primary and secondary schools, with a maximum allowable lump sum of £175,000
2. **Pupil mobility** – a threshold had now been introduced to enable funding to be more targeted
3. **Sparsity** – a new factor could now be used to target funding at necessary small rural schools

The new proposals from DfE for 2014-15 were aimed at supporting schools in rural authorities. Wiltshire Schools Forum had considered the implications of the new proposals to establish whether they should be incorporated in to the Wiltshire local funding formula. Following consideration of the potential financial impact of the proposals the recommendation from Schools Forum was that differential lump sums should be implemented for primary and secondary schools but that the formula should not be amended to include Mobility or Sparsity factors. Schools were consulted on the proposed changes to the lump sum during September and the outcomes of that consultation were considered by Schools Forum on 3 October 2013.

The current Wiltshire funding formula is compliant with DfE requirements however the proposed changes would enable the formula to better reflect the differing requirements of primary and secondary schools.

### **Resolved:**

**That Cabinet approve the recommendations of the Schools Forum from its meeting on 3 October 2013 as follows:**

- 1. That the lump sum for Primary schools be set at £85,000**
- 2. That the lump sum for Secondary schools be set at £175,000**

Having consulted Maintained schools on the delegation or de-delegation of budgets for central services,

**That budgets for central services continue be held centrally with the exception of the elements of the budgets for the Ethnic Minority Achievement Service and the Traveller Education Service which have been delegated to secondary schools in 2013-14.**

#### Reason for decisions

The changes to the lump sum element of the schools funding formula introduced by DfE in 2013-14 had the single biggest impact on school budgets in Wiltshire. The ability to set differential lump sums and therefore recognise the different fixed costs in primary and secondary school will mean that the funding formula can more appropriately reflect the costs of running schools.

The reasons why Schools Forum has not proposed the implementation of a mobility factor or a sparsity factor are detailed within the report.

## 96 **Business Improvement Districts**

Cllr Fleur de Rhé-Philippe presented a report which invited Cabinet to consider the development of Business Improvement Districts (BIDs) in Wiltshire.

The report also informed Cabinet on the development of BIDs in Wiltshire, and updated Cabinet on the development of the Salisbury BID as the postal ballot was now in progress and the ballot count due to be held on 13 November 2013. The Salisbury BID Business Plan was presented for Cabinet's information.

A BID was a clearly defined commercial area within which extra improvement and management is funded by contributions made by the businesses and public bodies operating within it.

A BID is proposed in consultation with stakeholders within the district, and ultimately voted for by businesses within the defined area for a specific term, which was usually five years. At the end of the term, the BID may either disband, or propose a ballot for a new, subsequent BID. Nationally, the majority of BIDs that have reached re-ballot have continued to a further term.

The BID mechanism provided a way for both public bodies and the business community to invest together in their town centres following an agreed business plan. BIDs can deliver a better environment for Wiltshire's town centres and can boost their economies by supporting and providing additional services to their business communities.



**Resolved:**

**That Cabinet:**


- a) **notes and approves Wiltshire Council's participation in the establishment of BIDs in Wiltshire;**
- b) **delegates authority to the Service Director for Finance, in consultation with the Cabinet Member for Economy, Skills and Transport, to cast any votes to which Wiltshire Council is entitled in the event of a BID ballot and**
- c) **that the cost to the Council be capped at £80,000 per annum as gap funding.**

Reason for decisions

BIDs provide a recognised mechanism via which both public sector bodies and the business community can invest in their town centres following agreement of a business plan which must be approved by postal ballot of all eligible businesses and public sector bodies operating within the proposed district boundary. If the ballot results in a 'yes' vote then these organisations must pay a small additional levy on their business rates. The funding that is raised is then ring fenced and used to deliver additional projects and services to those currently provided by Wiltshire Council and other public bodies, directly benefiting the business community within the BID area and boosting the economy of the town centre.

It is now timely to inform Cabinet about BIDs in view of the development and forthcoming ballot of a BID in Salisbury. The Salisbury BID has been in development and its postal ballot commenced on 13 October and the count is scheduled to take place on 13 November 2013.

