

Cabinet
Wednesday 2 May 2018
9.30 am Luttrell Room - County Hall,
Taunton



To: The Members of the Cabinet

Cllr D Fothergill (Chair), Cllr D Hall, Cllr A Groskop, Cllr D Huxtable, Cllr C Lawrence (Vice-Chair) , Cllr F Nicholson and Cllr J Woodman

All Somerset County Council Members are invited to attend meetings of the Cabinet and Scrutiny Committees.

Issued By Scott Wooldridge, Strategic Manager - Governance and Risk and Monitoring Officer
- 24 April 2018

For further information about the meeting, please contact Michael Bryant or Scott Wooldridge or 01823 357628 swooldridge@somerset.gov.uk

Guidance about procedures at the meeting follows the printed agenda.

This meeting will be open to the public and press, subject to the passing of any resolution under Regulation 4 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.

This agenda and the attached reports and background papers are available on request prior to the meeting in large print, Braille, audio tape & disc and can be translated into different languages. They can also be accessed via the council's website on www.somerset.gov.uk/agendasandpapers



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AGENDA

Item Cabinet - 9.30 am Wednesday 2 May 2018

**** Public Guidance notes contained in agenda annexe ****

1 **Apologies for Absence**

2 **Declarations of Interest**

Details of Cabinet Member interests in District, Town and Parish Councils will be displayed in the meeting room. The Statutory Register of Member's Interests can be inspected via the Community Governance team.

3 **Minutes from the meeting held on 21 March 2018** (Pages 7 - 12)

4 **Public Question Time**

The Chair will allow members of the public to present a petition on any matter within the Cabinet's remit. Questions or statements about any matter on the agenda for this meeting may be taken at the time when each matter is considered.

5 **Capital Investment Programme 2018/19+** (Pages 13 - 16)

To consider the report.

6 **LTP Implementation Plan adoption and approval for publishing** (Pages 17 - 64)

To consider the report.

7 **Award of contract for the provision of Temporary Labour** (Pages 65 - 76)

To consider the report.

Possible exclusion of the press and public

PLEASE NOTE: Although the main report for this item not confidential, supporting appendices available to Members contain exempt information and are therefore marked confidential – not for publication. At any point if Members wish to discuss information within this appendix then the Cabinet will be asked to agree the following resolution to exclude the press and public:

Exclusion of the Press and Public

To consider passing a resolution under Regulation 4 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 to exclude the press and public from the meeting on the basis that if they were present during the business to be transacted there would be a likelihood of disclosure of exempt information, within the meaning of Schedule 12A to the Local Government Act 1972:

Reason: Information relating to the financial or business affairs of any particular person (including the authority holding that information).

Item Cabinet - 9.30 am Wednesday 2 May 2018

8 **Any other urgent items of business**

The Chair may raise any items of urgent business.

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Agenda Annexe

THE MEETING – GUIDANCE NOTES

1 Inspection of Papers or Statutory Register of Member's Interests

Any person wishing to inspect reports or the background papers for any item on the agenda or inspect the Register of Member's Interests should contact Scott Wooldridge or Mike Bryant (01823) 359048 or 357628 or email mbryant@somerset.gov.uk

2 Notes of the Meeting

Details of the issues discussed and decisions taken at the meeting will be set out in the Minutes, which the Cabinet will be asked to approve as a correct record at its next meeting. In the meantime, details of the decisions taken can be obtained from Scott Wooldridge or Mike Bryant on (01823) 357628 or 359048 or email mbryant@somerset.gov.uk

3 Public Question Time

At the Chair's invitation you may ask questions and/or make statements or comments about **any matter on the Cabinet's agenda**. You may also present a petition on any matter within the Cabinet's remit. **The length of public question time will be no more than 30 minutes in total.**

A slot for Public Question Time is set aside near the beginning of the meeting, after the minutes of the previous meeting have been signed. However, questions or statements about any matter on the agenda for this meeting may be taken at the time when each matter is considered.

If you wish to speak at the meeting or submit a petition then you will need to submit your statement or question in writing to Mike Bryant by 12.00pm on Friday prior to the meeting. You can send an email to mbryant@somerset.gov.uk or send post for attention of Mike Bryant, Community Governance, County Hall, Taunton, TA1 4DY.

You must direct your questions and comments through the Chair. You may not take direct part in the debate.

The Chair will decide when public participation is to finish.

If there are many people present at the meeting for one particular item, the Chair may adjourn the meeting to allow views to be expressed more freely.

If an item on the agenda is contentious, with a large number of people attending the meeting, a representative should be nominated to present the views of a group.

An issue will not be deferred because you cannot be present at the meeting.

Remember that the amount of time you speak will be restricted normally to two minutes only.

4 Hearing Aid Loop System

To assist hearing aid users, the Luttrell Room has an infra-red audio transmission system. This works in conjunction with a hearing aid in the T position, but we also need to provide you with a small personal receiver. Please request one from the Committee Administrator and return at the end of the meeting.

5 Emergency Evacuation Procedure

In the event of the fire alarm sounding, members of the public are requested to leave the building via the signposted emergency exit, and proceed to the collection area outside Shire Hall. Officers and Members will be on hand to assist.

6 Cabinet Forward Plan

The latest published version of the Forward Plan is available for public inspection at County Hall or on the County Council web site at:
<http://www.somerset.gov.uk/irj/public/council/futureplans/futureplan?rid=/guid/505e09a3-cd9b-2c10-89a0-b262ef879920>.

Alternatively, copies can be obtained by telephoning (01823) 359027 or 357628.

7 Excluding the Press and Public for part of the meeting

There may occasionally be items on the agenda that cannot be debated in public for legal reasons (such as those involving confidential and exempt information) and these will be highlighted in the Forward Plan. In those circumstances, the public and press will be asked to leave the room while the Cabinet goes into Private Session.

8 Recording of meetings

The Council supports the principles of openness and transparency, it allows filming, recording and taking photographs at its meetings that are open to the public providing it is done in a non-disruptive manner. Members of the public may use Facebook and Twitter or other forms of social media to report on proceedings and a designated area will be provided for anyone who wishing to film part or all of the proceedings. No filming or recording will take place when the press and public are excluded for that part of the meeting. As a matter of courtesy to the public, anyone wishing to film or record proceedings is asked to provide reasonable notice to the Committee Administrator so that the relevant Chair can inform those present at the start of the meeting.

We would ask that, as far as possible, members of the public aren't filmed unless they are playing an active role such as speaking within a meeting and there may be occasions when speaking members of the public request not to be filmed.

The Council will be undertaking audio recording of some of its meetings in County Hall as part of its investigation into a business case for the recording and potential webcasting of meetings in the future.

A copy of the Council's Recording of Meetings Protocol should be on display at the meeting for inspection, alternatively contact the Committee Administrator for the meeting in advance.

THE CABINET

Minutes of a Meeting of the Cabinet held in the Luttrell Room, County Hall, Taunton, on Wednesday 21 March 2018 at 10am.

PRESENT

Cllr D Fothergill (in the Chair)

Cllr A Groskop
Cllr D Hall
Cllr D Huxtable
Cllr C Lawrence
Cllr F Nicholson
Cllr J Woodman

Junior Cabinet members:
Cllr C Aparicio Paul
Cllr Fraschini
Cllr G Verdon

Other Members present: Cllr S Coles, Cllr H Davies, Cllr L Leyshon, Cllr T Munt, Cllr L Redman, Cllr A Wedderkopp

Apologies for absence: Cllr F Purbrick

84 **DECLARATIONS OF INTEREST** – agenda item 1

Members of the Cabinet declared the following personal interests in their capacity as a Member of a District, City/Town or Parish Council:

Cllr A Groskop	South Somerset District Council
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Cllr J Woodman	Sedgemoor District Council
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Junior Cabinet Members declared the following personal interests in their capacity as a Member of a District, City/Town or Parish Council:

Cllr C Aparicio Paul	South Somerset District Council
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Cllr Tessa Munt declared a personal interest as her partner is a member of the Internal Drainage Board.

85 **MINUTES OF MEETINGS OF THE CABINET HELD ON 12 FEBRUARY 2018** - agenda item 2

The Cabinet agreed the minutes and the Chair signed these as a correct record of the proceedings.

86 **PUBLIC QUESTION TIME (PQT)** – agenda item 3

No members of the public had registered to speak.

The Leader of the Council informed Members of the Council's £83m bid to the Housing Infrastructure Fund, noting that monies would be spent on schools, road infrastructure and a rapid transport system for the Taunton to Bridgwater corridor.

Cllr David Hall added to the points raised by the Leader of the Council, paying tribute to the work of Taunton Deane Borough Council and Sedgemoor District Council, along with MP's Ian Liddell-Grainger and Rebecca Pow.

87 Adopt SW, Regional Adoption Agency (RAA) - agenda item 5

The Cabinet Member for Children and Families, Cllr Frances Nicholson, introduced the report, highlighting: Devon County Council are the RAA host Authority; the RAA is a carefully developed proposal, which will ensure consistency across the region; regional working and the importance of being able to place children away from their biological families where necessary; and that the number of prospective adopters is falling.

The Director of Children's Services, Julian Wooster, added to the points raised by Cllr Nicholson, noting that Plymouth City Council and Torbay District Council had already approved the establishment of the agency.

Further points raised in debate included: ensuring all children have the right support and are able to reach their full potential; foster carer recruitment; and terms, conditions and travel expectations for staff transferring from SCC to the RAA.

In response to the points raised in debate, the Director of Children's Services noted: the Somerset staff team would be hosted by Devon, but physically located in Somerset; that regional working would strengthen foster caring across the region; and that Somerset County Council would be closely monitoring service delivery.

The Leader of the Council summarised the points raised in debate, noting the importance of helping all children reach their full potential and the importance of regional working.

Following consideration of the officer report, appendix and discussion the Cabinet RESOLVED to:

1. Approve the recommendations within the attached Business Case attached at Appendix A for establishing a Regional Adoption Service (Adopt South West Regional Adoption Agency)
2. Approve the delegation of the County Council's statutory and legal functions relating to adoption services (as set out in Appendix 2 of the attached Business Case) to Devon County Council which will host the proposed Adopt South West Regional Adoption Agency. As host authority Devon County Council will provide:
 - Leadership for all adoption services across the RAA
 - Recruitment, assessment and training of adopters
 - Post Adoption support for all children within the designated boundaries.
 - Oversight of Adoption Support Fund applications

- Family finding and matching child with adopter
 - Agency Decision Maker for the adopters
 - Adoption support for any child that moves out the RAA area, for a period of 3 years.
 - Quality assurance framework for adoption
 - Accountability for the adoption service aspect of a Local Authority Ofsted inspection framework.
 - Any associated procurement activity required by the Regional Adoption Agency
3. Authorise the Director of Children’s Services and Director of Finance, Legal and Governance to finalise and agree the proposed Inter Authority Agreement and any other appropriate legal agreements with Devon County Council, Plymouth City Council and Torbay Council in order for the proposed services set out within this report and its appendix to be provided by the Regional Adoption Agency.
 4. Agree to the transfer of Staff under TUPE regulations to Devon County Council and authorises the Director of Children’s Services and HR & OD Director to complete all necessary actions that required to support the delivery of the adoption services by the Regional Adoption Agency.
 5. Note the retained functions as set out in Appendix 2 of the attached Business Case and that the commissioning of the adoption services will still be undertaken by the Director of Childrens Services.
 6. Note that an annual report on the performance of the Regional Adoption Agency will be provided to the Cabinet Member for Children and Families and the Scrutiny Committee for Children and Families.

ALTERNATIVE OPTIONS CONSIDERED: As set out in the officer report

REASON FOR DECISION: As set out in the officer report

88 **SOMERSER RIVERS SUTHORITY (SRA) ENHANCED PROGRAMME OF FLOOD RISH MANAGEMENT WORKS AND THE SRA MEMORANDUM OF UNDERSTANDING AND CONSTITUTION – agenda item 6**

The Cabinet Member for Resources and Economic Development introduced the report highlighting: the establishment of the Somerset Rivers Authority following the 2013/14 flooding in the County; the SRA was funded through a 1.25% Council tax precept; and that today’s report set out budget proposals which were endorsed by the SRA Board at their meeting on the 7th March.

The Lead Director for Economic and Community Infrastructure and Director of Commissioning highlighted that the work of the SRA was in addition to the work completed by each of the partner authorities.

Further points raised in debate included: recognition that flooding is a County wide issue; cross border working with neighbouring authorities, noting that rivers catchment areas cross County boundaries; the importance of the SRAs work; the positive impact of projects completed in West Somerset; ensuring the SRA budget is fully utilised; the SRA have achieved

more by working together; the impact of flooding on the economy; work to allow the SRA to become an independent precepting body including a Private Members Bill; direct government funding for the SRA; and coastal erosion and flooding including the erosion of the road at Blue Anchor.

The Leader of the Council requested the Council's thanks be passed to David Warburton MP for his work on the Private Members Bill.

In response to the points raised in debate, the Lead Director for Economic and Community Infrastructure and Director of Commissioning highlighted that the SRA's work did not include coastal erosion, but there is a Regional Flood and Coastal Committee which is administered by the Environment Agency; and that many of the Somerset Rivers Authority partners have cross-County remits.

The Leader of the Council summarised the points raised in debate, and highlighted the recent Peer Review's positive comments regarding the SRA.

Following consideration of the officer report, appendix and discussion the Cabinet RESOLVED to:

1. Approve the revised Local Memorandum of Understanding (including the Constitution of the SRA) attached as Appendix D;
2. Note the outstanding issue regarding risk sharing across the partnership and note the actions proposed.
3. Agree the case (set out in 'legal implications' for exempt information) for Appendix C to be treated in confidence, as the case for the public interest in maintaining the exemption outweighs the public interest in disclosing that information.
4. Approve the SRA Budget for 2018/19, (Appendix A) in accordance with the recommendations of the SRA Board from its meeting on the 7th of March 2018
5. To the release of funding committed from all sources in 2018/19 for the purposes of the SRA, subject to receipt of those funds, in accordance with the budget for 2018/19 as set out in item 4 above;
6. To provide forward funding in advance of drawing down Local Enterprise Partnership (LEP) Growth Deal funding to support the delivery of the Enhanced Programme (Appendix B and C (confidential)).
7. That the detailed management of the 2017/18 Budget and Enhanced Programme within the control total allocated to the SRA is undertaken in accordance with the constitutional, financial regulations and decision making arrangements of SCC as accountable body.

