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**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.

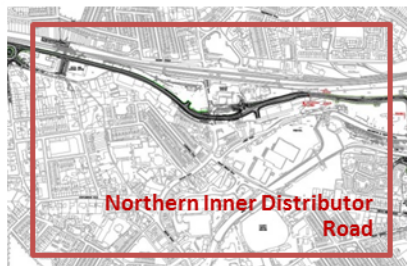
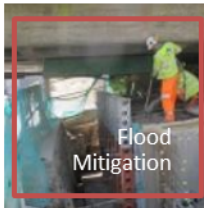


Although the Somerset Sustainable Community Strategy is no longer live policy (it has been superseded by Somerset's County Plan) this implementation plan will still show delivery against its priorities as they are still the ones outlined in the current Future Transport Plan 2011 to 2025. The FTP and 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

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>					
SCC emerging county plan and business plan strategic outcomes: <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.			
		Ongoing activity	Officer resources	LTP	
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.					
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.			
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.	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.		Road Safety Strategy	A new Road Safety Strategy – Safe Roads in Somerset went to public consultation in Early 2018 and is due for adoption in Summer 2018
The Road Safety Team is working with partner organisation such as the Police and NHS to obtain better and more complete road collision data.	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.	Officer Resources, although Apprentices are being trained in this area.	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.