

# Scrutiny for Policies and Place Committee

Tuesday 13 June 2017

11.00 am Luttrell Room - County Hall,  
Taunton



To: The Members of the Scrutiny for Policies and Place Committee

Cllr T Lock (Chairman), Cllr M Lewis (Vice-Chairman), Cllr P Ham, Cllr T Napper, Cllr A Wedderkopp, Cllr B Filmer, Cllr John Hunt, Cllr D Ruddle and Cllr J Thorne

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

Issued By Julian Gale, Strategic Manager - Governance and Risk - 5 June 2017

For further information about the meeting, please contact Neil Milne on 01823 359045 or [ndmilne@somerset.gov.uk](mailto:ndmilne@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 Section 100A (4) of the Local Government Act 1972.

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](http://www.somerset.gov.uk/agendasandpapers)



**RNID typetalk**

# AGENDA

Item Scrutiny for Policies and Place Committee - 11.00 am Tuesday 13 June 2017

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

1 **Apologies for absence**

2 **Declarations of Interest**

Details of all Members' 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 previous meeting held on 21 March 2017 (Pages 5 - 8)**

The Committee is asked to confirm the minutes are accurate.

4 **Public Question Time**

The Chairman will allow members of the public to ask a question or make a statement about any matter on the agenda for this meeting. **These questions may be taken during the meeting, when the relevant agenda item is considered, at the Chairman's discretion.**

5 **A358 Update (Pages 9 - 60)**

To receive an update on the A358 road improvements.

6 **Flood and Water Management**

To receive an update on Flood and Water management in Somerset.

7 **ICT Update (Pages 61 - 70)**

To receive an update on the Council's Information and Communication Technology.

8 **Appointments to Joint Scrutiny**

To appoint Members to Joint Scrutiny Bodies, including scrutiny of Somerset Rivers Authority and Somerset Waste Board.

9 **Scrutiny for Policies and Place Committee Work Programme (Pages 71 - 84)**

To receive an update from the Governance Manager, Scrutiny and discuss any items for the work programme. To assist the discussion, attached are:

- The Committee's work programme
- The Cabinet's forward plan

10 **Any other urgent items of business**

The Chairman may raise any items of urgent business.

# Agenda Annexe

## Guidance notes for the meeting

### 1. Inspection of Papers

Any person wishing to inspect Minutes, reports, or the background papers for any item on the Agenda should contact the Committee Administrator for the meeting – Neil Milne on Tel: (01823) 359045 or 357628 or Email: [ndmilne@somerset.gov.uk](mailto:ndmilne@somerset.gov.uk) They can also be accessed via the council's website on [www.somerset.gov.uk/agendasandpapers](http://www.somerset.gov.uk/agendasandpapers)

### 2. Members' Code of Conduct requirements

When considering the declaration of interests and their actions as a councillor, Members are reminded of the requirements of the Members' Code of Conduct and the underpinning Principles of Public Life: Honesty; Integrity; Selflessness; Objectivity; Accountability; Openness; Leadership. The Code of Conduct can be viewed at: <http://www.somerset.gov.uk/organisation/key-documents/the-councils-constitution/>

### 3. Minutes of the Meeting

Details of the issues discussed and recommendations made at the meeting will be set out in the Minutes, which the Committee will be asked to approve as a correct record at its next meeting.

### 4. Public Question Time

**If you wish to speak, please tell Neil Milne the Committee's Administrator - by 12 noon the (working) day before the meeting.**

At the Chairman's invitation you may ask questions and/or make statements or comments about any matter on the Committee's agenda – providing you have given the required notice. You may also present a petition on any matter within the Committee'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.

You must direct your questions and comments through the Chairman. You may not take direct part in the debate. The Chairman will decide when public participation is to finish.

If there are many people present at the meeting for one particular item, the Chairman 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 just because you cannot be present for the meeting. Remember that the amount of time you speak will be restricted, normally to two minutes only.

## **5. Exclusion of Press & Public**

If when considering an item on the Agenda, the Committee may consider it appropriate to pass a resolution under Section 100A (4) Schedule 12A of the Local Government Act 1972 that the press and public be excluded 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, as defined under the terms of the Act.

## **6. Committee Rooms & Council Chamber and hearing aid users**

To assist hearing aid users the following Committee meeting rooms have infra-red audio transmission systems (Luttrell room, Wyndham room, Hobhouse room). To use this facility we need to provide a small personal receiver that will work with a hearing aid set to the T position. Please request a personal receiver from the Committee's Administrator and return it at the end of the meeting.

## **7. 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 this 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 wishing to film part or all of the proceedings. No filming or recording may 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 Chairman 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.

## SCRUTINY FOR POLICIES AND PLACE COMMITTEE

Minutes of a Meeting of the Scrutiny for Policies and Place Committee held in the Luttrell Room - County Hall, Taunton, on Tuesday, 21 March 2017 at 10.00 am

**Present:** Cllr T Lock (Chairman), Cllr M Lewis (Vice-Chairman), Cllr D Greene, Cllr P Ham, Cllr G Noel, Cllr A Wedderkopp, Cllr D Yeomans, Cllr H Davies and Cllr C Lawrence

**Other Members present:**

**Apologies for absence:** Cllr T Napper and Cllr M Rigby

### 319 **Declarations of Interest** - Agenda Item 2

There were no declarations of interest.

### 320 **Minutes from the previous meeting held on 21 February 2017** - Agenda Item 3

The minutes of the meeting held on 21 February 2017 were accepted as being accurate by the Committee and were signed by the Chairman.