89 **ANY OTHER URGENT ITEMS OF BUSINESS** – agenda item 7

There was no other business.

(The meeting ended at 10.32am)

CHAIR

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Decision Report – Cabinet Key Decision
- 2nd May 2018

2018/19 Capital Investment Programme – Schools Programme

Cabinet Member(s): Cllr David Hall - Cabinet Member for Resources and Economic Development

Division and Local Member(s): All

Lead Officer: Kevin Nacey - Director of Finance, Legal and Governance

Author: Lizzie Watkin – Service Manager Chief Accountant

Contact Details: Kevin Nacey - 01823 359014

	Seen by:	Name	Date
	County Solicitor	Honor Clarke	20.04.2018
	Monitoring Officer	Scott Wooldridge	20.04.2018
	Corporate Finance	Lizzie Watkin	20.04.2018
	Human Resources	Chris Squire	20.04.2018
	Property / Procurement / ICT	Claire Lovett	20.04.2018
	Senior Manager	Kevin Nacey	20.04.2018
	Local Member(s)	All	
	Cabinet Member	Cllr David Hall	20.04.2018
	Opposition Spokesperson	Cllr Simon Coles	23.04.2018
	Relevant Scrutiny Chairman	Cllr Tony Lock Cllr Leigh Redman Cllr Hazel Prior-Sankey	23.04.2018
Forward Plan Reference:	FP/18/02/11		
Summary:	This report provides an update on the Capital Investment Programme 2018/19 and future years to ensure the full extent of the Schools and Early Years building programme is understood and Lead Commissioners can enter contracts to deliver school places in advance of the approval of the future years full Capital Investment Programmes.		
Recommendations:	That the Leader and Cabinet endorses and recommends to County Council the approval of: A commitment to fund the full Capital Investment Programme requirement for the Schools and Early Years 2018/19 starts of £109,372,000 shown in table 1, noting the capital resources set out in section 2 of the report.		
Reasons for Recommendations:	To deliver sufficient, fit for purpose school places for all children in Somerset and meet the Local Authority's statutory duty. This requires the Lead Commissioners to enter into contracts prior to the need to ensure buildings are built in time to keep pace with the demand for school places.		
Links to Priorities and Impact on Service Plans:	The Capital Investment Programme is a vehicle that allows the Council to identify investment and resources to help support the delivery of the key priorities in the County Plan.		
Consultations undertaken:	Members have been consulted on the School Place Planning Infrastructure Growth Plan for Somerset which identifies our		

	<p>school place requirements for the next 14 years.</p> <p>Scrutiny Committee endorsed the need for an annual School Place Planning Infrastructure Growth Plan on 13th May 2016</p> <p>Cabinet endorsed this approach to school place planning on 8th June 2016. The 2017 School Place Planning Infrastructure Growth Plan was published on the 30 June 2017 www.somerset.gov.uk/EducationIGP</p>						
Financial Implications:	The financial implications arising from this report are all included within the detail of the report.						
Legal Implications:	In determining its Capital Investment Programme, the Council is required to have regard to the “Prudential Code” established in the Local Government Act 2003. This was considered as part of the approval of the Capital Investment Programme in February 2018.						
HR Implications:	There are no direct HR implications arising from this report. However, staffing levels to deliver the programme, design and implementation needs to be considered and have been taken into account in the individual Capital Investment proposals.						
Risk Implications:	<p>Failure to identify and provide sufficient capital funding could reduce the ability to meet the County Plan priorities as well as the quality of the council’s assets and therefore services provided.</p> <table border="1"> <tr> <td>Likelihood</td> <td>2</td> <td>Impact</td> <td>4</td> <td>Risk Score</td> <td>8</td> </tr> </table>	Likelihood	2	Impact	4	Risk Score	8
Likelihood	2	Impact	4	Risk Score	8		
Other Implications (including due regard implications):	<p>It is essential that decision makers ensure that consideration is given to the legal obligations and in particular to the need to exercise the equality duty under the Equality Act 2010 to have due regard to the impacts based on sufficient evidence appropriately analysed.</p> <p>When formulating Capital Investment proposals, services are required to consider the potential impact of any proposals on protected and vulnerable groups and specific cross-cutting issues-covering key areas such as Equalities, Community Safety, Sustainability, Health and Safety, Business Risk and Privacy.</p> <p>This is done with a view to identifying possible actions to mitigate negative impacts, considering whether proposals should be taken forward and identifying any opportunities to promote equality.</p> <p>This consideration was undertaken as part of the Capital Investment Programme approved by County Council in February 2018 and the detail of the proposal documents can be found within the background papers in section 3.</p>						
Scrutiny comments / recommendation	The relevant Scrutiny Committees for Policies and Place, Adults and Health and Children and Families met in January. The						

(if any):

outcomes of the deliberations of Scrutiny Committees was made available to Cabinet and Full Council in February 2018.

1. Background

- 1.1. During its meeting of 12 February 2018 Cabinet approved and recommended to County Council a Capital Investment Programme (CIP) for 2018/19. This CIP included a significant investment in our schools. There will be 14 new schools and improvements to current capacity on another 10 sites over the four year programme. In year one much of the design and planning will take place with the majority of the build in year two. This programme of works is required to deliver sufficient, fit for purpose school places for all children in Somerset and meet the Local Authority's statutory duty.
- 1.2. The overall approval for the Schools and Early Years programme was £14.980m (excluding St Augustine School and Special Provision). This approval covers the anticipated costs to be incurred in 2018/19.
- 1.3. The nature of the Schools and Early Years building programme means that although cost will be incurred across several years contracts have to be entered into committing the authority to the total cost of the programme. The indicative costs were shown in Appendix B of the CIP report in February 2018 and approval is now sought for the total commitment. This is shown in the table below:

1.4. Table 1

Scheme	2018.19 Profiled Requirement	2019.20 Profiled Requirement	2020.21 Profiled Requirement	2021.22 Profiled Requirement	Total
Schools Basic Need	9,900,900	64,122,400	19,850,200	2,974,000	96,847,500
Schools Condition	990,000	3,190,000	220,000	0	4,400,000
Schools Access Initiative	385,000	245,000	70,000	0	700,000
Schools Safeguarding & Security	1,700,000	800,000	0	0	2,500,000
Early Years Basic Need	1,400,000	1,400,000	0	0	2,800,000
Early Years Condition	604,098	1,520,402	0	0	2,124,500
Total	14,979,998	71,277,802	20,140,200	2,974,000	109,372,000

2. Capital Resources

- 2.1. Funding of the Capital Investment Programme (CIP) can come from a diverse range of resources, which includes Capital Grants, Capital Receipts, and Contributions from Third Parties, Borrowing and Revenue.
- 2.2. Predicting capital grants creates an element of volatility in our funding assumptions. They form a significant proportion of funding for the Capital Investment Programme. The grants are received from government departments including the Department for Education (DfE) and these are the main source of external funding for the Schools and Early Years programme.
- 2.3. The external funding sources of the Schools and Early Years programme is subject to further announcements by government either in our future finance settlements or separately as the DfE and other government departments reveal their capital allocations. It is not clear how much resource SCC will have towards funding its

needs. There is greater uncertainty in future years as to the level of funding and the assumptions in CIP that was approved by County Council in February were prudent.

- 2.4. At present we are estimating that we will receive £15m of Schools Basic Need Grant and Schools Condition Allocation and that the balance will be funded by new borrowing. This was also the estimate included in the CIP report in February 2018.
- 2.5. The level of borrowing is subject to the confirmation of the external funding sources and therefore will be confirmed once the amount of external funding is known. It is important to note that the above figures are forecasts and as such are subject to change. The risk of change to our future available funding increases the further into the future we try and forecast. At present, we are estimating that we may need up to £120m of new borrowing to fund our capital programme, which is predominantly building new schools building works as detailed in section 1 of this report.

3. Background Papers

- 3.1. County Council 21 February 2018: [Report of the Leader and Cabinet](#);
Cabinet 12 February 2018: [2018/19 Capital Investment Programme](#);
Capital Investment proposal documents: [2018/19 CIP Proposal Documents](#)

Decision Report – Cabinet
– 2nd May 2018

Local Transport Plan Implementation Plan 2018/19 – 2019/20

Cabinet Member(s): Cllr John Woodman – Cabinet Member for Highways and Transport

Division and Local Member(s): All

Lead Officer: Mike O’Dowd Jones, Strategic Commissioning Manager Highways and Transport

Author: Sunita Mills, Service Commissioning Manager Transport Policy

Contact Details: 01823 359763

	Seen by:	Name	Date
	County Solicitor	Honor Clarke	16/4/2018
	Monitoring Officer	Julian Gale	16/4/2018
	Corporate Finance	Kevin Nacey	16/4/2018
	Human Resources	Chris Squire	13/4/2018
	Property / Procurement / ICT	Richard Williams	16/4/2018
	Senior Manager	Michele Cusack	16/4/2018
	Local Member(s)	County wide	
	Cabinet Member	Cllr John Woodman	13/4/2018
	Opposition Spokesperson	Cllr Mike Rigby	12/4/2018
	Relevant Scrutiny Chairman	Cllr Tony Lock for Scrutiny Place	12/4/2018
Forward Plan Reference:	FP/18/02/07		
Summary:	<p>The Local Transport Plan (LTP) Implementation Plan 2018/19 is a statutory requirement of the LTP process, the current plan that covered the period up to the end of 2017. The LTP is scheduled for review and it is therefore proposed to adopt an Implementation Plan that covers 2018/19 and 2019/20 to allow a review of the LTP and the next longer term Implementation Plan to be developed.</p> <p>The recommendation to Cabinet is to adopt the proposed plan and to allocate capital funding in the financial year 2018/19 for small improvement schemes, traffic signals recovery programme and the rights of way programme.</p>		
Recommendations:	<p>It is recommended that Cabinet:</p> <ol style="list-style-type: none"> 1. Approves the content of the Local Transport Plan Implementation Plan 2018/19 – 2019/20 attached as Appendix A. 2. Delegates authority to the Lead Director Economic and Community Infrastructure to approve the final version of 		

	<p>the LTP document for publication.</p> <ol style="list-style-type: none"> 3. Approves the allocation of £1,500,000 for small improvement scheme works from the 2018/19 highway basic need capital budget. 4. Approves the allocation of £1,000,000 towards the traffic signals recovery programme from the 2018/19 highway basic need capital budget. 5. Approves the allocation of £220,000 towards the rights of way capital programme from the 2018/19 highway basic need capital budget. 						
Reasons for Recommendations:	<p>The first two recommendations fulfil the statutory requirement to have a plan in place.</p> <p>The remaining recommendations put in place funding for some elements of delivery of the Implementation Plan in 2018/19.</p>						
Links to Priorities and Impact on Service Plans:	<p>The plan links to the 2016-2020 Somerset County Plan Visions of:</p> <ul style="list-style-type: none"> • More jobs, homes and local co-operation • Better health, roads and rail. 						
Consultations and co-production undertaken:	<p>The plan is being considered by Place Scrutiny Committee on 24th April.</p> <p>This report will be circulated to all Members for comment.</p> <p>The Local Transport Plan, currently known as the Future Transport Plan was subject to public consultation prior to adoption in 2011. The principles that underpin the Implementation Plan were agreed at that stage.</p>						
Financial Implications:	<p>The allocations for small improvement schemes, traffic signals recovery programme and the rights of way programme are part of the 2018/19 corporate capital allocation for Highways Structural Maintenance Bridges, Structures and Local Transport Schemes.</p>						
Legal Implications:	<p>No legal implications are anticipated.</p>						
HR Implications:	<p>No HR implications are anticipated</p>						
Risk Implications:	<p>Individual schemes delivered through the Implementation Plan will have their own risk register and this will be managed by the project manager.</p> <p>The overall risk of the Implementation Plan is low. It sets out the current plan for delivery but allows flexibility should the individual projects change. In a plan such as this it is always anticipated that changes will occur through the delivery process as more is known about the schemes or as priorities change. The overall programme will be managed through the governance processes set up within ECI.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Likelihood</td> <td style="width: 10%; text-align: center;">1</td> <td style="width: 25%;">Impact</td> <td style="width: 10%; text-align: center;">1</td> <td style="width: 20%;">Risk Score</td> <td style="width: 10%; text-align: center;">1</td> </tr> </table>	Likelihood	1	Impact	1	Risk Score	1
Likelihood	1	Impact	1	Risk Score	1		
Other Implications	Equalities Implications						

<p>(including due regard implications):</p>	<p>The schemes delivered as a result of the adoption of this plan are likely to improve access for all users. An impact assessment has been carried out that has concluded that where possible schemes funded through this programme will provide improvements for people with protected characteristics notably people with disabilities and carers. Any changes to the highway layout or improvement schemes must meet current disability access requirements.</p> <p>There could be the potential for derogatory and discriminatory behaviour from staff completing works towards certain protected characteristics. This can be mitigated through training and support for members of staff around acceptable language and interactions with members of the public.</p> <p><u>Community Safety Implications</u></p> <p>The implementation plan includes schemes that provide a safer environment for pedestrians and cyclists via dedicated pedestrian and cycle facilities.</p> <p><u>Sustainability Implications</u></p> <p>The implementation plan will deliver improvements that will enable and encourage journeys by bike or on foot.</p> <p><u>Health and Safety Implications</u></p> <p>Schemes that are delivered by contractors will require robust health and safety procedures to be in place. In particular safe working practice on the highway and how contractors' health and safety performance will be monitored generally.</p> <p><u>Privacy Implications</u></p> <p>Privacy implications have been considered and no issues have been identified.</p> <p><u>Health and Wellbeing Implications</u></p> <p>The Implementation Plan includes schemes that improve health and wellbeing via the sustainable travel benefits set out above in respect of enabling walking and cycling.</p>
<p>Scrutiny comments / recommendation (if any):</p>	<p>The plan is being considered by Scrutiny on 24th April, any comments will be verbally reported to the Cabinet on the 2nd May.</p>

1. Background

- 1.1. In March 2011, Somerset County Council (SCC) adopted its Local Transport Plan (LTP), known as the Future Transport Plan (FTP), covering the period from 2011 to 2026. The FTP outlines the long-term strategy for transport in Somerset
- 1.2. Alongside the FTP, shorter-term Implementation Plans have been developed. The first, reflecting uncertainty over funding locally and nationally at the time, covered 2011/12. The second spanning 2013 to 2017 was developed to largely fall in line with the County Council's electoral cycle. This, the third Implementation Plan will cover the period 2018/19 to allow an opportunity to review the FTP and some of the numerous supporting transport policies that feed into it. It is envisioned that the fourth implementation plan will be published in late 2019/early 2020 covering the period to 2021 to fall back in line with the electoral cycle.
- 1.3. This implementation plan briefly looks at progress since 2013, shows delivery against key priorities and gives an update on Major Schemes. The document will also look at how the Council might make the best of the opportunities currently available, what we plan to deliver in the near future and at the challenges and risks involved
- 1.4. **Allocation of SCC highways basic need capital funds to improvement schemes:**