**97 Enabling the South Wiltshire University Technical College**

 Cllr Toby Sturgis presented a report which sought Cabinet's commitment to enabling the delivery of a University Technical College (UTC) based within Salisbury.

Cabinet was therefore asked to specifically consider the proposed Memorandum of Understanding between this Council, Wiltshire Police, the Wiltshire and Swindon Police and Crime Commissioner (PCC) and the UTC, details of which were presented. This outlined the framework that the aforementioned parties would work within to enable the UTC to be developed on part of the existing Wilton Road Police Station site.

Cabinet was asked to confirm that, in order to enable the delivery of the UTC on this site (and thus drawing down a £7.5million investment by the Education Funding Agency), it wishes officers of Wiltshire Council to undertake all required

work to develop the most cost effective financial package to enable the purchase of the required element of the Wilton Road Police Station site by Wiltshire Council. An independent valuation of this element of the site, jointly commissioned by Wiltshire Council and the PCC, confirmed a suitable purchase price would be in the region of £2 million.

Cabinet was also asked to note that Wiltshire Council officers were working with officers of both the PCC and Wiltshire Police to identify, secure and provide a modern and sustainable Custody Suite to serve Salisbury and the south of the County. Officers would also support Wiltshire Police in the development and delivery of a long term estate plan for the County.

Members were very positive about proposals to provide such a facility in the County.

Cllr John Walsh, local member expressed his delight at the project although did have some concerns on which he needed clarification. The Leader undertook to request the PCC to consider and reflect the views of local members and provide opportunities for local involvement throughout the project to allay any concerns.

**Resolved:**

**That Cabinet:**

- a) **approve the proposed Memorandum of Understanding between Wiltshire Council, Wiltshire Police, the Police and Crime Commissioner and the South Wiltshire University Technical College Limited;**
- b) **request officers to develop the most cost effective funding package to enable the delivery of the University Technical College on the Wilton Road Police Station site, delegating this to Corporate Dr Carlton Brand, in consultation with the Solicitor to the Council, the Section 151 Officer and the Cabinet member for Strategic Planning, Development Management, Strategic Housing, Property, Waste and the Cabinet member for Finance, Performance, Risk, Procurement and Welfare Reform and**
- c) **note and support the work being undertaken by officers to support the development and delivery of the Police and Crime Commissioner's and Wiltshire Police's long term estates strategy.**

Reason for decisions

To approve the proposed MoU, confirm the council's position in relation to the proposed purchase of an element of the Wilton Road Police Station site and note the work regarding the police estate that is being undertaken by Wiltshire Council officers. This work and proposal will enable the delivery of the UTC in Salisbury with new educational places for 600 young people, working with the

Army and local business, securing a September 2015 opening and secure an investment of the £7.5million by the Education Funding Agency to deliver this.

**98 Local Government Association Adult Social Care Peer Challenge**

As explained at the start of the meeting under Leader's announcements (minute no. 89 refers), this item was withdrawn.

**99 Urgent Items**

There was no urgent business.

**Appendix to online minutes**

Statement and questions from Cllr Margaret Willmot, Salisbury City Council and response from Cllr Thomson, Cabinet member for Highways and Transport

Correspondence from Mr Kenneth Spencer, Atworth Traffic Action Group and response from Cllr Thomson

(Duration of meeting: 10.30 am - 12.45 pm)

These decisions were published on the 25 October 2013 and will come into force on 4 November 2013.
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The Officer who has produced these minutes is Yamina Rhouati, of Democratic Services, direct line 01225 718024 or e-mail [yamina.rhouati@wiltshire.gov.uk](mailto:yamina.rhouati@wiltshire.gov.uk)  
Press enquiries to Communications, direct line (01225) 713114/713115