### 321 **Public Question Time** - Agenda Item 4

The Committee heard from Mrs Osborne, the wife of a County Farms tenant. She thought it understandable that at a time when the Government was reducing funding to Local Government that some Council's sought to offload their Farms but that begged the question as to where the next generation of farmers would come from and what it would mean for food production and the sector as whole. Farming always seems to be bottom of the agenda. Despite the concerns expressed by this Committee, at its meeting 24 May 2016, when there were two lists of farms (disposal and retain) the Committee agreed to note the report and asked their concerns to be noted in future considerations.

At the June Cabinet meeting it seems as if the Government had allowed some capital to be used to prop up revenue budgets and there was also a suggestion of an asset sales drive.

We now know there is no longer a retained list and that all County Farms are up for sale - When was that decision made? - Who made that decision? - Was this Scrutiny Committee which had expressed its concerns and wanted to be consulted, was it consulted?

Once sold these valuable assets can never be replaced, it seems very strange we are selling as other areas Devon and Dorset are retaining their farms. Devon had advertised recently.

No evidence has been taken of the impact of such sales, once sold they are never replaced and the impact on a rural community such as Donnyat. Has account been taken of the new valuations to reflect what tenants have put in? The process has not been transparent; there have been huge discrepancies in the way individual farms have been dealt with in terms of the extensions of leases and the terms of leases.

This policy and process has been severely flawed from the outset and I would urge you to as a Committee to review this at its earliest opportunity.

In response the Committee heard from Mr Williams, Commercial and Business Service Director, who undertook to provide a written response to Mrs Osborne.

**322 South West Heritage trust Update - Agenda Item 5**

The Committee considered this report that provided an update about the South West Heritage Trust (SWHT) following its second year of operation from 1 November 2015 to 31 October 2016. Members also benefitted from a presentation from the Chief Executive Officer of the SWHT that provided a colourful insight to the work.

Members were reminded the SWHT came into being on 1 November 2014 as an independent company limited by guarantee with charitable status, and a subsidiary trading company was also formed. The Trust had subsequently delivered the archives and local studies services formally provided by Somerset and Devon County Councils, and Somerset's Museums and Historic Environment Services.

It was reported that the service had enjoyed much success and details were provided including: the high national profile the museums service had enjoyed due to several popular exhibitions; four of the 5 museums retained accreditation under the Arts Council England scheme; the Somerset Archives and Local Studies Service won the Archives and Record Keeping Association's Record Keeping Service of the Year award; and major on-line developments and improvements for the Historic Environment and Estates service and the Learning Service.

Members heard that the collections care and acquisitions team had also enjoyed notable achievements including having: the Frome Hoard being the centrepiece of an exhibition at the British Museum; and a review of the fine art collection had been completed, enabling a programme of conservation works to be agreed. It was also noted that a strong volunteer cohort remained central to the success of the SWHT and gave the equivalent of 3,147 working days over the last year.

Members welcomed the successful delivery of the agreed activities that had been specified within the grant agreement to ensure that Somerset's rich heritage was better protected, celebrated and made available as well as demonstrating financial savings to the Council. The report was accepted.

**323 Heart of the South West Local Enterprise Partnership Update - Agenda Item 6**

The Committee considered this report that provided a background to Heart of the South West Local Enterprise Partnership (HoTSW LEP) and outlined progress with Growth Deals negotiated between the LEP and Central Government.

Members noted that Local Enterprise Partnerships (LEPs) were established as part of the 2010 to 2015 Coalition Government's approach to promoting local economic development and growth. LEPs were designed to bring together leaders from the public and private sectors to champion the growth agendas for their local economies.

It was reported that 39 LEPs were created across England and Somerset became part of the Heart of the South West (HoTSW) LEP, an area comprising Devon, Plymouth and Torbay Council areas also. LEPs initially acted in a strategic advisory capacity, making the case to Government about the key economic issues in their areas.

Members noted the HoTSW LEP had received £114 million in Growth Deal 1, £65 million in Growth Deal 2 and £44 million in Growth Deal 3. This £223 million of Growth Deal funds will be received by the LEP from Government under an annual funding profile up to and including the 2020/21 financial year.

In response to a question it was explained that Growth Deal agreements had enabled a significant number of Somerset priority infrastructure schemes, as identified in the Somerset Growth Plan, to be funded. This included local transport improvements in Bridgwater, Taunton and Yeovil, Further Education infrastructure at Bridgwater, Taunton and Yeovil and enterprise and innovation space at Bridgwater, Yeovil, Highbridge and Wiveliscombe to be funded. In addition investment covering a wider area through superfast broadband and mobile infrastructure and in the Somerset flood action plan had also been secured.

Members heard that for Somerset the outcome of Growth Deal 3 had been positive in that a significant number of priority schemes were supported within the funding envelope and Somerset had secured a high proportion of the allocation made by the Government to HoTSW LEP. The Government's priorities for the process (particularly on schemes closely aligned to the productivity improvement agenda on large scale schemes with demonstrable strategic impact) meant that Growth Deal investment, including through Growth Deal 3, had tended to focus upon growth areas and larger economic centres. Therefore, the rural economy had seen less direct investment – nevertheless Growth Deal 3 would help ensure significant additional investment in broadband and mobile infrastructure which would benefit businesses and residents in remoter rural areas.

Members welcomed the report and felt overall Somerset had received a good proportion of investment secured by the HoTSW LEP. There was a request that the East and Northern areas of the County not be forgotten and in response the Strategic Commissioning Manager – Economy and Planning reassured members that the area was not a blank canvass, it was more a question of volume and the tone of the colour. The report was accepted.