This report also considers the Department for Transport highways capital grant 'needs element' which has allocated funds to Somerset County Council in 2018/19 via application of a national funding formula. This grant contributes to the Council's capital programme for 2018/19 which was approved by the Council in February 2018. The 2018/19 capital programme currently allocates a block budget of £22,750,000 to Highway Structural Maintenance Bridges, Structures and Local Transport Schemes.
- 1.5. The Council utilises a proportion of this grant to fund improvement schemes and decides annually how much will be allocated for highway improvements rather than structural maintenance of the highway, taking into account the level of residual funds from previous funding allocations, availability of other grants, and the resources required to deliver agreed programme outcomes and outputs in the coming year
- 1.6. The number of new small improvement scheme requests from members following a recent call for schemes is such that a new three-year programme can now be formed as part of the new LTP implementation plan.
- 1.7. It is a continuing challenge to continue to fund both maintenance and small improvements within the basic need allocation agreed by Cabinet, particularly in the context of the inflationary pressures within the maintenance programmes. There is a continuing reliance on ad-hoc additional grants such as the pothole action fund to enable sufficient maintenance spend to maintain the highway at a steady state condition whilst also delivering new small improvement schemes. Providing sufficient funding to maintain the highway at a steady state should continue to be a priority for spend.
- 1.8. For the 18/19 financial year, the existence of additional pothole action fund

grants to boost the available maintenance funding will enable budgets to be allocated to small improvement schemes and other critical improvement programmes. This will enable continued delivery of the current programme commitments and design work to take place during 2018 for schemes in the new small schemes programme with a view to construction of the new programme starting in 2019. With the number of schemes now in the pipeline it is not envisaged that there will be a further call for new schemes during the next 3 years. Continued delivery of the programme over the next 3 years will be subject to a decision prior to the start of each financial year taking account the available capital finance to deliver the range of capital pressures facing the service.

- 1.9.** Capital bids considered by Cabinet earlier in the year noted particular pressures in traffic signals where an asset replacement programme needed for life-expired assets; and rights of way where capital investment is needed to open several rights of way which are currently either under closure, have missing bridges or are in danger of being closed due to structural safety issues. Cabinet allocated some capital funds towards these programmes in February 2018 and it is recommended given the availability of additional grant funding that further funding is now allocated to these programmes.
- 1.10.** Having considered the current resources available and current programme commitments for 2018/19 it is recommended that the following budget allocations are agreed from the 'block' budget of £22,750,000:
 - £1,500,000 to enable continued delivery of the current small schemes commitments in 2018/19 and engineering design of the next tranche of the new small schemes programme.
 - £1,000,000 to increase the overall budget available for the traffic signals recovery programme (taking the total signals recovery programme budget for 18/19 to £2m).
 - £220,000 to increase the overall budget available for the rights of way capital programme (taking the rights of way budget for 18/19 to £433,000).
- 1.11.** It should be noted that the council is in receipt of a variety of other capital grants for highways and transport maintenance and improvement, and these will be subject to further decisions as necessary within the scheme of delegation.

2. Options considered and reasons for rejecting them

- 2.1.** No alternatives to adopting an Implementation Plan have been considered because of the Statutory requirement to have a plan in place.

3. Background Papers

- 3.1.** Appendix A - draft Local Transport Plan Implementation Plan 2018/19 – 2019/20

(Expand the boxes as appropriate, please see guidance (www.somerset.gov.uk/impactassessment) to assist with completion)

"I shall try to explain what "due regard" means and how the courts interpret it. The courts have made it clear that having due regard is **more than having a cursory glance** at a document before arriving at a preconceived conclusion. Due regard requires public authorities, in formulating a policy, to give equality considerations the weight which is **proportionate in the circumstances**, given the potential impact of the policy on equality. It is not a question of box-ticking; it requires the equality impact to be **considered rigorously and with an open mind.**"

Baroness Thornton, March 2010

What are you completing the Impact Assessment on (which policy, service, MTFP reference, cluster etc)?

Local Transport Plan Implementation Plan 2018/19 – 2019/20

Version

1

Date

10/04/18

Section 1 – Description of what is being impact assessed

The implementation plan for local transport measures covering the two year period from April 2018.

Section 2A – People or communities that are targeted or could be affected (taking particular note of the Protected Characteristic listed in action table)

All highways and transport users in Somerset

Section 2B – People who are delivering the policy or service

Somerset County Council, its contractors, private developers and transport operators.

Section 3 – Evidence and data used for the assessment (Attach documents where appropriate)

The Future Transport Plan had a large evidence base of transport assessments and public engagement that underpinned. This implementation plan delivers against the objectives set out within that plan.

Section 4 – Conclusions drawn about the equalities impact (positive or negative) of the proposed change or new service/policy (Please use **prompt sheet** in the guidance for help with what to consider):

Where possible schemes funded through this programme will provide improvements for people with protected characteristics notably people with disabilities and carers. Any changes to the highway layout or improvement schemes must meet current disability access requirements.

There could be the potential for derogatory and discriminatory behaviour from staff completing works towards certain protected characteristics. This can be mitigated through training and support for members of staff around acceptable language and interactions with members of the public.

If you have identified any negative impacts you will need to consider how these can be mitigated to either reduce or remove them. In the table below let us know what mitigation you will take. (Please add rows where needed)

Identified issue drawn from your conclusions	Actions needed – can you mitigate the impacts? If you can how will you mitigate the impacts?	Who is responsible for the actions? When will the action be completed?	How will it be monitored? What is the expected outcome from the action?
Age			
<p>Where possible schemes funded through this programme will provide improvements for people with age related disabilities.(e.g. through installation of dropped kerbs). Any changes to the highway layout or improvement schemes must meet current disability access requirements.</p>	<p>No further actions needed</p>	<p>Engineering Schemes Project Management Office / Project Manager</p> <p>On-going in scheme development</p>	<p>Periodic review of schemes programme outcomes.</p> <p>Where possible schemes funded through this programme will provide improvements for people with age related disabilities.(e.g. through installation of dropped kerbs).</p>
Disability			
<p>Where possible schemes funded through this programme will provide improvements for people with disabilities.(e.g. through installation of dropped kerbs). Any changes to the highway layout or improvement schemes must meet current disability access requirements.</p>	<p>No further actions needed</p>	<p>Engineering Schemes Project Management Office / Project Manager</p> <p>On-going in scheme development</p>	<p>Periodic review of schemes programme outcomes.</p> <p>Where possible schemes funded through this programme will provide improvements for people with disabilities.(e.g. through installation of dropped kerbs).</p>
Gender Reassignment			
None			
Marriage and Civil Partnership			
None			
Pregnancy and Maternity			
<p>Where possible schemes funded through this programme will provide improvements for people</p>	<p>No further actions needed</p>	<p>Engineering Schemes Project Management Office / Project Manager</p>	<p>Periodic review of schemes programme outcomes.</p>

with mobility impairments e.g. with push chairs or small children.(e.g. through installation of dropped kerbs). Any changes to the highway layout or improvement schemes must meet current disability access requirements.		On-going in scheme development	Where possible schemes funded through this programme will provide improvements for people with mobility impairments.(e.g. through installation of dropped kerbs).
Race (including ethnicity or national origin, colour, nationality and Gypsies and Travellers)			
None			
Religion and Belief			
None			
Sex			
None			
Sexual Orientation			
None			
Other (including caring responsibilities, rurality, low income, Military Status etc)			
Where possible schemes funded through this programme will provide improvements for people in rural communities e.g. community car schemes.	No further actions needed	Engineering Schemes Project Management Office / Project Manager On-going in scheme development	Periodic review of schemes programme outcomes. Where possible schemes funded through this programme will provide improvements for people with mobility impairments.(e.g. through installation of dropped kerbs).

Section 6 - How will the assessment, consultation and outcomes be published and communicated? E.g. reflected in final strategy, published. What steps are in place to review the Impact Assessment	
Assessment will be published as part of the Cabinet Decision. The schemes are regularly reviewed as part of the process of developing the next plan.	
Completed by:	Sunita Mills
Date	10/04/18
Signed off by:	Mike O'Dowd Jones
Date	10/04/18

Compliance sign off Date	April 2018
To be reviewed by: (officer name)	Lucy Bath
Review date:	January 2019

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PLEASE NOTE: THIS DOCUMENT IS NOT FULLY FORMATTED AS IT IS INTENDED TO PUBLISH THE FINAL DOCUMENT IN PUBLISHER. INFOGRAPHICS MAY CHANGE.

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Lucy Bath	1.0	21/03/2018
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Lucy Bath	5.0	13/04/2018
Mike O'Dowd-Jones	6.0	16/04/2018
Lucy Bath	7.0	18/04/2018

**Somerset County Council Local Transport Plan
Implementation Plan 2018**

Executive Summary

In March 2011, Somerset County Council (SCC) adopted its current Local Transport Plan (LTP), called the 'Future Transport Plan' (FTP), covering the period from 2011 to 2026. The FTP outlines the long-term strategy for transport in Somerset and is a statutory requirement of the Transport Act 2000.

Alongside the FTP, shorter-term Implementation Plans have been developed. This, the third Implementation Plan will cover the period 2018/19 and 2019/20 to allow an opportunity to review the overarching long-term Local Transport Plan Strategy and some of the numerous supporting transport policies that feed into it.

The implementation plan sets out progress since 2013, delivery against key priorities and provides an update on current schemes and programmes. The document also looks at how the Council might make the best of the opportunities currently available, detail of what we plan to deliver in the near future and at the challenges and risks involved.

Development and Delivery of Current Schemes and Programmes

The following outlines progress with delivery of current highways and transport schemes and programmes. This primarily covers the Council's own programmes but does include reference to schemes being delivered and funded by other agencies where the Council is closely involved.

Major Investments in Bridgwater

- Bridgwater M5 Junction 24 Huntworth Roundabout Improvements – Complete
- Bridgwater Way - Local Sustainable Transport Fund – Complete
- Hinkley Point C Transport Improvements – In progress
- Bridgwater Colley Lane Southern Access Road – In Progress
- Bridgwater Station Improvements – In Development

Major Investments in Yeovil

- Yeovil Eastern Corridor Improvements – Complete
- Yeovil Western Corridor Improvements – In Progress

Major Investments in Taunton

- Taunton Northern Inner Distributor Road Major Scheme – Complete
- Taunton Monkton Heathfield Eastern Relief Road – Complete
- Taunton Monkton Heathfield Western Relief Road – In progress
- Taunton Rail Station Improvements - In Development

- Taunton M5 Junction 25 Improvements – In Development
- Taunton Toneway Corridor Improvements Phase 1 (Creech Castle) – In Development
- Taunton Town Centre Public Space Improvement Project – In Development
- Taunton Rowbarton Gyrotory – In Development

Other Major Highways and Transport Investments

- Flood Management and Mitigation Schemes – Complete
- LED Highway Lighting Replacement Programme - Ongoing
- Small Improvement Scheme Programme - Ongoing
- Highway Maintenance Programmes - Ongoing
- Highways England’s A358/A303 Improvements – In Development and Consultation

Funding Available for the Next LTP Implementation Plan Period

The Table below provides a summary of the funding opportunities that may be available to deliver highways and transport improvements over the next LTP Implementation Plan period – 2018/2019 and 2019/2020.

Summary of Funding Opportunities (for a more detailed explanation please see Table 5.1)

Local authority grant funding, Council Tax and other income.
SCC revenue funds allocated to highways and transport services:
Approx. £22.3m per annum (revenue funding).
Capital funds allocated by the Department for Transport
Proposed SCC allocations from capital grants 18/19: (19/20 to be determined)
£20.030m Highway structural maintenance
£250k Highway lighting basic need
£333k Gritter replacement
£2m Traffic signals recovery
£433k Rights of Way
£150k Network Rail incursion risk sites
£3.66m Pothole action fund
£1.5m Small Improvement Schemes
£3m NPIF allocation (17/18) towards Colley Lane Southern Access Road. £500k NPIF allocation (17/18) towards Highway Maintenance.
£400k (circa) Yeovil Eastern Corridor residual grant.

£800k Bridgwater Rail Station Improvement - Hinkley Deal Grant (matched by additional £400k s106 contribution).

£150k Taunton Rail Station Access – Hinkley Deal Grant.

30 days consultancy support to develop Local Cycling and Walking Infrastructure Plans for Taunton, Bridgwater and Yeovil.

SCC Capital programme (in addition to allocations above)

£2,373,358 contribution towards Yeovil Western Corridor
£2,000,000 contribution towards Colley Lane Southern Access Road (with further £2.04m in 19/20 as necessary).

Revenue funds allocated by the Department for Transport

Total Transport Fund Grant Carry-forward from £300k allocated in 16/17 to build web portal for access to all passenger transport options.

Cooperative Intelligent Transport Systems Fund Grant
Carry-forward from £300k allocated in 17/18 to test traffic signals green wave technology on Hinkley Point C fleet.

LEP - Local Growth Fund

£6.49m contribution to SCC towards Yeovil Western Corridor.
£4.6m contribution to GWR towards Taunton Rail Station Improvement.
Up to £12.9m contribution to SCC towards M5 J25.
£6.4m contribution to SCC towards Toneway Corridor Phase 1.
£4m contribution to developers towards Huntspill Relief Road.

Development related infrastructure through mitigation provided by developers (s278 agreements), funding contributions (S106 agreements) and Community Infrastructure Levy (CIL)

A wide range of s106 contributions are held for specific infrastructure needs and are not listed in detail here.

CIL contributions have not yet been allocated to projects.

Key infrastructure funded by developers or with significant developer contributions coming forward in the period of the LTP implementation plan is likely to include the following (excluding potential housing infrastructure fund schemes set out further below).

Hinkley Point C Corridor Improvement Packages.

Monkton Heathfield Western Bypass.

Colley Lane Southern Access Road

M5J25 Improvement

Huntspill Relief Road

Bridgwater Canon/ Cross Rifles Improvement.

Development sites at: Jurston, Bagley, Brue Farm Burnham-on-sea, North

Petherton, Keyford, Upper Mudford, Bunford, Ilminster, Crewkerne and Chard.