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## Public Participation

### Statement/Questions from Mrs Margaret Willmot, Salisbury City Councillor, (Fisherton & Bemerton Village Ward)

#### Transport Planning in Salisbury

Salisbury has more sustainable transport patterns than the Wiltshire average, with lower levels of car ownership and higher levels of walking, cycling and public transport usage. As the city centre is an Air Quality Management Area it is particularly important that these sustainable transport modes are supported and encouraged as Salisbury expands. It is very disappointing that there seems to have been a failure of transport planning in Salisbury to work towards this goal. To mention a few specifics:

- The Salisbury Vision has designated both Salisbury bus station and the Millstream Coach Park for redevelopment, so these are now proposed development sites in the adopted South Wiltshire Core Strategy. We were told by the Salisbury Vision over 4 years ago that 'A Transport and Movement strategy will be delivered as a priority' and that the Vision would 'work with bus and rail companies to develop a transport strategy that makes public transport in Salisbury the preferred form of transport'. But as yet there is no Transport & Movement Strategy and Salisbury's bus station is now scheduled to close on 4<sup>th</sup> January 2014, with extra bus stops being added to some of Salisbury's already congested pavements. No-one in Salisbury believes this to be an acceptable solution, and the City Council have applied to have the bus station registered as an asset of community value. **While the sale of the bus station was a decision by the Go-Ahead group, Wiltshire Council have let us down by failing to consider the requirement for a bus station in Salisbury and considering alternatives before designating the site for redevelopment in the Core Strategy.**
- With Salisbury Cathedral being a prime tourist attraction, and with the proximity to Stonehenge, the Millstream Coach Park may well contain up to 30 coaches at any one time in the peak season and the city currently has Coach Friendly status which encourages coach operators to visit. **There is no mention of coaches in the summary Salisbury Transport Strategy and significant investment will be required if Salisbury is to retain Coach Friendly status when the current coach park facilities are removed as part of the Maltings redevelopment.**
- It is understood that half a million pounds from the Local Sustainable Transport Fund (LSTF) bid originally earmarked for interchange improvements based on a re-opening of Salisbury station's northern entrance has now been re-allocated elsewhere in Wiltshire. It seems difficulties encountered included the on-going costs of manning an entrance. **It is not clear whether options for an unmanned barrier entrance, as introduced elsewhere (e.g. Exeter Central, Truro & Taunton), were considered.**

- In November 2011 in response to a question to Cabinet (15.11.2011) regarding the Salisbury Transport Strategy it was stated that “The Strategy is due to be finalised in June 2012 following consultation in the new year”. **There has still been no consultation on a Salisbury Transport Strategy nearly two years later.**

It is hard to avoid the conclusion that Salisbury’s transport needs are given a low priority by Wiltshire Council. While the recent formation of transport Working Groups led by the Salisbury Vision is welcome these groups are only fire-fighting some of the city centre issues which have arisen due to lack of proper on-going long term strategic transport planning. I would welcome a response to the following:

- 1) **Will the future need for bus and coach infrastructure in Salisbury now be properly assessed and incorporated into development templates and an updated Infrastructure Delivery Plan, with appropriate funding sources being identified perhaps from developer contributions?**
- 2) **Was the option of an unmanned barrier considered at Salisbury station northern entrance and will this possibility be explored in the future?**
- 3) **The summary Salisbury Transport Strategy made available in Nov 2012 lacks detail in respect of sustainable transport solutions. Does Wiltshire Council have plans to develop & consult on a Salisbury Transport Strategy which encompasses the needs of the city in terms of air quality improvements, pedestrianisation, public transport infrastructure & walking and cycling networks?**

**Response from Cllr Thomson  
Cabinet member for Highways and Transport**

Question 1

With Salisbury Bus Station due to close on 4 January 2014, Wiltshire Council needs to make provision for the continuation of bus services in the city centre. The Council proposes to provide additional bus stops in Castle Street, Endless Street and Milford Street, with buses using Millstream Coach Park for laying over. These bus stops will be implemented as soon as possible to secure the continuation of services and to allow the local community to search for a more desirable bus interchange facility in the longer term. In this respect, the Council will provide technical support to the Area Board or City Council to identify a suitable alternative for a bus station.