**324 Scrutiny for Policies and Place Committee Work Programme - Agenda Item 7**

The Committee considered and noted the Cabinet Forward Plan of proposed Key Decisions.

The Committee considered its own work programme and the future agenda items listed, and noted that the next meeting would take place after the County Council elections in May.

The Committee agreed to add an agenda item for the next Committee to receive an update on County Farms at either the October or November meeting.

**325 Any other urgent items of business - Agenda Item 8**

The Chairman, after ascertaining there were no other matters arising, thanked all those present for attending the meeting. He reflected on the work of the Committee over the last 4 years and he thanked all those fellow Members who had served on the Committee during that time and also Officers for the assistance and help they had provided.

In response Cllr Ham, thanked the Chairman on behalf of the rest of the Committee, for the even handed and open way in which he had chaired the Committee seeking the best results for the Council and Somerset residents, stating he had done a brilliant job.

In closing the Director of Commissioning and Lead Commissioner for Economic & Community Infrastructure said she had found working with the Committee to be a pleasure and thanked the Chairman for striking the right balance of questioning and challenge during the last 4 years.

**(The meeting ended at Time Not Specified)**

**CHAIRMAN**



# M5 Taunton to Southfields

## Non-statutory consultation by Highways England



**Presentation to Scrutiny for Policies and Place  
Committee 13 June 2017**



**Mike O'Dowd-Jones: Strategic Commissioning Manager: Highways  
and Transport**

[WWW.SOMERSET.GOV.UK](http://WWW.SOMERSET.GOV.UK)



# Background

- Sustained campaign to secure improvements to the whole A303/A30/A358 corridor. Huge economic benefits to the area if designed appropriately.
- Strong support for a dual carriageway improvement from the M5 at Taunton to Southfields as part of the wider programme.
- Highways England responsible for design, delivery and operation of the route as a new link in the national road network. SCC are only a consultee.
- Scheme to be consented through the 'DCO' process for nationally significant infrastructure projects.
- HE's current 'non-statutory' stage in consultation is to help inform choice of preferred route. Commenced 28 March then paused with deadline extended from 20 May due to general election constraints.

[WWW.SOMERSET.GOV.UK](http://WWW.SOMERSET.GOV.UK)



## Explaining the Development Consent Order (DCO) process



- **The Local Authority role:**
- Respond to consultation on the scheme
- Comment on adequacy of consultation
- Agree statement of common ground
- Prepare local impact report
- Participate in examination & respond to examiners questions/ requests for information
- Come to agreement on planning obligations as necessary
- Role in discharging requirements and monitoring/ enforcement.
  
- Experience on other similar road schemes indicates need to negotiate a formal role in agreeing detailed designs where road interfaces with local network – this may well continue beyond the examination.

# Options development

- 26 initial options – widespread north & south of the current road.
- Sifted down to 4 options for further assessment – focusing on a central corridor.
- HE chose to consult on a single option to inform development of the preferred route.
- Summary of the assessment of the 4 options set out in a technical appraisal report (TAR).
- Technical material does not have detailed designs or quantification of performance or local impacts.

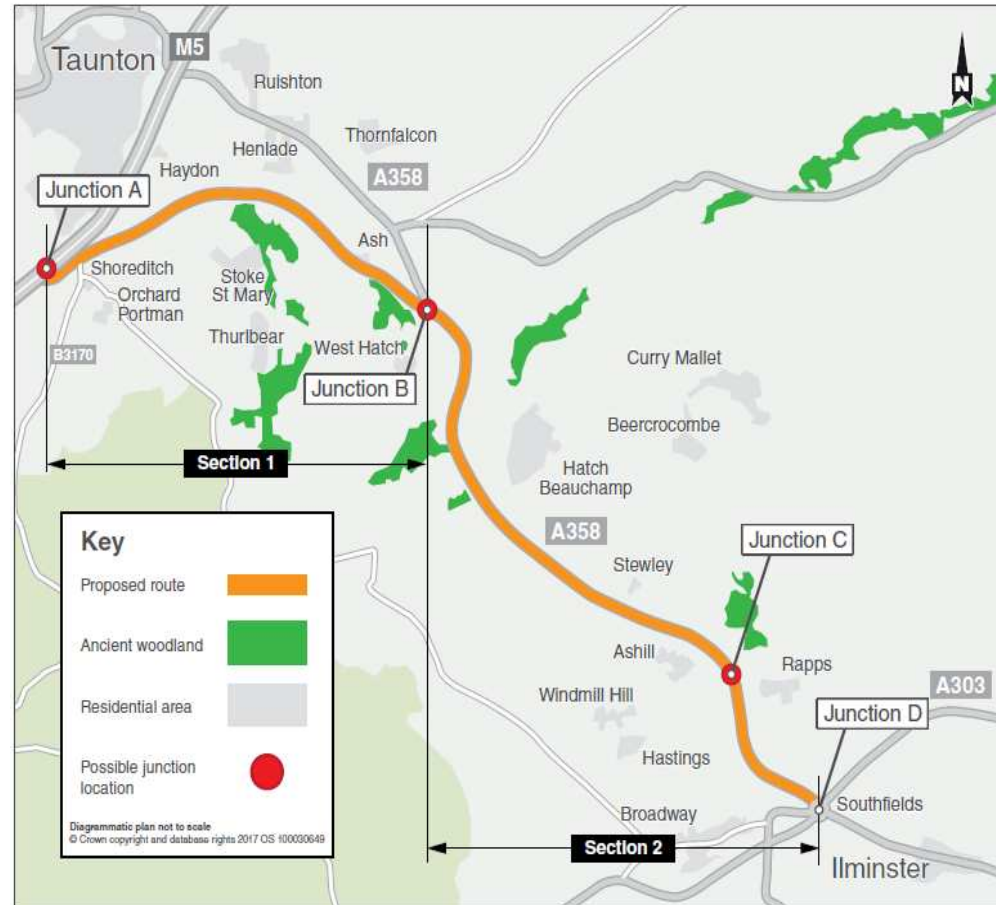
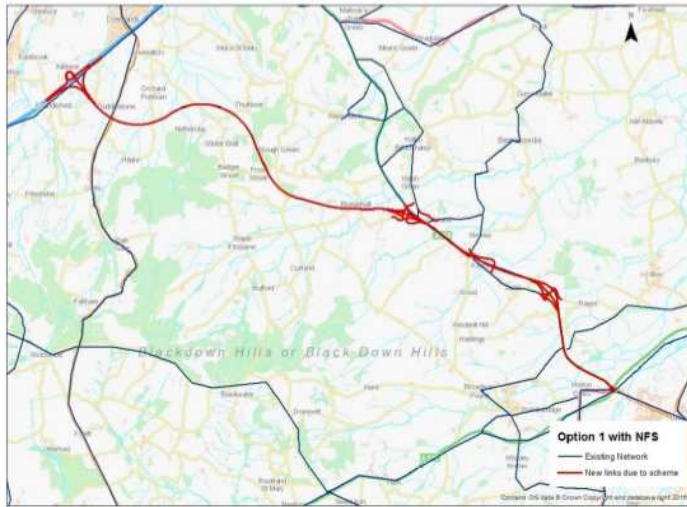