Housing Infrastructure Fund
HIF Marginal Viability Bids. Capital contributions to Planning Authorities: Taunton - £7.2m towards Staplegrove spine road Yeovil – £1.95m towards Brimsmore spine road Bridgwater – £5.5m towards East Bridgwater Development spine road
HIF Forward Funding Expression of Interest. Hinkley Housing Zone. Final package to be determined but likely to include the following highways and transport investments: Comeytrove spine road. Monkton Heathfield Phase 2 spine road. A38 Bus Rapid Transit Phase 1 Monkton Heathfield to Taunton. West Bridgwater and North-East Bridgwater development highway access. Walking and cycling improvements. Off-site localised highways improvements. The bid proposes a HIF contribution of approximately £50m along with approximately £70m other funds (Local Growth Fund, CIL, New Homes Bonus, SCC & Developer), to deliver the Highways and Transport Infrastructure.
Highways England (HE)
Road Investment Strategy Major Schemes A303 Sparkford to Ilchester Improvement. A358 M5 to Southfields Improvement.
Designated Growth and Housing Fund £4m contribution towards SCC M5J25 improvements.
Designated Walking and Cycling Fund £50k development funding towards Nexus 25 cycle bridge over the M5. Possible capital contribution to scheme construction in due course.
Hinkley Point Community Impact Mitigation Fund
We are working with North Petherton to deliver some cycling schemes in the local area.
New Homes Bonus
£1.5m contribution from TDBC NHB towards M5 J25.

Delivery, Future Plans and Policy Schedule

Full details of delivery to date, short term delivery plans, policy schedule and challenges to delivery against the current LTP objectives can be found in Section 6.

1 Introduction

In March 2011, Somerset County Council (SCC) adopted its current Local Transport Plan (LTP), which we chose to call the 'Future Transport Plan' (FTP), covering the period from 2011 to 2026. The FTP outlines the long-term strategy for transport in Somerset and is a statutory requirement of the Transport Act 2000.

(The FTP and supporting documents can be found at:
<http://www.somerset.gov.uk/policies-and-plans/plans/future-transport-plan/>)

Alongside the FTP, shorter-term Implementation Plans have been developed. The first, reflecting uncertainty over funding locally and nationally at the time, covered 2011/12. The second spanning 2013 to 2017 was developed to largely fall in line with the County Council's electoral cycle.

This, the third Implementation Plan will cover the period 2018/19 and 2019/20 to allow an opportunity to review the overarching long-term Local Transport Plan Strategy and some of the numerous supporting transport policies that feed into it.

It is envisioned that the fourth implementation plan will be published in late 2019/early 2020 covering the period to 2021 to fall back in line with the electoral cycle.

This implementation plan will briefly look at progress since 2013, delivery against key priorities and give an update on Major Schemes. The document will also look at how the Council might make the best of the opportunities currently available, what we plan to deliver in the near future and at the challenges and risks involved.

2 LTP Aims and Objectives

The Local Transport Plan's aims and objectives were grouped according to their role in delivering the aims of Somerset Sustainable Community Strategy – Somerset a Landscape for the Future 2009-2026. The Community Strategy's overall vision was of “a dynamic, successful, modern economy that supports, respects and develops Somerset's distinctive communities and unique environment”. The Strategy had six key aims as summarised below in Figure 2.1

Figure 2.1 Summary of FTP Aims.

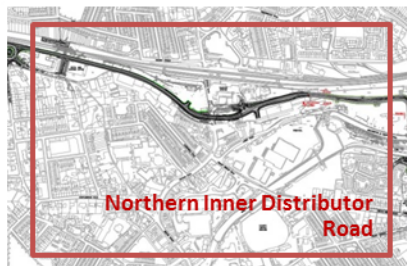
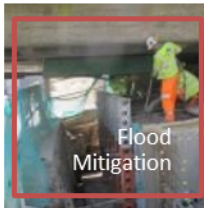


Although the Somerset Sustainable Community Strategy is no longer live policy (it has been superseded by Somerset's County Plan) this implementation plan will still show delivery against its priorities as they are still the ones outlined in the current Future Transport Plan 2011 to 2025. The FTP and its supporting policies were developed as live documents however, and it is recognised that a review and update is now required and is scheduled during the timescale of this implementation plan.

The Council's emerging **2018 County Plan and Business Plan** set out four strategic outcomes as follows and the implementation plan aligns closely with these outcomes.

- A county infrastructure that drives productivity, supports economic prosperity and sustainable public services.
- Vibrant and well-balanced communities able to enjoy and benefit from the natural environment.
- Fairer life chances and opportunity for all.
- Improved health and wellbeing and more people living healthy, safe and independent lives for longer.

3 Summary of Key Projects delivered during the last LTP Implementation Plan period 2013/14 to 2017/18



4 Development and Delivery of Current Schemes and Programme

The following section outlines progress with delivery of current highways and transport schemes and programmes.

This primarily covers the Council's own programmes but does include reference to schemes being delivered and funded by other agencies where the Council is closely involved, for example Highways England schemes and key major works that have been funded by Developers through Section 106 funding (a process that secures funding to deliver infrastructure to help mitigate the pressures on our network from large housing developments).

This section does not include every individual scheme being progressed but does cover the key investments and programmes funded between 2013 and 2017.

4.1. Major Investments in Bridgwater

4.1.1. Bridgwater M5 Junction 24 Huntworth Roundabout Improvements - Complete

In Autumn 2016 work was completed to improve Bridgwater's M5 Junction 24 Huntworth roundabout. Huntworth roundabout is a key junction in Bridgwater's highway network and has experienced significant peak-time congestion and queuing.

Outputs from the scheme included:

- Addition of 490m of cycleway.
- Addition of 2100m of footway.
- 800m of widened highway.
- Signalisation of the roundabout.
- 2 new pedestrian/cycle crossings.

The improvements aim to unlock new development sites in the area by providing increased capacity on both of the Taunton Road approaches (northbound and southbound) and on the eastern arm which connects the roundabout to the M5. The scheme has introduced traffic signals to improve traffic flow, reduce vehicle delay and manage queue lengths. A segregated cycle and pedestrian route has been constructed on the western side of Taunton Road, including a signalised crossing of Taunton Road on the roundabout's northern arm, which will connect the Bridgwater Gateway site to residential areas of the town and promote safer sustainable travel.

The improvements directly tied into SCC's Bridgwater Way, a Local Sustainable Transport Fund (LSTF) project that has delivered pedestrian and cycle improvements in Bridgwater.

The scheme was funded by the LEP Local Growth Fund, developer contributions and Somerset County Council.

4.1.2. Bridgwater Way - Local Sustainable Transport Fund - Complete

Funded by £3.8M from the Government's LSTF and Somerset County Council; a number of cycleway improvements including new cycle infrastructure has been delivered in Bridgwater. This included:

- A direct route linking North Petherton to Bridgwater adjacent to Taunton Road, including a new bridge at Stockmoor Rhyne;
- Improvements to the canal path to help maximise the use of this local asset for walking and cycling;
- A new north/south link through Stockmoor and Hamp
- A new east/west between Wilstock and Taunton Road

Funding was also allocated to the delivery of softer measures to improve sustainable travel, such as an area wide travel behaviour campaign, business travel planning and working with communities to improve local walking routes. Case studies from this successful activity can be accessed from thebridgwaterway.co.uk/

4.1.3. Hinkley Point C Transport Improvements – In progress

As part of the planning process around £100m was secured to address the impact of the development across a broad range of topics. Of this £16m was secured to deliver a package of road improvement schemes to help keep traffic flowing (in addition to the highway infrastructure mitigation provided by EDF) during the construction of Hinkley Point C. Major improvements already completed include:

Infrastructure provided by EDF:

- A new roundabout at Washford Cross in West Somerset
- Farrington Horse Crossing
- Claylands Corner Improvement
- Cannington bypass
- Cannington Traffic Calming
- Sandford Corner Improvement
- Works to increase capacity at Taunton Road and Broadway Junction
- M5 Junction 23 Improvement.

Infrastructure funded from S106 contributions and Hinkley Deal funds:

- A39 Cannington to Sandford Hill Roundabout cycleway
- A38 Taunton Road Toucan Crossing
- Sandford Hill to Homberg Way cycleway.

Further planned works in the near future include:

- Pedestrian island at Wills Road Junction
- Safety improvements at Alber/Friarn Street/Broadway Junction
- Improved cycling and walking facilities at Dunball Roundabout to Express Park
- Bristol Road/ The Drove Improvement

- Wylds Road/ The Drove Improvement
- Bristol Road/ Wylds Road Improvement

The scheme also included road safety improvement measures and improvement of walking and cycling infrastructure along corridors throughout Bridgwater and the surrounding area. The corridor improvements will work in tandem with an integrated Travel Behaviour Change and Road Safety Training and Awareness Programme.

4.1.4. Bridgwater Colley Lane Southern Access Road – In Progress

The Colley Lane Southern Access Road (CLSAR) is a new road in Bridgwater to provide access into the Colley Lane Industrial Estate from the South. The new road will run in a from Parrett Way to Marsh Lane with a new roundabout at the existing Marsh Lane/Showground Road junction. The provision of the CLSAR will enable vehicles from the south to enter and exit the estate without passing along Broadway and Taunton Road.

The Scheme involves:

- Construction of a new bridge over the Bridgwater and Taunton Canal
- Construction of a new bridge over the River Parrett
- Provision of a roundabout at the Showground Road/Marsh Lane junction
- Construction of 840 metres of new carriageway
- Widening/realigning of 100 metres of existing road
- Provision of pedestrian and cycle facilities
- Provision of 4 junctions, incorporating 'right turning' lanes, where appropriate, to maintain/enhance existing access arrangements.

A contract has been let and construction of the scheme will commence in April 2018. Information about the progress can be found at <http://www.somerset.gov.uk/policies-and-plans/schemes-and-initiatives/colley-lane-southern-access-road-bridgwater/>.

4.1.5. Bridgwater Station Improvements – In Development

Funding has been secured for Bridgwater Station rail improvements that include:

- Public realm enhancement
- Car parking, and
- Public transport interchange.

Funding includes £800,000 from the DfT and £400,000 from an EDF Section 106 agreement. The project is being delivered by Great Western Railways (GWR).

4.1.6. Bridgwater Canon/ Cross Rifles Junction Improvement – In Development

The Canon/ Cross Rifles junction is a key node in the Bridgwater road network where the A38 Bristol Road and A39 Bath Road meet. It sits on Bridgwater's ring road and is part of a key route into the town centre and retail parks. Developer contributions are in place to improve the Junction by amending its layout and

introducing traffic signals. Several design options have been tested and the scheme is in the final stages of feasibility prior to public consultation.

4.2. Major Investments in Yeovil

4.2.1. Yeovil Eastern Corridor Improvements - Complete

The Council received a grant of approximately £3m to improve the Yeovil Eastern Corridor to support growth and development of eastern and central Yeovil. The majority of the available grant was utilised to improve highway capacity and pedestrian/ cycle facilities by improving the layout of the Horsey and Hospital roundabouts.

A small amount of the grant funding remains and will be utilised as a contribution towards infrastructure improvements on the corridor arising from South Somerset District Council's 'town centre refresh' regeneration proposals. Developer funded improvements also took place on this corridor at the junction of Sherborne Road and Lyde Road.

4.2.2. Yeovil Western Corridor Improvements – In Progress

In order to accommodate allocated growth and development in the area (such as at Bunford Park) a series of cycle, pedestrian, signalisation and junction improvements along the western corridor have been developed.

The scheme includes improvements to

- Westlands Roundabout and Bunford Hollow;
- Preston Road Roundabout;
- Bluebell Roundabout; and
- Cycleway/footway infrastructure and signalisation of Copse Road/Western Avenue junction.

Preparation and minor works started in February 2017 while the main construction programme started in winter 2017. The scheme will take approximately 18 months to complete. The £16.5M scheme has been funded with £6.4M from the LEP Local Growth Fund, £4.8M from SCC and £5.3M from Developer contributions.

4.3. Major Investments in Taunton

4.3.1. Taunton Northern Inner Distributor Road Major Scheme - Complete

Taunton's Northern Inner Distributor Road (NIDR) was completed and opened to the public in Summer 2017.

The scheme consists of a new road linking Staplegrove Road in the west of Taunton to Priory Avenue in the east. By providing an additional east-west link it is intended to reduce congestion along Greenway Road, Priorswood Road and the Rowbarton area and initial traffic data gathering indicates that this is being achieved. The scheme also provides access to brown field development sites at Taunton West Goods Yard, Taunton East Goods Yard and the Firepool area.

The scheme involved:

- Construction of a new bridge over the river Tone and the canal in the vicinity of Priory Fields Business Park.
- Replacement of the former rail bridge over Station Roads to the north of Whitehall.
- Replacement of the existing foot bridge over the railway at Chip Lane.
- Construction of approximately 1.6 km of new carriageway together with the realignment of a further 150 m of carriageway.
- Construction of a new junction at Chip Lane/Staplegrove Road junction.
- Improvements to the existing Priory Bridge Road/Priory Avenue/Priory Park junction.
- The provision of pedestrian and cycle facilities.

The scheme was grant funded by the Department of Transport (DfT), who contributed £15.2M, together with contributions from the Council and Developers.

4.3.2. Taunton Monkton Heathfield Eastern Relief Road – Complete

A new road was delivered by the developers of the Monkton Heathfield urban extension to re-route the A38 to the east of the new development area and enable the new development to become integrated with the existing community rather than being severed by heavy traffic. A new frontage near the school, new 20mph zone and traffic calming including a bus gate was implemented on the old A38 to ensure that through traffic uses the new road rather than cutting through the heart of the community.

4.3.3. Taunton Monkton Heathfield Western Relief Road – In progress

Work will continue to improve infrastructure around the Monkton Heathfield development with a Western Relief Road being delivered by a consortium of Developers. The route will link the A38 by Milton Hill with the A3259 near Yallands Hill with the aim to reduce congestion.

4.3.4. Taunton Rail Station Improvements - In Development

In early 2015 the LEP approved £4.6M from the Local Growth Fund to improve Taunton Train Station. The planned improvements include:

- Building a 400 space multi-story car park
- Changing the location of the main entrance and forecourt enhancements
- Improved transport interchange

The project is being delivered by Great Western Railway (GWR) and is scheduled to be complete by mid-2019.