In terms of coach parking, the ‘Salisbury Transport Reference Group Task Group 3’ recently met to discuss this issue and the Council will consider, with relevant partners, any proposals that come forward. There is scope for the city to retain its Coach Friendly status through alternative provision.

Question 2

Manned and unmanned barrier options at Salisbury Station’s northern entrance were considered as part of the initial development of a proposed Local Sustainable Transport Fund (LSTF) scheme. Unfortunately, there were difficulties working with key partners to progress the scheme including issues concerned with resourcing a manned or remotely monitored barrier. As a result, the LSTF Project Board decided to reallocate funds to

station enhancements at Trowbridge station to ensure that the available grant funding can be utilised before March 2015. Had the grant not been reallocated, there is the risk that the council would have had to hand it back.

### Question 3

The summary made available in November 2012 was a short version of the more detailed Salisbury Transport Strategy papers that were consulted on as part of the South Wiltshire Core Strategy process. No further consultation is planned as the strategy has been adopted through the core strategy process. However, individual elements have been and/or will be consulted on (e.g. the Salisbury cycle network, the review of the Salisbury Air Quality Action Plan). Further pedestrianisation/shared spaces in the city centre is part of the remit of one of the current Vision working groups.

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# Atworth Traffic Action Group (ATAG)

**Email:** [atag@email.com](mailto:atag@email.com)

**Website:** <http://atag.99k.org>

**Mobile:** 07815 167095

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*In this instance, please reply to:*

Kenneth Spencer  
8 Clock Tower View  
Atworth  
SN12 8LJ  
Wiltshire

8th October 2013

*By email:*

Mr John Thomson,  
Deputy Leader and Cabinet Member for Highways  
Wiltshire Council  
County Hall, Bythesea Road  
TROWBRIDGE  
BA14 8JN

Dear Mr Thomson,

Thank you for your reply of 8th August 2013 to my proposal regarding the costs of dealing with road traffic incidents in Wiltshire and Swindon. I apologise for the delay in replying, but we have been giving careful thought to the contents of your letter.

We think you may have misunderstood our intention. We were not criticising the work that Wiltshire Council are doing in regard to traffic and road safety through the Road Safety Partnership, although as a separate issue it has to be said that the withdrawal of the speed camera van from the A365 in Atworth some years ago has resulted in a significant rise in undesirable driver behaviour through our village - any resident will tell you that. But nor did we assume that all of the £116m costs described in the 13th Annual Report was within the budgetary remit of the Council. However, a proportion of those costs must be borne by Wiltshire council tax payers, and even a small percentage must be a substantial sum. Our point is that we wish the Council to consider most carefully ways in which some of that proportion of the costs could be used much more intelligently, for example by targetting at "hot spots" that local groups, such as ATAG are able to identify.

We are aware of several other local groups and suspect they would have similar interests in targetting areas of specific concern to them. This approach would allow Wiltshire Council and its Road Safety Partnership to better engage with their communities and to demonstrate even greater leadership in their approach to pro-active road safety. Perhaps this could even become a model for other councils to follow.

Therefore, we would still wish to take up the offer of as suggested by Jon Hubbard, and to speak to your Cabinet on this issue, at the meeting due on 22nd October, as we consider that our suggestions can help the ways in which these matters are dealt with by the council.

I shall look forward to your reply, and to details of the process for presenting our views to your cabinet.

Yours sincerely



Kenneth Spencer

*On behalf of the ATAG Organising Committee*  
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*The Atworth Traffic Action Group is a community association formed by residents of Atworth.  
It's aim is to protect Atworth from the effects of traffic through the village.*

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John Thomson  
Deputy Leader of the Council

9 August 2013

**By E-Mail**

Mr K Spencer

Cabinet Office  
Wiltshire Council  
County Hall  
Bythesea Road  
Trowbridge  
Wiltshire  
BA14 8JN

Your ref:  
Our ref: jt/cc

Dear Mr Spencer

**Road Safety in Wiltshire**

Thank you for your recent letter addressed to the Police and Crime Commissioner and ourselves.