Figure 6.2: A358 Taunton to Ilminster network – with option 1 with NFS



Source: MMSJV. This Map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Highways England 100030649 2015.

Figure 6.5: A358 Taunton to Ilminster network – with option 2A/2B



Source: MMSJV. This Map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Highways England 100030649 2015.

Figure 6.4: A358 Taunton to Ilminster network – with option 8 with J25



Source: MMSJV. This Map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Highways England 100030649 2015.

Figure 6.3: A358 Taunton to Ilminster network – with option 8 with NFS



Source: MMSJV. This Map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Highways England 100030649 2015.

# Options development

Table 0.1: Analysis of Monetised Cost Benefits (£000s)

Item	Opt 1 + NFS	Opt 8 + NFS	Opt 8 + J25	Opt 2A/2B
Accidents (not assessed by TUBA)*	6,977	-314	9,666	10,184
Roadworks (not assessed by TUBA)**	-28,162	-54,916	-54,691	-58,676
Greenhouse Gases (not assessed by TUBA)***	-22,330	-21,791	-16,589	-18,960
Noise (not assessed by TUBA)****	315	-837	2204	493
Air Quality (not assessed by TUBA)*****	76	71	180	-136
Economic Efficiency: Consumer Users (Commuting)	103,727	95,830	108,557	122,843
Economic Efficiency: Consumer Users (Other)	111,111	98,781	127,916	159,928
Economic Efficiency: Business Users and Providers	218,925	200,801	239,090	283,355
Wider Public Finances (Indirect Taxation Revenues)	36,496	33,533	28,412	30,474
Present Value of Benefits (PVB)	427,135	351,158	444,745	529,496
Broad Transport Budget / Present Value of Costs (PVC)	256,945	243,851	266,270	284,094
<b>OVERALL IMPACTS</b>				
Net Present Value (NPV)	170,190	107,307	178,475	245,402
Initial Benefit to Cost Ratio (BCR)	1.66	1.44	1.67	1.86
Reliability Benefits	52,269	47,738	53,621	62,545
Adjusted BCR	1.76	1.54	1.87	2.08

Quantified Benefits £m

Cost 2010 £m

Cost/benefit ratio

Notes: All monetary values are expressed in 2010 prices discounted to 2010. 1 - From CORAL; 2 - From QUADRO; 3 - TAG Unit A3 Chapter 2; 4 TAG Unit A3 Chapter 3; 5 - TAG Unit A3 Chapter 4