4.3.5. Taunton M5 Junction 25 Improvements – In Development

M5 Junction 25 has been identified as one of a series of junctions that need improvement to accommodate the proposed level of growth in Taunton in the next 10 years or so.

The Scheme is estimated to cost approximately £18M with contributions of £4m from Highway's England's growth and housing fund, £1.5M from Taunton Deane Borough Council, £1.5M from Developer contributions and up to £12.9M available from the LEP Local Growth Fund.

The scheme will include:

- Full signalisation of the junction
- Elongation and widening of the circulatory carriage way, and
- Provision for a new link road between the A358 and Haydon Lane.

4.3.6. Taunton Toneway Corridor Improvements Phase 1 (Creech Castle) – In Development

The junction at Creech Castle is part of the Toneway Corridor, which provides the key connection between the A38, the M5 (Junction 25) and Taunton Town Centre. Over the next 15 years, significant levels of employment, retail and residential development are proposed in Taunton. Without intervention, this corridor will act as a constraint on housing and economic growth. This scheme aims to increase highway capacity and improve traffic flow along the corridor to enable future growth to be accommodated.

The proposed scheme involves:

- Increased lanes on all approaches;
- Removal of right turn from A358 West into Bridgwater Road South;
- New at grade pedestrian and cycle crossings;
- New cycle access bridge on Bridgwater Road North.

The scheme will be funded from the LEP Local Growth Fund and developer contributions.

4.3.7. Taunton Town Centre Public Space Improvement Project – In Development

SCC is working with Taunton Deane Borough Council to develop a scheme to improve the experience of using Taunton town centre.

A consultation was held in 2017 about proposals to make changes to East Street, Hammet Street and St James Street which would redirect traffic to more appropriate routes. The overall aim is to create a thriving town centre environment that is more attractive and inviting for pedestrians and cyclists, is less polluted and noisy, and is better for businesses. The project team is using the consultation information to develop detailed proposals that will be taken forward for delivery. It is anticipated that further engagement will take place on the final designs.

The scheme and development work are funded by Taunton Deane Borough Council.

4.3.8. Taunton Rowbarton Gyratory – In Development

The Rowbarton junction is a critical node in the highway network on the northern side of Taunton. The existing traffic lights have been in place for many years and are now reaching the end of their design life. Taunton is experiencing significant levels of planned growth.

Planning permission has recently been granted for 1600 homes on the Staplegrove site to the North of the Rowbarton junction. The movements to and from that development will increase the demands placed on upon the junction and the existing infrastructure will struggle to cope with those demands.

SCC has developed a scheme that will modernise the existing infrastructure, improve pedestrian and cycle usability as well as increasing the capacity for motorised traffic.

4.4. Other Major Highways and Transport Investments

4.4.1. Flood Management and Mitigation Schemes – Complete

Between mid-December 2013 and the end of January 2014 Somerset was severely affected by extreme weather and inundated by 250% of the average rainfall for that period. The prolonged wet weather and subsequent flooding in the county affected over 200 homes in the area of the Somerset Levels and Moors, with some communities such as the Village of Muchelney cut off for more than 2 months.

A flood action plan for the area was put together by partners and submitted to Government. The Department for Transport (DfT) allocated emergency grant funding to The Council to implement short term priority actions to both reduce flood risk and increase resilience; putting the road network back to a good state following the impact of the floods.

The key schemes delivered using the £10M emergency grant funding were :

- Raising the road into the Muchelney by about 1.27 meters over a length of about 500 meters including extensive culverting to allow flood water conveyance across the road.
- Extensive culverting works to the A372 at Beer Wall to enable the River Sow drainage channel to be widened and culverted to improve conveyance of flood water.

Further severe weather recovery scheme grants were subsequently provided by DfT (£7.8m revenue and £4.5m capital) which have been used for a wide range of maintenance, resurfacing and drainage schemes across flooded areas of the County.

4.4.2. LED Highway Lighting Replacement Programme - Ongoing

Phase 1 of an invest-to-save LED lighting programme has now been completed at a capital cost of approximately £3.5M to replace about half the highway lighting stock (18,067) units. The total LED street lighting stock now comprises 24,715 units. There are a further 28,200 street lights which remain to be converted to LED along

with just over 4000 illuminated signs and 1500 illuminated bollards. Most of the remaining units will now also require the lighting column to be replaced as well as the lamp unit to accommodate LED conversion and the relative value for money of further tranches of investment are being considered.

The programme has delivered significant energy savings and LEDs have the benefit of a much longer operational life before they need to be replaced.

4.4.3. Small Improvement Scheme Programme - Ongoing

The Small Improvement Scheme (SIS) is a programme of highways and transport schemes proposed within the local community with County Councillors promoting the highest priority schemes on behalf of their respected communities. The programme is designed to achieve improved safety and accessibility within the communities.

As at March 2018 a total of 183 schemes have been completed with an additional 46 on hold or abandoned due to feasibility or land issues. 5 are currently at construction, 36 remain in design and 2 remain at feasibility.

By 'request year' this can be broken down as below:

Tranche	Complete	Design/ Feasibility	Construction	On hold/ not deliverable
2011/12	72			
2012/13	48			
2013/14	55	11	3	22
2015/16	9	27	2	5

In addition, 105 new scheme requests have been received from a call for new schemes in 2017, and these are currently being reviewed prior to formulating the new programme.

4.4.4. Highway Maintenance Programmes - Ongoing

The Council has ongoing maintenance programmes that comprise the following activity:

- Structural Maintenance (such as resurfacing roads)
- Routine and Environmental Maintenance
- Winter and Emergency Service
- Bridges and Structures
- Highway Inspections and Asset Data
- Rights of Way
- Street Lighting
- Traffic Signals

The Council's ongoing programmes have effectively utilised our available resources to keep the highway in a 'steady state' of repair such that whilst there is always a backlog of repairs (which is inevitable given the cost of renewing the entire highway), those repairs are carried out in a timely fashion before the condition of the road can deteriorate.

A recent review of asset condition has highlighted the need for an asset replacement programme for life-expired traffic signals; as a significant proportion of the stock is either approaching or beyond its design life. The Council is allocating capital funds to commence a life-expired traffic signals replacement programme in 2018.

4.5. Highways England's A358/A303 Improvements – In Development and Consultation

Highways England is currently consulting on three initial improvements to the A303 and A358 corridor as part of a wider proposal to create an expressway to the South West. The A303 is already managed by Highways England as part of the National Strategic Road Network (SRN) and once improved the A358 from Southfields to the M5 will also become part of the SRN. Somerset County Council is a consultee in these proposals. The first 3 schemes to be delivered are:

- **A358 Taunton to Southfields.** A dual carriageway link between the M5 at Taunton and the A303 at Southfields. A second non statutory consultation was undertaken by the HE in early 2018 for options that included the connection to the M5 via Jct 25 with a potential bypass of Henlade and the possibility of an additional new motorway junction to the South of Taunton.
- **A303 Sparkford to Ilchester.** Improving the single lane to a dual carriageway on the A303 between Sparkford and Ilchester. The preferred route was subject to a statutory consultation in early 2018.
- **A303 Stonehenge (Amesbury to Berwick Down).** Improvements to the A303 past Stonehenge between Amesbury to Berwick Down with a proposed tunnel to bypass the historic site. Although not directly within Somerset, SCC has lobbied the HE to ensure the best outcome for Somerset.

5 Funding Available for the Next LTP Implementation Plan Period, 2018/2019 & 2019/2020.

Table 5.1 provides a summary of the funding opportunities (that we are currently aware of) that may be available to deliver highways and transport improvements over the next LTP Implementation Plan period. Only those opportunities which have a realistic prospect of funding Somerset infrastructure are noted. Bids to other funds which have been unsuccessful are not listed here.

Table 5.1 - Funding Availability 2018/2019 - 2019/2020

Description	Funding Availability
Local authority grant funding, Council Tax and other income.	
<p>Used to provide highways and transport services including transport planning and development planning as well as supporting the operation of the existing transport system via routine highway maintenance and highway lighting, traffic management and road safety, rights of way, providing the concessionary travel scheme, park and ride, supporting non-commercial bus services to meet a social need, and providing parking management.</p> <p>From 2020 the revenue from business rates is likely to be retained locally with the core grant from central government planned to cease. This may not be a favourable option for a rural County like Somerset where much of the economy is based on small business of less than 5 employees. SCC continues to lobby Central Government in this issue to ensure the scheme is fair in its delivery.</p>	<p>SCC revenue funds allocated to highways and transport services:</p> <p>Approx. £22.3m per annum (revenue funding).</p>
Capital funds allocated by the Department for Transport	
<p>Capital allocations are given to the County Council for:</p> <ul style="list-style-type: none"> Highway maintenance to deliver its statutory duties, including a basic need element and an incentive element. 	<p>Proposed SCC allocations from capital grants 18/19: (19/20 to be determined)</p> <p>£20.030m Highway structural maintenance £250k Highway lighting basic need £333k Gritter replacement £2m Traffic signals recovery</p>

<ul style="list-style-type: none"> • Ad-hoc specific pothole action fund grants. • Funding for smaller scale highway improvement schemes. • Other ad-hoc grants. 	<p>£433k Rights of Way £150k Network Rail incursion risk sites</p> <p>£3.66m Pothole action fund</p> <p>£1.5m Small Improvement Schemes</p> <p>£3m NPIF allocation (17/18) towards Colley Lane Southern Access Road. £500k NPIF allocation (17/18) towards Highway Maintenance.</p> <p>£400k (circa) Yeovil Eastern Corridor residual grant.</p> <p>£800k Bridgwater Rail Station Improvement - Hinkley Deal Grant (matched by additional £400k s106 contribution).</p> <p>£150k Taunton Rail Station Access – Hinkley Deal Grant.</p> <p>30 days consultancy support to develop Local Cycling and Walking Infrastructure Plans for Taunton, Bridgwater and Yeovil.</p>
<p>SCC Capital programme (in addition to allocations above)</p>	
<p>Funds allocated to other highways and transport schemes within SCC capital programme.</p>	<p>£2,373,358 contribution towards Yeovil Western Corridor £2,000,000 contribution towards Colley Lane Southern Access Road (with further £2.04m in 19/20 as necessary).</p>
<p>Revenue funds allocated by the Department for Transport</p>	
<p>Total Transport Fund Grant</p>	<p>Carry-forward from £300k allocated in 16/17 to build web portal for access to all passenger transport options.</p>
<p>Cooperative Intelligent Transport Systems Fund Grant</p>	<p>Carry-forward from £300k allocated in 17/18 to test traffic signals green wave technology on Hinkley Point C fleet.</p>
<p>LEP - Local Growth Fund</p>	
<p>Budget devolved by Central Government to the Local Enterprise Partnership (LEP) to fund major transport infrastructure investment in their areas. Fund allocated to specific</p>	<p>£6.49m contribution to SCC towards Yeovil Western Corridor. £4.6m contribution to GWR towards Taunton Rail Station Improvement. Up to £12.9m contribution to SCC towards</p>

<p>projects via a prioritisation process and subsequent business case.</p>	<p>M5 J25. £6.4m contribution to SCC towards Toneway Corridor Phase 1. £4m contribution to developers towards Huntspill Relief Road.</p>
<p>Development related infrastructure through mitigation provided by developers (s278 agreements), funding contributions (S106 agreements) and Community Infrastructure Levy (CIL)</p>	
<p>Developers are required to provide suitable infrastructure to enable development to take place and often build the infrastructure themselves through s278 agreements. Developer funding contributions are sometimes agreed towards the cost of providing or improving infrastructure needed to support the new development via s106 agreements or the Community Infrastructure Levy (CIL). CIL is charged by the planning authorities and 15% is passed directly to the town or parish councils within whose boundaries where the development takes place. This rises to 25% of the levy when a Neighbourhood Plan has been formally adopted by the Town/Parish Council.</p>	<p>A wide range of s106 contributions are held for specific infrastructure needs and are not listed in detail here.</p> <p>CIL contributions have not yet been allocated to projects.</p> <p>Key infrastructure funded by developers or with significant developer contributions coming forward in the period of the LTP implementation plan is likely to include the following (excluding potential housing infrastructure fund schemes set out further below).</p> <p>Hinkley Point C Corridor Improvement Packages. Monkton Heathfield Western Bypass. Colley Lane Southern Access Road M5J25 Improvement Huntspill Relief Road Bridgwater Canon/ Cross Rifles Improvement. Development sites at: Jurston, Bagley, Brue Farm Burnham-on-sea, North Petherton, Keyford, Upper Mudford, Bunford, Ilminster, Crewkerne and Chard.</p>
<p>Housing Infrastructure Fund</p>	
<p>HIF Marginal Viability Bids.</p> <p>Homes England have awarded funding to the Planning Authorities subject to further points of clarification.</p> <p>Scheme delivery route still under discussion.</p>	<p>Capital contributions to Planning Authorities:</p> <p>Taunton - £7.2m towards Staplegrove spine road Yeovil – £1.95m towards Brimsmore spine road Bridgwater – £5.5m towards East Bridgwater Development spine road</p>
<p>HIF Forward Funding Expression of Interest. Hinkley Housing Zone.</p>	<p>Final package to be determined but likely to include the following highways and transport investments:</p>

<p>Homes England have confirmed that SCC will progress into a 'co-development' stage to prepare a business case for a package of forward funding infrastructure to unlock development across Taunton and Bridgwater.</p>	<p>Comeytrove spine road. Monkton Heathfield Phase 2 spine road. A38 Bus Rapid Transit Phase 1 Monkton Heathfield to Taunton. West Bridgwater and North-East Bridgwater development highway access. Walking and cycling improvements. Off-site localised highways improvements.</p> <p>The bid proposes a HIF contribution of approximately £50m along with approximately £70m other funds (Local Growth Fund, CIL, New Homes Bonus, SCC & Developer), to deliver the Highways and Transport Infrastructure.</p>
<p>Highways England (HE)</p>	
<p>Road Investment Strategy Major Schemes,</p>	<p>A303 Sparkford to Ilchester Improvement. A358 M5 to Southfields Improvement.</p>
<p>Designated Growth and Housing Fund</p>	<p>£4m contribution towards SCC M5J25 improvements.</p>
<p>Designated Walking and Cycling Fund</p>	<p>£50k development funding towards Nexus 25 cycle bridge over the M5. Possible capital contribution to scheme construction in due course.</p>
<p>Hinkley Point Community Impact Mitigation Fund</p>	
<p>EDF Energy has set up a £20M Community Fund to be spent on communities most affected by the delivery of Hinkley Point C. The first £7.2M is being administered by West Somerset Council. Although SCC cannot itself apply for the funding, we can help support groups in applying for funding and in the delivery of projects.</p>	<p>We are working with North Petherton to deliver some cycling schemes in the local area.</p>
<p>New Homes Bonus</p>	
<p>Paid to local authorities based on housing delivery.</p>	<p>£1.5m contribution from TDBC NHB towards M5 J25.</p>

6 Delivery, Future Plans and Policy Schedule against current LTP Strategy Objectives

<p>Current LTP Objective: Making a Positive Contribution <i>Share and attract resources through partnership and other external sources to achieve our goals</i> <i>Encourage local communities to meet their individual transport needs</i></p> <p>SCC emerging county plan and business plan strategic outcomes:</p> <ul style="list-style-type: none"> • Vibrant and well-balanced communities able to enjoy and benefit from the natural environment. • Improved health and wellbeing and more people living healthy, safe and independent lives for longer. 					
Key Delivery to Date		Short Term Plans (2018/20)	Challenges/Risk	Associated Policy	Policy Schedule
POS1	We will help our communities to help themselves. We will help them to make improvements to transport, allow them to shape our work and deliver improvements in partnership with other organisations.				
SCC has worked with 10 Community Minibus and 24 Community car schemes that help serve the local community allowing them access to services such as healthcare, shopping or leisure. Those accessing the service are often vulnerable user such as the elderly or frail.		To continue to support current community transport schemes and help to encourage the development of new schemes through Officer support and the Community Car Scheme Tool Kit.	Getting partners to work with us in a community basis	Passenger Transport Strategy	To be replaced by a new Passenger Transport Strategy. Scheduled for consultation summer 2018, due for adoption Autumn 2018.
Delivered 183 Small Improvement Schemes improving safety and accessibility in local communities.		Continue to deliver the current SIS programme. Finalise and issue new programme for delivery over 2018/19 – 2020/21.	Reducing number of schemes that turn out not to be feasible or deliverable. Capacity to deliver. Minimising the additional maintenance burden.	Local Transport Plan Local Cycling and Walking Implementation Plans (LCWIP)	LTP Refresh due End 2019. Due to start development in September 2018.