With reference to your observations on the 13<sup>th</sup> Road Casualty Joint report I would point out that the figure of £116million quoted is the total cost to the community of road casualties in Wiltshire. This figure is calculated using a nationally applied formula that includes many elements including the direct costs of the collision itself, the health care and medical costs, loss of earnings to the victims and their families, emergency services costs amongst many others factors. This figure also includes the Highways Agency and Swindon Borough road networks which we have no control over. It is not the budget figure available to either ourselves or the Police for Road Safety activities.

As stated in the 13<sup>th</sup> Joint report there is already a Road Safety Partnership in Wiltshire that works to reduce road casualties through the recognised streams of education, engineering and enforcement.

The details of the work undertaken in each of these streams is set out in Appendix A of the Joint report. Much of this work is done pre-emptively and jointly between those in the Road Safety Partnership to prevent incidents from taking place.

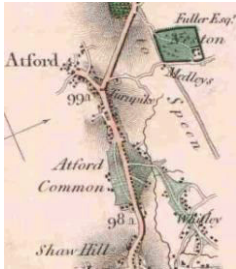
I hope that this demonstrates to you that we are already well advanced in identifying and actioning measures and methods that seek to reduce the overall costs and numbers of casualties that occur in Wiltshire.

Yours sincerely



John Thomson  
Deputy Leader and Cabinet Member for Highways and Broadband  
Direct Line: 01225 718577  
Fax Number: 01225 713089  
Email: john.thomson@wiltshire.gov.uk

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# Atworth Traffic Action Group (ATAG)

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Mobile: 07815 167095

A Proposal from Kenneth Spencer to Wiltshire Council and to the Police & Crime Commissioner for Wiltshire:

In the *13th Joint Report on Road Casualties 2011 in Wiltshire and Swindon*, I noted the following salient facts:

1. The cost in the year of the report was £m116
2. That the average cost of a fatality was £m1.5
3. That the average cost of a serious injury was £178,000
4. That the average cost of a slight injury was £13,700

Although this, or a similar sum, is spent each year, it is always claimed that there are no funds available for the better and safer management of road traffic.

I wish to propose that the Wiltshire County Council, working with Police & Crime Commissioner and others, carefully considers and studies ways of spending a part of that £m116, in advance, and pro-actively, on measures such as signage, calming, and control mechanisms which will reduce those costs, not just in the immediate year to follow, but for some years into the future.

Kenneth Spencer

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Its aim is to protect Atworth from the effects of traffic through the village.*

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**Wiltshire Council**

**Cabinet**

**22 October 2013**

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**Response from Cllr John Thomson, Cabinet member for Highways and Transport to representations received from Mr Kenneth Spencer, Atworth Traffic Action Group**

The Wiltshire Road Safety Partnership has been operating for many years with the stated aim of reducing the number of people killed or injured on Wiltshire's roads. Details of the Partnership members and the actions taken by each partner are set out in the 14<sup>th</sup> Joint report on Casualty Reduction in Wiltshire (available on the Wiltshire Website). This annual report has recently been published and outlines the new 2020 Casualty reduction aims for Wiltshire and sets out progress so far.

Wiltshire Council works to reduce road casualties through the recognised streams of Education, Engineering and Enforcement.

The detail of the work undertaken in each of these streams is set out in Appendix A of the Joint report. Much of this work is done pre-emptively to prevent incidents from taking place and jointly between those in the Road Safety Partnership.

The engineering interventions are based on recorded data that prioritises those locations which have the worst collision history. This is evidence driven work that is funded centrally by the authority and is not location dependent. For those areas of concern that do not meet out adopted intervention criteria (three recorded personal injury collisions in the latest three year period) these are able to be raised and dealt with through the Community Area Transport Groups. It is for the CATG's to decide at a local level whether the concerns raised merit further action or intervention.

In effect the activities that Mr Spencer would like to see the council adopt are already being undertaken and I see no need to alter or change this.

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