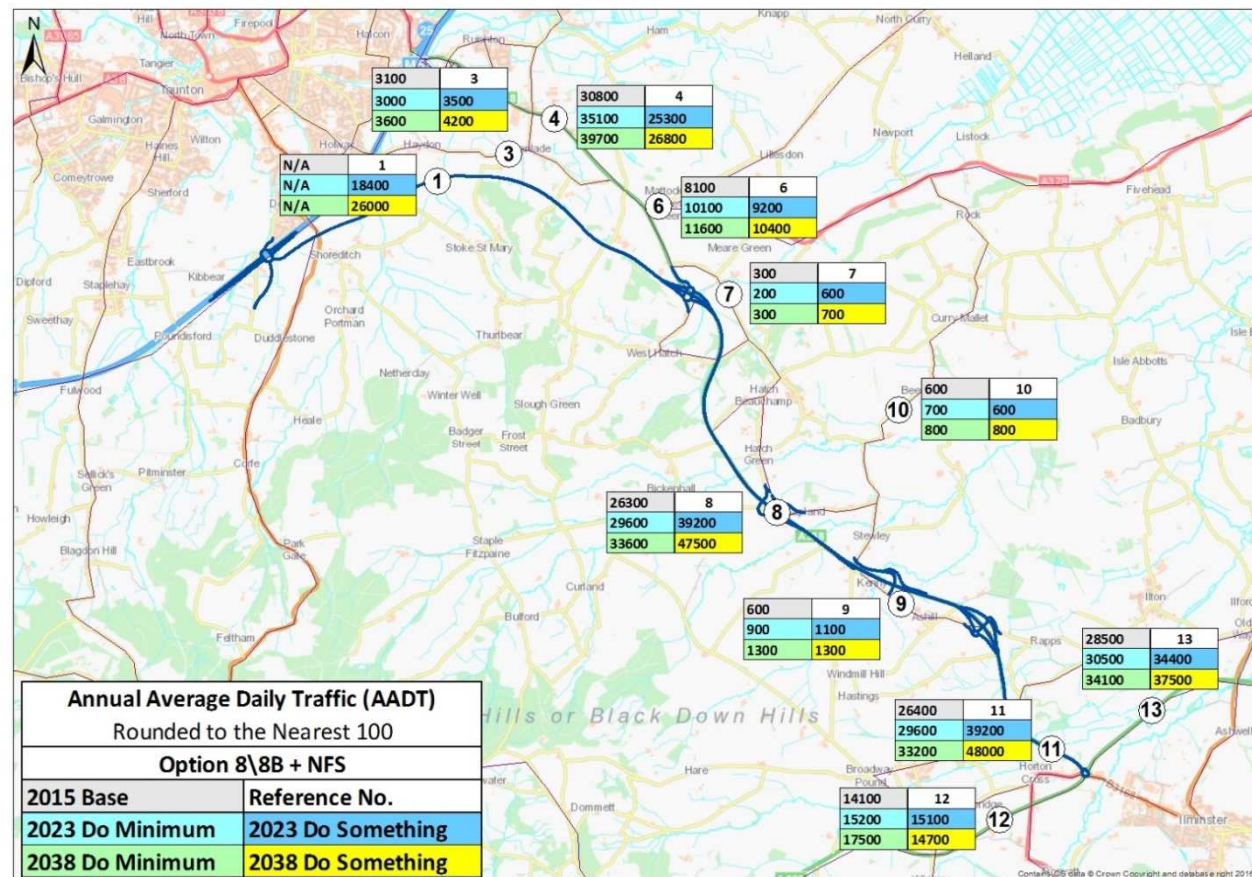
HE Proposed option

- Not possible at this stage in the process to say definitively which the best option is in terms of congestion or local impacts, or what design features would be most beneficial.
- Enables consultees to identify features of those options that should be given further consideration in finalising and consulting on a preferred route.
- Early cost/benefit assessment shows option '2A/2B' (link to J25 and M5 south facing slips only); has greatest quantified benefits although is the most expensive.

# Traffic implications

- Early traffic modelling undertaken.
- SCC has not yet been able to validate how robustly this measures performance of the improvement and local impacts.
- A great deal of further work on this needed.
- Insights from the limited data published for traffic predictions in 2038.
- All options improve journey times to Taunton.

Option	New A358: Annual Average Daily Traffic Flow (2 way in 2038)
Option 1 + NFS	31,700
Option 8/8B + J25	45,900
Option 8/8B + NFS	26,000
Option 2A/2B	54,600 (73% accessing the M5 and Taunton via new link to J25.)



# Environmental and social impacts

- Early work undertaken with much more detail required as scheme develops:
  - Flood Risk and Drainage
  - Rights of Way
  - Landscape and Visual Impact
  - Air Quality & Emissions
  - Archaeology and Cultural Heritage
  - Biodiversity and Ecology
  - Noise and Vibration
- 
- TAR concludes variable results across the different route options at this stage:
  - Option 1 NFS substantially worse in its effect on the landscape and biodiversity.
  - Option 8 NFS has the potential to increase noise in local residential areas.
  - Option 2A/2B has small dis-benefit in Air Quality.



# Key Issues

- Information.
- Link road between the new expressway and Junction 25.
- The principle of a new 'all-movement' junction on the M5.
- Strong community concern about the potential impact of J25a at proposed location.
- Concern about any connection between J25a and the local road network.
- How to attract a greater proportion of traffic to use 'Section 1'.
- Limited junctions on 'Section 2'.

# Adequacy of consultation

- Concerns about the single option.
- Consultation still underway.
- This is an early 'non-statutory' stage in the process .
- There will be further consultation 'pre-DCO' once the preferred route is finalised.
- Information about the four shortlisted options is set out in the Technical Report.
- Key concerns raised appear to be about a limited number of important issues rather than HE's choice of route as a whole.
- SCC will seek assurances that HE will further consider the matters raised before finalising the preferred route; rather than discounting design solutions at this stage.