<p>The Community Infrastructure Levy (CIL) is a planning charge on developments that helps support infrastructure in the local community. Where the community has a Neighbourhood plan, 25% of the CIL goes directly to that community for infrastructure of their choice (this does not have to be transport related). This is a relatively new scheme and SCC has helped to support communities where needed.</p>	<p>Finalise CIL governance arrangements with planning authorities and develop agreed investment priorities.</p>	<p>Lack of direct control over CIL decisions.</p>	<p>National Policy. Community Infrastructure Levy Regulations 2010.</p>	<p>Ensure that we investigate development of how we will work with neighbourhoods and include in any relevant policy updates.</p>
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<p>Living Sustainably <i>To seek innovative ways of making jobs, service and tourism more accessible to, from and for rural areas</i> <i>Minimise the adverse impact of transport on quality of life and the natural environment</i> <i>Maximise the potential for use of technology to support our goals</i> <i>Seek opportunities through transport to reduce carbon emissions and strengthen our abilities to adapt to climate change, particularly where it supports or enhances the success of the other challenges</i></p> <p>SCC emerging county plan and business plan strategic outcomes:</p> <ul style="list-style-type: none"> • Vibrant and well-balanced communities able to enjoy and benefit from the natural environment. • Improved health and wellbeing and more people living healthy, safe and independent lives for longer. 				
Key Delivery to Date	Short Term Plans (2018/19)	Challenges/Risk	Associated Policy	Policy Schedule
SUS1	<p>Climate change. We will publish an annual action plan explaining how we will lead Somerset's response to climate change. Transport will have an important part to play in this.</p>			
<p>The annual action plan was part of the Climate Change Strategy – Responding to Climate Change in Somerset. Unfortunately the Strategy is no longer valid and the last annual report was published in 2011. The main areas that involved transport were vehicle emissions and the mitigation of transport issues due to climate events such as flooding.</p>	<p>Continue to encourage low emission vehicle use through the planning process and sustainable transport initiatives. Taunton Transport strategy electric charging points.</p>		<p>Travel Plan Guidance November 2011. Active Travel Strategy 2012. LTP</p>	<p>Travel Plan Guidance scheduled for renewal early 2018. Refresh due end 2019. As scheduled by</p>

			District Councils Issues and Options.	Districts.
Somerset County Council is a member of the Somerset Rivers Authority which has been set up in response to the flooding in Somerset in 2013/14, aiming to reduce the frequency, level and impact of flooding in Somerset.	Continue to work through the Enhanced Programme and address Highways issues where needed.		SRA Enhanced Programme	
A contingency plan has been developed to help reduce the impact on the transport network should there be further flooding and weather events	Utilise the contingency plan where the situation arises.	Strain on resources should there be a persistent need due to adverse weather.	Flood Gate Operational Plan	
SUS2	Public Transport. We will do what we can to maintain essential services in the early years of this plan and work to improve the way services work together and provide better bus information during its later years.			
Due to a continued reduction of funding from Central Government over the past few years the Council has had to take difficult decisions with regards to the full range of services that it has a duty to provide and the allocation of funds to manage competing risks across the authority. The budget available for public transport subsidy has reduced but the Council has worked closely with bus operators and communities to ensure the available budget continues to support those services that are most essential in meeting transport needs that would otherwise be unmet by the commercial market. The Council has worked closely with operators and communities to find alternative solutions where Council subsidies have had to be reduced. A dynamic purchasing system has been introduced to simplify the contracting process for the market and to improve	Continue to try and maintain essential services where feasible and within our means. Encourage the development of Demand Responsive Transport and commercially operating routes. Work in partnership with Parish/Town Councils to cover essential town services.	Ability of the bus market to provide commercially viable transport routes. Lack of stability and effective competition in the bus market. Capacity to work with operators and communities to find alternative solutions.	Passenger Transport Strategy	To be replaced by a new Passenger Transport Strategy. Scheduled for consultation Early 2018, due for adoption Summer 2018.

efficiency.				
The Local Authority has worked closely with local bus operators to introduce SMART ticketing for concessionary travel and Further Education students.	Roll-out SMART card technology to the Park and Ride service. Continue to develop smart technologies such as contactless payment on buses.		Passenger Transport Strategy	To be replaced by a new Passenger Transport Strategy. Scheduled for consultation Early 2018, due for adoption Summer 2018.
SUS3	Smarter Choices. We will help people make smarter travel choices. We will provide high quality transport information and encourage organisations to develop travel plans.			
The Moving Somerset Forward campaign and website that was developed to help promote smarter travel choices has now been replaced by the Travel Somerset website and the Getting Around Somerset brand. The new website provides travel and smarter choices information but also includes real time traffic info and road work information to allow better journey planning. The Getting Around Somerset brand is used for site specific travel information and guides, such as those produced for new housing developments.	Continue to develop smarter choices information on the Travel Somerset website. Continue to develop site specific travel information through a variety of media. Roll-out the Hinkley Point C travel demand programme in Bridgwater utilising EDF s106 funding.	Managing travel behaviour changes when the right level of infrastructure isn't available. Sustainable travel infrastructure incomplete.	Active Travel – Information and Communication Strategy 2012 SCC Travel Plan Guidance 2011 LCWIP	2018. Travel Plan Guidance scheduled for renewal early 2018. Due to start development in September 2018
Approximately 50 Travel Plans are audited against SCC Travel Planning Guidance 2011 and SCC Parking Strategy 2013 every year through the planning process.	Continue to undertake Travel Plan audits as part of the Council's statutory requirements.		SCC Travel Plan Guidance 2011. SCC Parking Strategy 2013	SCC Travel Plan Guidance scheduled for renewal early 2018.
Transporting Somerset has been working closely with Health and Social Services to provide residents access to transport for	To continue working to develop a 'one stop' solution for transport information to allow	Partnership working, issues to access to info,	Active Travel – Information and Communication	

healthcare including a centralised booking system. Partnership work in this area has greatly improved access especially for vulnerable users.	individuals to make informed decisions when journey planning.	resources of partners	Strategy 2012	
SUS4	Cycling. We will encourage people to cycle more by helping them to make smarter travel choices and get better cycling skills. We will support the provision of appropriate and well connected cycling facilities.			
The Bridgwater Way improvements, funded by the Local Sustainable Transport Fund (LSTF) have now been delivered. The scheme included improvements and extension of 7.2km of cycle routes in Bridgwater providing better cycle connection throughout the town, in addition to a Smarter Choices campaign to encourage more cycling.	Continue to promote use of cycling and monitor cycling in the area where resources allow. Continue to secure cycle infrastructure improvements as part of new highways schemes and developments.	Cycling expertise reduced in the service due to staff moves. Capacity to engage in development of cycling solutions.	Active Travel – Cycling Strategy 2012	
A number of developer funded cycle improvement schemes have been delivered and are in progress across the County. Schemes have also been taken forward in the local areas near Hinkley Point, to help ensure opportunities for sustainable travel to the site.	Continue to progress and install schemes. Deliver further mitigation works to encourage cycling and walking.			
SCC has won funding from the DfT for consultancy support for the development of Cycling and Walking implementation plans (LCWIPs) for Taunton, Bridgwater, Yeovil.	A project plan is in place to deliver initial implementation plans by Spring 2019	Need to finalise plans within the limited window of DfT consultancy support provided. Embedding any new ways of working on cycle solutions within the organisation.		LCWIPs will feed into the next LTP update.
Cycle improvements have been delivered as part of the major schemes programme	Continue to complete construction of YWC cycle			

including the Taunton NIDR (completed) and Yeovil Western Corridor works (under construction).	elements as planned for Summer 2019. Commence construction of cycle elements of Colley Lane Southern Access Road, M5 Junction 25 and Toneyway Corridor.			
Partnership working. SCC has engaged with interest groups such as the Taunton Area Cycling Campaign, help developing schemes.	Continue to engage with interest groups.	Capacity to engage fully and undertake actions arising from engagement.		
A bid was submitted into the National Productivity Investment Fund for a new cycle bridge over the M5 connecting to the Nexus 25 development. Whilst unsuccessful, development funding has been allocated for the scheme from Highways England with a view to making further funding bids for construction funds.	Complete Nexus 25 cycle bridge feasibility study and bid for construction funds.	Appropriate funding opportunities.		
SUS5 Walking. We will help people make more trips on foot and help people see the benefits of walking.				
Many of the small improvements schemes (SISs) address issues that may restrict or discourage walking.	Continue to ensure the SIS programme improves accessibility and delivers improvements that enable more active travel such as walking.		Active Travel – Walking Strategy 2012	
Cycle improvements have been delivered as part of the major schemes programme including the Taunton NIDR (completed) and Yeovil Western Corridor works (under construction).	Continue to complete construction of YWC pedestrian elements as planned for Summer 2019. Commence construction of pedestrian elements of Colley Lane Southern Access Road,			

	M5 Junction 25 and Toneway Corridor.			
SCC has won funding from the DfT for consultancy support for the development of Cycling and Walking implementation plans (LCWIPs) for Taunton, Bridgwater, Yeovil.	A project plan is in place to deliver initial implementation plans by spring 2019	Need to finalise plans within the limited window of DfT consultancy support provided.		LCWIPs will feed into the next LTP update.
SCC has worked closely with Taunton Deane Borough Council to consult on and develop proposals for improving Taunton Town Centre public space with a view to reducing traffic and improving the pedestrian environment in the centre, particularly at East Street, Hammett Street and James Street.	Implement trial traffic restrictions in Taunton Town Centre and work with TDBC to identify funding for a permanent scheme subject to successful trial.	Funding for permanent scheme.		
SUS6	Rights of Way. We will work to maintain our Rights of Way (RoW) network and improve the information available to help people use them.			
Maintenance to Rights of Way has improved the percentage of easy to use network from 77% to 82% over the last 5 years.	Continue to maintain the network.		LTP Rights of Way Improvement Plan.	
Explore Somerset, an interactive mapping system, was launched in April 2016. The amount and quality of information available to the public is now much improved on the previous system allowing easier access to the Rights of Way network.	Continue to populate and promote the Explore Somerset system.			
SUS7	Rail. We will work in partnership with the rail industry and other stakeholders to encourage more people to travel by train. We will support better services, facilities, security, integration and improvements in the way people see train travel.			
£4.6M was approved from the LEP in early 2015 for Taunton Train Station improvements, including building a 400 space multi-story car park, improved transport interchange and forecourt enhancements. Contribution from GWR.	Continue to work with GWR on delivery of the project. It is estimated completion should be mid-2019.	Lack of GWR Officer resources may reduce ability of GWR to deliver the project in a timely manner.	Rail strategy	Updated this year.

Member of the Peninsula Rail Task Force developing the evidence base around need for Rail investment and lobbying Government to secure the investment.	Continue to lobby Government for a response to the PRTF 20 year plan.	Rail expertise reduced in the service due to staff moves.		
Work with the Rail industry to take part and influence franchise competitions and network rails long term planning process.	Continue to work with Rail industry.	Capacity and financial resource to engage in development of rail solutions.		
Work with rail partnerships to improve local rail network experience.	Continue			
We have advised community groups on the implications of opening new rail stations and rail lines. We have worked jointly with partners where rail station feasibility studies are underway (e.g. Wellington/ Collumpton).	Continue to provide advice insofar as we are able.			
Funding has been secured for Bridgwater rail improvements that includes public realm enhancement, car parking and public transport interchange.	Currently in planning and detailed design stage GWR.	Lack of GWR Officer resources may reduce ability of GWR to deliver the project in a timely manner.		
SUS8	Emerging Technologies. We will consider how electric vehicles, responsibly sourced biofuels and other new technologies could help us meet our goals and challenges.			
To encourage the use of electric vehicles SCC has installed electric charging points at County Hall.	Continue to provide opportunities for installation of electric charging points around the County.	Resources and maintenance	LTP updated to include future proofing emerging technologies	
The requirement for electric charging points in new residential and commercial developments is now part of the development control process.	Continue to ensure that charging points are included in development plans.		Transport and new development	
Energy efficient intersections pilot project to enable the better use of technology in delivering improved traffic junctions movements on Hinkley freight route in	Implementation and appraisal of results by late 2018 and possibility of extension of trial.	Equipping sufficient vehicles in the fleet to deliver a		

Bridgwater.		successful trial.		
SUS9	Noise. We will manage the effects transport-related noise has on our communities at problem locations. We will assess sites according to the Defra guidance and prioritise possible solutions.			
	Noise impact considerations are included in all major schemes as part of the planning process.	Continue to comment on noise impacts of transport schemes where required.		Noise Action Plan is required under the Environmental Noise Directive
SUS10	Landscape and Biodiversity. We will protect Somerset's landscapes and biodiversity by working to minimise the effect transport schemes have on them.			
	Ecology impact considerations are included in all major schemes as part of the planning process.	Continue to comments on ecology impacts of transport schemes where required.		LTP Pollination strategy – look up

Ensuring Economic Wellbeing

To ensure that the transport network is maintained

To minimise the growth of traffic in our more urban settlements to address congestion issues.