# Process going forward

- 9 June: Draft response and Cabinet Member non-key decision published for comment.
- 13 June: Scrutiny consideration of response and formulation of any recommendations arising.
- 22 June: Current date for Cabinet Member non-key decision to agree SCC's response.
- Community views communicated to SCC to date have informed the draft decision (see decision paper Appendix B).
- Proposed response will be reviewed in the light of any recommendation from Scrutiny.
- Any further views on the proposed response in addition to those already submitted can still inform the decision on the response up until 21 June.
- Re-iteration of the same points already made will not change the SCC response.
- It is important to note that Highways England is consulting on this scheme, not SCC so consultation responses should go to HE at <https://highwaysengland.citizenspace.com/he/a358-taunton-to-southfields/>

[WWW.SOMERSET.GOV.UK](http://WWW.SOMERSET.GOV.UK)



# Journey times

Range for all four options

Route	Journey time reduction range <b>for all options</b> - neutral period	
	AM period	PM Period
A303 east of the Southfields junction to the north of Taunton (Bishops Lydeard) via the A358	11%-15%	14%-20%
A303 east of the Southfields junction to the M5 north of Bridgwater via the A358	17%-18%	19%-21%
A303 east of the Southfields junction to the M5 at Junction 29 (Wincanton-Exeter) along the A303 and A30	-3%to -4%	-1% to -3%

Proposed option

Route	Journey time reduction for <b>proposed option</b> – neutral period	
	AM period	PM Period
A303 east of the Southfields junction to the north of Taunton (Bishops Lydeard) via the A358	4 mins (12%)	6 mins (15%)
A303 east of the Southfields junction to the M5 north of Bridgwater via the A358	8 mins (17%)	7 mins (19%)
A303 east of the Southfields junction to the M5 at Junction 29 (Wincanton-Exeter) along the A303 and A30	-2 mins (-3%)	-1 min to (-1%)

[WWW.SOMERSET.GOV.UK](http://WWW.SOMERSET.GOV.UK)

N.B ‘-’ figures are slight increases in journey times due to congestion at Southfields



This page is intentionally left blank

## A358 Taunton to Southfields Improvement.

### Non-Statutory Public Consultation Response on Route Option

**Draft response** by Somerset County Council. 09 June 2017.

Author: Mike O'Dowd-Jones. Strategic Commissioning Manager Highways and Transport.

---

#### **1. Introduction**

- 1.1. Somerset County Council understands that Highways England is undertaking a non-statutory consultation on a single route option for the A358 Taunton to Southfields dual carriageway improvement in order to assist the Secretary of State in selecting a preferred route for the scheme prior to entering the formal process of seeking consent to construct the scheme.
- 1.2. As a nationally significant infrastructure project, this scheme will be dealt with under the Development Consent Order (DCO) process. The role of the Council within this process is therefore as a statutory consultee.
- 1.3. The Council notes the information that has been provided in the material published for consultation including the Technical Appraisal Report (TAR), and notes that the appraisal of the scheme impacts and design proposals are still at a very early stage in the development process including early stage indicative proposals for junctions and side roads.
- 1.4. The Council notes that only a single option has been put forward for consultation and would have preferred Highways England to have consulted on all the feasible options at this stage in the process. The single option has posed unhelpful constraints on communities wishing to express views about the scheme. We note that the TAR contains details of four alternative options that have been appraised and request that further consideration is given to some of the design features of the alternative options which have gained strong community support during this consultation rather than discounting them at this stage.
- 1.5. It will be necessary for further information to be made available to the Council in due course in order for us to fully assess the local impacts and design of the preferred route proposal once chosen. The Council understands that further consultation will take place prior to the DCO process and expects to prepare a report on adequacy of consultation, a local impact report and a statement of common ground, as well as agreeing a process for agreement to detailed changes to the highway network.
- 1.6. The Council notes that the TAR refers to a number of other technical reports that have been used to inform Highways England's proposals (e.g. Local Model Validation Report, Traffic Forecasting Report and Land Use & Economic Development Report). These documents have not been published as part of the consultation process. Highways England has however undertaken to provide The Council with specific additional traffic data which we have requested in order to assist us in undertaking our statutory role as local highway authority in understanding the rationale for the proposals and likely impacts. Whilst this has not been provided in time to inform this initial response, the additional data once received will enable us to start to form a view on the robustness and adequacy of the assessments undertaken.
- 1.7. We wish to have access to the full suite of technical documentation at the earliest opportunity in order to validate that the approach being taken by Highways England in assessing the impacts is robust, particularly in how it identifies and mitigates any local impacts and models the effects of

weekend and seasonal traffic. We wish to avoid an adversarial approach to the DCO process and would therefore appreciate as much transparency as possible in the earlier stages of scheme development.

- 1.8. The Council is working closely with Taunton Deane Borough Council (TDBC) as the respective host highways and planning authorities for the scheme. The County Council notes that at this stage in the process TDBC has submitted a separate response to the consultation and this refers to a number of detailed planning matters. The County Council's response at this stage is therefore confined primarily to matters related to highways and transport, traffic, safety, flood risk, engineering design, interfaces with the local road network and rights of way. As the two authorities have worked together on their responses, the County Council's response includes relevant extracts from TDBC's response on matters of landscape and visual impact, air quality and emissions, archaeology and cultural heritage, biodiversity and ecology, noise and vibration.
- 1.9. The Council has for a number of years promoted the upgrading of the A358 as part of an end-to-end improvement of the A303/A358/A30 corridor and wish to make clear to Highways England that it is fully committed to the DCO process, and supports this scheme proposal in principle. This support relies upon Highways England making objective balanced judgements in relation to further more detailed information that will be provided as the preferred route is finalised and progressed through the DCO and design stages and as detailed impact assessments are made available.
- 1.10. The Council would welcome further dialogue to agree the scope of the technical work being undertaken by Highways England in respect of the identification and validation of local impacts, and arrangements for engagement in the process going forward, including the DCO process and subsequent agreement/ sign-off of detailed designs for changes to the highway network. We envisage setting out a schedule of the information that we feel will be necessary to enable us to meet our obligations as statutory consultee and as the authority responsible for the local highway network. Any commentary set out in this initial response should therefore not be considered exhaustive and is made without prejudice to further information that we may request or further observations we may have during the process going forward.
- 1.11. The DCO process places a significant additional burden upon the Council if we are to undertake our statutory role in the process effectively. Highways England have confirmed that there is no opportunity for the DCO project to provide financial resource to the Council to enable us to undertake our statutory functions in respect of the scheme. Somerset and Wiltshire Councils have therefore written jointly to the Department for Transport to highlight the potential impact of this approach on delivery of the overall A303/ A358 improvement programme and are seeking a dialogue about effective resourcing going forward.

## **2. The need for a dual carriageway improvement**

- 2.1. The Council strongly supports the need for the A358 between Taunton and Southfields to be upgraded to dual carriageway as part of an end-end whole route improvement of the A303/A358 between the M3 and the M5 at Taunton. If designed appropriately, the improvement will improve connectivity and access to the South West Region, improve the resilience of the strategic road network and help to promote economic growth in the region.



2.2. An economic impact study commissioned by the Council, published in February 2013<sup>1</sup> noted the following key benefits of an end-end route improvement based on comprehensive business & tourism surveys and transport economic assessment.

- 21,400 jobs
- £41.6bn boost to the economy (GVA)
- £1.9bn in transport benefits from reduced journey times
- Improve transport resilience to cope with incidents and during flooding
- Save over 1800 fatal or serious casualties over 60 years
- Reduce carbon emissions by 9%

2.3. A sectional economic analysis<sup>2</sup> demonstrated that the Taunton to Southfields dualling provided high value for money in its own right due to estimated journey time and safety improvements, with the scheme reducing congestion and delay on this section including a reduction in incidents.

2.4. The Council appreciates that the technical appraisal of the route has further developed since 2013, through feasibility studies undertaken by Department for Transport<sup>3</sup> and through subsequent work by Highways England set out in the Technical Appraisal Report (TAR) issued as part of this consultation. The feasibility study and TAR demonstrate that in principle the proposed scheme if designed appropriately has the potential to meet its stated objectives and will present medium to high value for money as an investment with significant wider economic benefits providing further justification for the scheme.

2.5. It is the Council's belief that it will be possible for an appropriately designed scheme to meet the objectives of providing enhanced local connectivity to Taunton (with associated economic growth benefits) as well as providing improved strategic connectivity between London and the South West. One of our key objectives for the scheme is also to ensure traffic travelling through Henlade is reduced to the greatest degree possible. We urge Highways England to develop a preferred route which delivers on all these objectives.

2.6. The Council continues to strongly support the proposal to provide a dual carriageway improvement between the M5 at Taunton and Southfields and urges the Government to ensure sufficient funds are allocated to deliver the most effective scheme possible alongside the further schemes required to improve the remaining sections of single carriageway to dual carriageway as part of a whole-route improvement.

### **3. Route options**

3.1. The Council has considered the four routes discussed in the TAR and the single option put forward for consultation.

3.2. The Council notes Highways England's broad conclusions at this stage that:

- Each of the four routes would improve access times along the A358 corridor between the A303 at Ilminster and the M5 at Taunton, and that none of the options would be more complex to build or maintain than any of the others.
- Option 2A/2B attracts the most traffic to the new A358 (54,600 AADT), with most of this traffic (73%) accessing the M5 and Taunton via the new link to junction 25. The other options attract less traffic to the new A358 with little difference between the options.

---

<sup>1</sup> A303 A358 A30 Corridor Improvement Programme Economic Impact Study, Parsons Brinkerhoff, Feb 2013

<sup>2</sup> A303 A358 A30 Corridor Sectional Economic Analysis, Parsons Brinkerhoff, Jan 2013.

<sup>3</sup> A303, A358 and A30 Corridor Feasibility Summary Report, DfT, March 2015.

- Overall, the environmental and social assessment concluded variable results across the different route options, but with Option 1 NFS performing substantially worse in its effect on the landscape and biodiversity.

3.3. We note Highways England's overall conclusions in selecting Option 8/8B + NFS as the single option for consultation. Highways England considers that:

- The proposed route provides improved opportunities for future growth in housing and employment leading to increased prosperity;
- The provision of an additional junction on the south side of Taunton would help relieve pressure on Junction 25, reduce journey times and queue lengths.
- Route resilience would be improved by providing alternative route opportunities between the A378 and the M5.
- Reduced traffic through Henlade will improve air quality.

#### **4. Highways and Transport Issues**

4.1. The Council has engaged with Highways England at a strategic level in developing the proposals but anticipates a number of matters in relation to finalisation of the preferred route will have to be resolved in detail with Highways England if adversarial representation to the Planning Inspectorate Examination is to be avoided following submission of the DCO application. Such matters are likely to include:

- Performance of the proposed route and in particular, measures to encourage traffic to use the new route rather than the current A358 through Henlade.
- Impact of the scheme on the local road network and agreement in relation to the technical appraisal and validation of local impacts as well as matters of construction access and construction vehicle routing.
- Design of local road elements of the scheme, including location of key junctions, alterations of junctions and side roads as appropriate, provision of local access roads or an easily identifiable east-west route made up of existing links and suitable for local and prohibited traffic; and any required local impact mitigation.
- Flood risk and surface water drainage.
- Rights of way and access, including segregated crossings.
- Transfer of assets between the Council and Highways England if necessary.
- Requirements for local Traffic Regulation Orders.

#### **Performance of the proposed route.**

4.2. The Technical Appraisal Report (TAR) compares the benefits of the four scheme options considered by Highways England prior to choosing a single option for consultation. Table 0.1 (TAR page 10) is particularly important in appraising the relative performance of the route options through a quantification of the transport benefits and dis-benefits of the options.