To maximise the potential for use of technology to support our goals

SCC emerging county plan and business plan strategic outcomes:

- A county infrastructure that drives productivity, supports economic prosperity and sustainable public services.

Highlights of Delivery to Date	Short Term Plans (2018/19)	Challenges/Risk	Associated Policy	Policy Schedule
ECN1	Car and Taxi. We will work to better manage the traffic on the roads and improve the most congested junctions and routes. We will work with developers to try and make sure new developments don't make conditions worse.			
	Several major schemes have been implemented to help reduce congestion including the Taunton Northern Inner Distributor Road (NIDR), Bridgwater's Huntworth Roundabout improvements and Yeovil's Western Corridor Improvements. (See section 4).	Complete Yeovil Western Corridor. Progress improvements to Colley Lane Southern Access Road, Canon/ Cross Rifles	Resources	LTP District Local Plans

	junction, M5J25 and Toneway Corridor.			
It is a statutory duty through the Section 106 process to work with Developers to ensure that any new developments contain the appropriate infrastructure or mitigating actions.	Ongoing activity	Officer resources	LTP	
Funds have been allocated in the SCC capital programme to commence a programme of upgrades and modernisation for existing traffic signal sites. This will improve operational efficiency, capacity and reduce liabilities associated with an ageing stock.	Commence programme of traffic signal upgrades. Continue to explore funding opportunities to accelerate this programme.	Resources to bid and opportunities to bid into.	LTP	
Successful Housing Infrastructure Fund marginal viability bids have been secured and the Council is moving to the next stage with a forward funding bid for infrastructure to unlock housing growth across Taunton and Bridgwater.	Work with Planning Authorities to deliver HIF marginal viability schemes at Staplegrove, Brimsmore and East Bridgwater, Work with Homes England to finalise a compelling business case for forward funding development infrastructure across Taunton and Bridgwater.	Capacity to prepare business cases. Success of business case in a highly competitive funding environment.		
Resilience of the road network: The Council has published a resilient road network map which sets out the roads which are particularly important in connecting communities and which we will aim to keep operational in severe weather and other emergency situations. We have also used severe weather grants, funding from the Somerset Rivers Authority and other funds to improve network resilience.	Ongoing work to identify locations where the resilience of the transport network is at risk (e.g. from flooding or coastal erosion) or requires improvement; to inform future investment planning and funding bids.		LTP Asset Management Strategy	Infrastructure Asset Management strategy and policy to be updated alongside a new highways asset management framework.
ECN2	Sustainable Development. We will work with developers to ensure they take into account the way people travel, and how people travel to access services.			
Approximately 50 Travel Plans are audited	Continue to undertake Travel		SCC Travel	SCC Travel Plan

	against SCC Travel Planning Guidance 2011 every year through the planning process.	Plan audits as part of the Council's statutory requirements.		Plan Guidance 2011. SCC Parking Strategy 2013	Guidance scheduled for renewal early 2018.
ECN3	Parking. We will help improve parking facilities to encourage more sustainable means of travel. We will work to improve the management of parking and help plan new developments appropriately.				
	Travel Plans are audited against SCC Travel SCC Parking Strategy 2013 through the planning process.	Develop policy regarding electric vehicle on street parking issues. Districts development of parking strategies (Taunton Deane)		Parking strategy 2013 Resident's parking strategy updated 2018.	
	Payment mechanisms – introduction of phone and pay.	Looking to modernise the way people use parking services New contract going out to tender in 2018. Taunton Deane introducing pay on foot to a number of car parks in 2018. Providing electronic signage to reduce traffic circulation.			
ECN4	Information and Communication Technology. We will promote the use of ITC to reduce the need to travel and increase people's ability to access goods and services.				
	Phase 1 of the superfast broadband project has been completed allowing the potential for more people to work from home or business to remain local.	Continue to improve access to superfast broadband through Phase 2 of the project.			
	Development of the Travel Somerset website. The new website provides travel and smarter choices information but also includes real time traffic info and road work information to allow better journey planning.	Installation of real time bus displays and real time parking displays in Taunton. This will allow people to better plan their bus journeys and will reduce short journeys through the Town when trying to park.			

ECN5	Freight. We will help hauliers choose the most appropriate routes and work to improve communication between communities and the hauliers that serve them.				
	We have reduced the level of resource that we are able to dedicate to working pro-actively on freight management issues, but continue to advise communities and implement effective traffic management where appropriate.	Investigate and where necessary address freight issues where concerns have been raised by the local community.	Resources	Freight Strategy	No current plan to update the plan.
ECN6	Maintenance. We will maintain our network in a way that makes best use of the resources available.				
	A large internal capital investment has been made to change to LED lighting where possible. Approximately 50% (20,000) of the lighting network is now LEDs. Any new lights/replacements will be LED. We have finalised a business case for conversion of further phases of the lighting stock to LED over time. Much of the remaining stock now requires column replacements to be able to accommodate the change to LED equipment.	Exploring funding opportunities to implement further phases of LED upgrades.	Suitable funding opportunities.		Infrastructure Asset Management strategy and policy to be updated alongside a new highways asset management framework. Develop a highways maintenance manual (all part of the framework)
	Formed the Southwest Highway Alliance, collaborating with all our neighbouring Highways authorities .	Continue to work in partnership with our neighbours and share best practice.			
	SCC has a statutory obligation to maintain the road network and for example there were over 19,000 potholes needing repair and over 150miles of road resurfaced in 2017. We have put in place a new collaborative term maintenance contract for 7 years with an opportunity to extend up to 10 years.	Work with our contractor Skanska to ensure the best possible value for money is delivered through the new contract and that opportunities for collaborative efficiencies and other benefits such as	Identifying and delivering new ways of working within the contract which will lead to genuine efficiencies.		

	commercialisation are explored with our partner authorities and the supply chain.			
The highways maintenance Code of Practice (CoP) has changed from Well Maintained Highways to Well Managed Highway Infrastructure and has to implemented by October 2018. The main change of the CoP is from a prescriptive approach to a risk based approach.	Develop and implement new asset management strategy and policy and associated codes of practice in line with the risk based approach required by Government.	Capacity to develop and implement new codes of practice.		

<p>Enjoying and Achieving <i>To seek innovative ways of making jobs, services and tourism more accessible to, from and for rural areas.</i></p> <p>SCC emerging county plan and business plan strategic outcomes:</p> <ul style="list-style-type: none"> Fairer life chances and opportunity for all. 					
Highlights of Delivery to Date		Short Term Plans (2018/19)	Challenges/Risk	Associated Policy	Policy Schedule
EDU1	School Travel. We will help people walk and cycle to Somerset's schools and make the school transport services we provide more efficient.				
As outlined previously in Sustainable Travel, objectives SUS 3, 4, 5, and 6		As in SUS 3,4,5 and 6.			
Free home-to-school transport is provided for 12,447 entitled children, including 696 pupils with special educational needs, in accordance with statutory requirements. This is provided through contracts with a range of providers from large coaches to taxis. In addition over 3000 college		Continue to deliver home to school transport and explore opportunities for increased efficiency through the Medium Term Financial Plan Transport Theme.	Increased efficiency may require changes in travel behaviour from client groups (e.g. mixing client groups etc), and new ways of	Passenger Transport Strategy	To be replaced by a new Passenger Transport Strategy. Scheduled for consultation Early 2018, due

students take advantage of the council's post-16 transport scheme, the County Ticket.	Develop and deliver local walking and cycling implementation plans.	working by transport operators (e.g. combining public and school routes etc).		for adoption Summer 2018.
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<p>Staying Safe <i>To keep the level of casualties on our roads to a minimum and continue towards achieving our long-term road safety targets.</i></p> <p>SCC emerging county plan and business plan strategic outcomes:</p> <ul style="list-style-type: none"> Improved health and wellbeing and more people living healthy, safe and independent lives for longer. 					
Highlights of Delivery to Date		Short Term Plans (2018/19)	Challenges/Risk	Associated	Policy Schedule
SAF1	We will work with partner organisations, for example, by helping drivers and riders improve their skills.				
<p>Over the last 3 years the Road Safety Team and partners have engaged with over 50,000 people through targeted talks, presentations and events. Bikeability events have been delivered to 6,000 children at schools across the County. Key safety messages have been delivered through social media since 2016 where impressions for Twitter and Facebook are around 1.6 million.</p>		<p>The focus in the near future will be on older and younger drivers. The team intends to use VR technology to target a younger driver audience. The team will also continue to work with military establishments in Somerset.</p>		Road Safety Strategy	<p>A new Road Safety Strategy – Safe Roads in Somerset went to public consultation in Early 2018 and is due for adoption in Summer 2018</p>
<p>The Road Safety Team is working with partner organisation such as the Police and NHS to obtain better and more complete road collision data.</p>		<p>To continue to collect and analyse road collision data to help identify road collision trends or hotspots. The team is looking to use new technologies such as Power B to enable them to do this.</p>	<p>Officer Resources, although Apprentices are being trained in this area.</p>	Road Safety Strategy	

SAF2	Motorcycling. We will provide safe and responsible motorcycling by working with our partners to deliver our road safety policy and helping to improve parking provision.			
A road safety event, Motofest, targeted at motorcyclist was established in 2017. The event aimed to raise the profile of the work being undertaken in that area and was well attended and received	The Motofest is planned to be run again to continue work in this area.			

Being Healthy				
<i>To help address the negative impacts of transport on health, such as air quality and obesity.</i>				
SCC emerging county plan and business plan strategic outcomes:				
<ul style="list-style-type: none"> Improved health and wellbeing and more people living healthy, safe and independent lives for longer. 				
Highlights of Delivery to Date	Short Term Plans (2018/19)	Challenges/Risk	Associated	Policy Schedule
HLT1	Stay Active. We will help people be more active by giving them more opportunities to travel in a healthy way, such as walking or cycling.			
As outlined previously in Sustainable Travel, objectives SUS 3, 4, 5, and 6		As in SUS 3,4,5 and 6.		
HLT2	Access to Health. We will talk to healthcare providers about transport plans, to help make it easier for people to access their services. We will help to develop 'out of hour' transport to healthcare service.			
SCC is working in partnership with the NHS to provide healthcare transport to those that are eligible from a medical or social need.	Develop further health transport through the community transport network. Funding available from the CCG (Clinical Commissioning Group). Continue to develop partnership working with the NHS and other relevant parties. SCC is looking into tendering a contract to deliver a voluntary car service for the Ambulance	As more public services are cut there is a possibility that more people will become eligible for health care transport, especially within a rural county making it difficult to	Passenger Transport Policy	To be replaced by a new Passenger Transport Strategy. Scheduled for consultation summer 2018, due for adoption Autumn 2018.

		service currently delivered by E-ZEC.	deliver.		
	Public Health Strategy to improve quality of life	Work with Public Health in the development of their Health and Wellbeing strategy.	Lack of resources may not allow development of all areas related to transport	Health and Wellbeing Strategy	Currently being updated.
HLT3	Air Quality. We will work to minimise the effects any changes to Somerset's transport system have on air pollution. We will work with Somerset's districts and borough authorities to improve air quality in Somerset by encouraging partnership working and sharing best practice with our neighbours.				
	The Somerset Air Quality Steering Group has been established to enable all Somerset's District Councils and SCC as Highways and Public Health to work together to help tackle air quality issues across Somerset. As part of this partnership a Somerset Air Quality Strategy has been developed.	To take the Strategy through the appropriate governance for adoption by each Authority.	Delay or challenge for adoption through each individual authority sign off.	Somerset Air Quality Strategy	For adoption at SCC as Highways and Public Health in Summer 2018.
	As part of the development of the Air Quality Strategy the Steering group is also developing an Air Quality website. The website aims to provide information on topics to improve Air Quality such as Travel Choice, Cars, Housing and Homes, Schools and Business	To develop further content and promote the website.	Officer resources and agreement of content.	Somerset Air Quality Strategy	For adoption at SCC as Highways and Public Health in Summer 2018.

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Decision Report – Cabinet Key Decision
 – 2nd May 2018

Award of contract for the provision of Temporary Labour

Cabinet Member(s): Cllr Anna Groskop – Cabinet Member for Corporate and Community Services

Division and Local Member(s): All

Lead Officer: Chris Squire, HR & OD Director

Author: Marie Stretch, Strategic Manager, Commercial & Procurement.

Contact Details: 07775221297

	Seen by:	Name	Date
	County Solicitor	Honor Clarke	13/04/18
	Monitoring Officer	Scott Wooldridge	13/04/18
	Corporate Finance	Kevin Nacey	13/04/18
	Human Resources	Chris Squire	07/04/18
	Procurement	Donna Fitzgerald	13/04/18
	Senior Manager	Richard Williams	07/04/18
	Local Member(s)	n/a	n/a
	Cabinet Member	Cllr Anna Groskop	13/04/18
	Opposition Spokesperson	Cllr Liz Leyshon	13/04/18
	Relevant Scrutiny Chairman	Cllr Tony Lock	13/04/18
Forward Plan Reference:	FP/17/01/04		
Summary:	<p>This proposal follows a review of the options available for supplying a cost-effective service for delivering temporary labour, conducted by HROD and Commercial & Procurement in consultation with current users.</p> <p>With reducing demand for temporary labour projected for the new supplier contract, it is notable that spend on temporary labour is now projected to have reduced by up to £4m over the two years 16/17 and 17/18. Further reductions are anticipated.</p> <p>In line with the corporate drive to reduce costs, a preferred supplier has been identified; details of the preferred supplier, the procurement method and the associated costs are detailed in the appended confidential report.</p>		

<p>Recommendations:</p>	<p>That the Cabinet;</p> <ol style="list-style-type: none"> 1. Approves the award of the temporary labour contract to the preferred supplier under ESPO MSTAR2 framework, as detailed in the appended confidential Appendix A for a period of up to 4 years. 2. Agrees the case for applying the exempt information provision as set out in the Local Government Act 1972, Schedule 12A and therefore to treat the attached Appendix A in confidence, as they contain commercially sensitive information, and as the case for the public interest in maintaining the exemption outweighs the public interest in disclosing that information. 3. Subject to the approval recommendation 2 above, agree to exclude the press and public from the meeting where there is any discussion at the meeting regarding exempt or confidential information. <p>Exclusion of the Press and Public To consider passing a resolution under Regulation 4 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 to exclude the press and public from the meeting on the basis that if they were present during the business to be transacted there would be a likelihood of disclosure of exempt information, within the meaning of Schedule 12A to the Local Government Act 1972:</p> <p>Reason: Information relating to the financial or business affairs of any particular person (including the authority holding that information).</p> <ol style="list-style-type: none"> 4. Authorises the Commercial and Business Services Director or the HR & OD Director to sign the contract with the preferred supplier on behalf of the authority and to determine in due course whether to utilise the optional two year extension.
<p>Reasons for Recommendations:</p>	<p>The award of the temporary labour contract to the identified preferred supplier under the Managed Services for Temporary Agency Resource 2 (MSTAR2) framework will ensure a cost effective supply of temporary workers to the authority.</p>
<p>Links to Priorities and Impact on Service Plans:</p>	<p>The spend on temporary workers has reduced in recent years and any posts to be filled are reviewed in accordance with the 10-point plan.</p>

<p>Consultations and co-production undertaken:</p>	<p>In May 2017 prior to the preferred supplier being identified, HROD issued a consultation survey to all users/bookers/managers of the current service provision. The survey requested comments on the existing temporary labour service and any changes required in to input into the new temporary labour contract specification of requirements. The response rate was extremely positive and the results helped to ensure that the future supply meets the needs of the users.</p>
<p>Financial Implications:</p>	<p>The award of the temporary labour contract will maintain supplier fees at approximately the same overall level as the current arrangement. Finance have been consulted and walked through the commercial assessment.</p>
<p>Legal Implications:</p>	<p>“Exempt information” is defined by Section 100 of the Local Government Act 1972, by Schedule 12A to that Act. The Council’s Constitution (Access to Information in relation to Decision-making) sets out the relevant categories for information to be treated as exempt information. It is recommended that the press and public should be excluded during consideration of Appendix A because its discussion in public would be likely to lead to the disclosure to members of the press and public present of information in the following categories prescribed by Part 1 of Schedule 12A to the Local Government Act 1972 (as amended): paragraph 3 - Information relating to the financial or business affairs of any particular person (including the authority holding that information) and paragraph 5 – Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings. Since it is considered that, in all circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information, in that disclosure would be to the detriment of the Council’s ability properly to discharge its fiduciary and other duties as a public authority.</p> <p>SCC Legal Services have been fully engaged, reviewed the MSTAR2 framework and have confirmed the proposed framework and evaluation is lawful for SCC to award and utilise under the framework’s call off arrangements.</p>
<p>HR Implications:</p>	<p>HROD will support the implementation of the new arrangements and processes and will communicate this to the user base.</p>
<p>Risk Implications:</p>	<p>Minimal changes to the service and process are anticipated as such the risk is low.</p> <p>The main risk is that users will need to adjust to the new job classifications and rates when placing orders. This will be mitigated through a controlled communication programme in the lead up to the commencement of the new contract and</p>

	adjustments to the online predetermined catalogue ordering process.						
	<table border="1"> <tr> <td>Likelihood</td> <td>1</td> <td>Impact</td> <td>1</td> <td>Risk Score</td> <td>1</td> </tr> </table>	Likelihood	1	Impact	1	Risk Score	1
Likelihood	1	Impact	1	Risk Score	1		
Other Implications (including due regard implications):	<p><u>Equalities Implications</u></p> <p>The award of this contract has no negative effects on any particular groups of people. Temporary workers are the supplier's employees. The employees work to the supplier's terms, conditions and policies, these policies are available for recruiting managers to view on line.</p> <p><u>Community Safety Implications</u></p> <p>No Implications.</p> <p><u>Sustainability Implications</u></p> <p>No implications.</p> <p><u>Health and Safety Implications</u></p> <p>No implications.</p> <p><u>Privacy Implications</u></p> <p>No implications.</p> <p><u>Health and Wellbeing Implications</u></p> <p>No implications.</p>						
Scrutiny comments / recommendation (if any):	This report is being considered by the Scrutiny Committee for Policies and Place on 24th April 2018, any comments will be verbally reported to the Cabinet on 2nd May 2018.						

1. Background

1.1. The current Temporary Labour contract is provided by Reed Specialist Recruitment Limited under the ESPO MSTAR Framework and expires on the 30th November 2018. The contract is provided via a master vendor solution and that model provides benefits to SCC via;

- a single point of contact for the authority,
- certainty on prices and rates aligned to SCC Spinal Column Points,
- increased contract governance,
- management of a set of second tier support suppliers
- transparent management information of SCC temporary workforce use and;
- consolidated process efficiencies in terms of the Procure2Pay processes.

The contract provides SCC with access to temporary workers who will fulfil a wide variety of roles within the authority including general administrative, social care, social work, technical, operational support and management.

1.2 Overall, since the commencement of the current contract on 1st December 2014, total spend and usage has fallen and continues to do so as per table below. Demand for temporary labour in SCC is reducing and this reduction is expected to continue. Temporary Labour adds flexibility to the workforce but is generally more expensive than the overall cost of a permanent employee, dependent on which supplier is delivering the service. This reduction is in line with the Authority's drive to reduce costs where possible and it is notable that spend on temporary labour is projected to have reduced by up to £4m over the two years 16/17 and 17/18.

<u>Period</u>	<u>Spend</u>	<u>% change year on year Total Spend</u>
Contract year 1 (Dec 14- Nov 15)	£10.7m	
Contract Year 2 (Dec 15 – Nov 16)	£11.4m	+6.5%
Contract Year 3 (Dec 16 – Nov 17)	£8.3m	-27.2%
Contract year 4 (Dec 17 – Nov 18)	£7.5m (projected figure using 12 month rolling average)	-9.6%

- 1.3 A limited number of frameworks which provide temporary labour services are available for SCC to access. The frameworks available were
- Contingent Labour ONE (Crown Commercial Services - CCS) – this covers Administration/Clerical workers and operational support staff,
 - MSTAR2 (Eastern Shires Purchasing Organisation - ESPO) – covers administration/clerical staff together with more specialised staff such as engineering, IT, social workers and management.
- 1.4 Following a comprehensive review and consideration of all options it became clear that the MSTAR2 framework was the only viable framework available for SCC to access without conducting our own lengthy OJEU tendering process. The MSTAR2 framework allows contracting authorities to appoint suppliers via either a “Further Competition” or via a “Call-Off Without Competition”.
- 1.5 The MSTAR2 framework is a revised version of the MSTAR framework previously used by SCC and c180 other contracting Authorities. This follows a procurement process conducted by ESPO which was based on the Open tendering procedure as detailed in the European Communities Combined Directive (2004/18/EC). The ESPO team who run the MSTAR2 framework conducted an in-depth tender exercise to identify the best qualified managed service providers on the market and ensure that the process complied with EU regulations.
- 1.6 As part of this process a consultation took place with 80 SCC key bookers and recruiting managers that use the current arrangement to gather information on future requirements, and any required changes to the current service. The comments received were used to set out the future service requirements.
- 1.7 The future service requirements developed through the consultation exercise were compared against the standard service provided through the MSTAR2 framework and any specific service offerings from each of the framework suppliers which ensures the consultation outputs were reflected in the future service.

This comparison was on service delivery and did not incorporate any commercial price evaluation. It was identified and agreed that all suppliers except one could fulfil our specification requirements. As such SCC are able to award under the under the MSTAR2 Framework.

This process comprised of two main stages.

Stage 1 – the comparison of service requirements against the framework service provision as outlined above taking account of the outputs of the consultation exercise.

Stage 2 – commercial price comparison between the suppliers to identify the lowest cost options followed by discussion regarding any local pricing requirements to take account of any particular local supply issues and resource availability.

- 1.8 All remaining suppliers were taken forward to the cost comparison stage.

Volumes by job category and salary taken from the current role portfolio of SCC were used to calculate a total cost comparison between the remaining suppliers using the fees/rates published within the ESPO framework. The estimated internal “cost of change” for implementing any new arrangement was also taken into consideration

The three lowest cost suppliers were invited to discuss their pricing and ability to service the requirements of SCC.

- 1.9 A series of in-depth Supplier clarification discussions were held with the three lowest cost suppliers to verify their ability to supply at the rates quoted.

- 1.10 The final price comparison is shown in the confidential Appendix A. This includes a comparison against current costs

- 1.11 The awarding of the contract to the preferred supplier provides demonstrable value for money with future agency fees being marginally below current (based on current activity). In addition to the terms included under the MSTAR2 framework, SCC will achieve an internal cost avoidance of not having to undertake a full tender exercise.

The duration of the new contract requiring approval is for an initial 2 years with an optional 2 year extension. The total contract will not exceed 4 years. Further detail relating to the procurement of the new temporary labour contract can be found in the appended confidential evaluation report.

- 1.12 It is recognised there is a need for extra focus on the supply of Qualified Social Workers given the current difficult market conditions. Discussions are in place with the Supplier to develop a partnership programme involving key second tier suppliers to explore opportunities to alleviate the current supply issues and aim for a closer working relationship.

- 1.13 Legal Review

SCC Legal has been working with SCC throughout this process and have signed off the process the framework and the process that has been taken to reach the final proposal.

2. Options considered and reasons for rejecting them

- 2.1 The other alternative is to establish a set of arrangements between SCC and a number of small local suppliers to fulfil the QSW roles in particular. Continued benchmark information and close working with the incumbent supplier on market intelligence and commissions, shows that this would lead

to significantly inflated management fees. This would also be administratively burdensome to manage and would require additional internal resource and increased back office support, giving an overall increased cost to SCC.

3. Background Papers

- 3.1 See appended evaluation report which is confidential as it includes details on the preferred supplier and is therefore commercially sensitive. The Impact Assessment report, which is also confidential as it includes details on the preferred supplier and is therefore commercially sensitive, is included as part of the confidential appendix to this report.

Equality Impact Assessment Form and Action Table 2015

(Expand the boxes as appropriate, please see guidance (www.somerset.gov.uk/impactassessment) to assist with completion)

"I shall try to explain what "due regard" means and how the courts interpret it. The courts have made it clear that having due regard is **more than having a cursory glance** at a document before arriving at a preconceived conclusion. Due regard requires public authorities, in formulating a policy, to give equality considerations the weight which is **proportionate in the circumstances**, given the potential impact of the policy on equality. It is not a question of box-ticking; it requires the equality impact to be **considered rigorously and with an open mind.**"

Baroness Thornton, March 2010

What are you completing the Impact Assessment on (which policy, service, MTFP reference, cluster etc)?

The procurement of the Temporary Labour Contract.

Version

1

Date

Jan 2018

Section 1 – Description of what is being impact assessed

The current Temporary Labour contract is provided by Reed and expires on the 30th November 2018. The contract is provided via a master vendor solution and that model provides benefits to SCC via:

- a single point of contact for the authority,
- certainty on prices and rates,
- increased contract governance,
- transparent management information of SCC temporary workforce and
- process efficiencies in terms of the Procure2Pay process.

The contract is to be re-awarded for commencement in Dec 18 and this report assesses the impact of that award.

This contract will provide SCC with access to temporary workers who will fulfil a wide variety of roles within the authority including general administrative, social care, social work, technical, operational support and management

Section 2A – People or communities that are **targeted or could be affected** (taking particular note of the Protected Characteristic listed in action table)

The award of a new contract for temporary labour could have an impact/effect on the following groups of people;

- Somerset County Council (SCC) Services/Leads
- Incumbent SCC temporary workforce
- Service Users

The current temporary labour supplier provides SCC with monthly management Information. The report includes diversity information that provides data on ethnicity, nationality, age, and gender etc. which allows consideration of any impact on those groupings. Continuing to provide the temporary workforce via the same supplier ensures no impact on the protected characteristic groups and those listed above.

Section 2B – People who are **delivering** the policy or service

The changes contained within the new contract under MSTAR2 are minimal. The ordering and invoicing process will remain the same.

There are two key areas of change

- 1) Job Categories – a revised set of high level job categories has been agreed and charges are based on this.
- 2) Fees – MSTAR2 has a set of fees agreed with the supplier which is based on both job category and wage bands.

HROD will work with the supplier to ensure that the reimplementation is successful and that clear communication of changes is issues to impacted parties. The supplier has an onsite presence at County Hall which will assist with the reimplementation.

Section 3 – Evidence and data used for the assessment (Attach documents where appropriate)

As mentioned in section 2A above, monthly management information is provided to the authority by the current providers, this arrangement will continue upon the award f the new contract.

Section 4 – Conclusions drawn about the equalities impact (positive or negative) of the proposed change or new service/policy (Please use **prompt sheet** in the guidance for help with what to consider):

Equality

The award of the contract has no negative effects on any particular groups of people. Recruiting managers will continue to access CV's in the same way as they currently do via the current supplier's REMAS system.

If you have identified any negative impacts you will need to consider how these can be mitigated to either reduce or remove them. In the table below let us know what mitigation you will take. (Please add rows where needed)			
Identified issue drawn from your conclusions	Actions needed – can you mitigate the impacts? If you can how will you mitigate the impacts?	Who is responsible for the actions? When will the action be completed?	How will it be monitored? What is the expected outcome from the action?
Age			
No impact identified			
Disability			
No impact identified			
Gender Reassignment			
No impact identified			
Marriage and Civil Partnership			
No impact identified			
Pregnancy and Maternity			
No impact identified			
Race (including ethnicity or national origin, colour, nationality and Gypsies and Travellers)			
No impact identified			
Religion and Belief			
No impact identified			
Sex			
No Impact identified			
Sexual Orientation			
No impact identified			
Other (including caring responsibilities, rurality, low income, Military Status etc)			
n/a			

Section 6 - How will the assessment, consultation and outcomes be published and communicated? E.g. reflected in final strategy, published. What steps are in place to review the Impact Assessment	
The impact assessment will form part of the Evaluation report which will support the Key decision Process. It will also be considered as part of the implementation plan for the new contract.	
Completed by:	Paul Skuse, Service Manager, Commercial & Procurement
Date	3 Jan 2018
Signed off by:	Tom Rutland – Corporate Equality Manager
Date	3 Jan 2018

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