4.3. The chosen scheme (Option 8 + NFS) would appear, according to Table 0.1, to offer the lowest transport benefits of the options considered including a safety dis-benefit. Further information has been requested in order to fully understand the performance of the proposed scheme compared to other options considered in terms of network congestion, delay and safety.

4.4. Table 0.1 appears to conclude that Option 2A/2B has the greatest quantified transport benefits particularly in terms of journey time and safety benefits. Whilst it is costed as being significantly more expensive than the other options it is assessed as having the greatest value for money at

this early appraisal stage. This appears to indicate that option 2A/2B performs much better than Option 8 + NFS in traffic and transport terms.

- 4.5. An operational assessment of Junction 25 in the year 2038 (using Somerset County Council's proposed Junction 25 improvement layout) has been carried out by Highways England for the options both with and without a link between the proposed new road and Junction 25. This showed that with the junction improvement the junction would operate at around 85% saturation in both the AM and PM peak periods either with or without a link between the new road and Junction 25. (85% saturation in this type of model is the point at which the junction still operates effectively but any further traffic load will start to cause congestion and delay). This analysis would not appear to present a clear technical rationale for the choice of the proposed route option in that it simply calculates that Junction 25 operates in a similar fashion whatever the route choice.
- 4.6. The Council understands that this is a relatively early stage in the appraisal of the scheme and that a more detailed assessment will be undertaken in due course, however a clear understanding by all parties, of the technical rationale for the choice of route option will be vital as the DCO progresses.
- 4.7. Whilst The Council's view is that further clarification and justification for choice of route is required, and that there are a number of important issues which will require resolution as the preferred route alignment and design is further developed, including the precise location of the new M5 junction; it is clear from the TAR that the proposed option if designed appropriately does have the potential to deliver the economic, transport and safety benefits that the Council is seeking in promoting the need for the improvement.
- 4.8. Data provided by Highways England from the initial transport modelling concludes that the proposed scheme is predicted to reduce annual average daily traffic on the existing A358 at Henlade by 4,000 vehicles in 2038 when compared to current (2015) flows, and that taking account of predicted traffic growth, the scheme results in 12,900 fewer vehicles travelling though Henlade in 2038 than there would otherwise have been. There are predicted to be a similar number of vehicles using the new road and the 'old road' though Henlade (about 26,000 on each road) in 2038.
- 4.9. Although not specifically referenced in the TAR, Highways England have confirmed that the 'Nexus 25' strategic employment site trip generation has been included in the traffic analysis and therefore the scheme does appear to accommodate predicted traffic growth to 2038 and enable the development of the Nexus 25 site whilst still delivering a reduction in traffic through Henlade compared to current traffic volumes.
- 4.10. One of the Council's key objectives as part of the wider ambition to create an improved strategic route to Taunton and the South West is to reduce traffic travelling through Henlade to the greatest degree possible. The Council's view is that the current forecast traffic reductions through Henlade can be improved upon and therefore requests Highways England to consider including measures in the DCO which encourage traffic to use the new route rather than the current A358 through Henlade; including consideration of physical works on the existing A358 to further reduce traffic using that route, and alterations to the A358 junction with the A378 to encourage A378 traffic to use the new road.
- 4.11. The Council is particularly keen to understand why Option 2A/2B and its key feature of a link into the existing M5 junction 25 has not been recommended as an option for consideration

when the high-level transport economic assessment presented would appear to favour this option. The Council expects this to be a matter for further consideration prior to selection of the preferred route and if necessary during the DCO process. The Council urges Highways England to further assess and consult upon the potential benefits and implications of a link between the proposed expressway and Junction 25 prior to selecting the preferred route and to consider including it as part of the preferred route if the more detailed assessment demonstrates that this would be beneficial in terms of economic growth, reducing congestion and improving safety, accessibility, and value for money; rather than discounting it at this stage in the process.

4.12. Journey time data supplied by Highways England from initial traffic modelling calculates that the new route will deliver the following changes to journey times in 2038 when compared to the 'do-minimum' scenario:

- South Petherton to North of Taunton (Bishop's Lydeard): Reductions of 4 min (12%) and 6 min (15%) in the AM and PM Peaks respectively.
- South Petherton to North of Bridgwater: Reductions of 8 min (17%) and 7 min (19%) in the AM and PM Peaks respectively.
- Wincanton to Exeter: Increase of 2 min (3%) and 1 min (1%) in the AM and PM Peaks respectively along the A303 and A30 due to congestion at Southfields junction.

4.13. The data provided appears to demonstrate that the proposed route provides enhanced journey times to Taunton compared to the do-minimum scenario. The Council is extremely keen to ensure that the proposed scheme provides strong connectivity between the new road and Taunton as an economic growth hub. Particularly if a link into Junction 25 is not provided, the precise location of the new M5 junction will be key to ensuring that the new route provides improved journey times to Taunton and supports the economic growth of the area. In confirming a precise location for the new junction, the scheme development process and DCO process will need to consider an appropriate balance between achieving an attractive journey time into Taunton and any impact of the new junction on local communities. In simple terms moving the junction further south is likely to reduce any potential impacts on local communities but also reduce the effectiveness of the route in providing attractive journey times into Taunton, so getting this balance right will be an important matter for the DCO process.

4.14. The Council is concerned that the proposal appears to increase journey times to Exeter via the A303/A30 due to forecast congestion at Southfields junction. The wider economic benefits of the investment in the corridor rely on improved journey times on both the A358 and the A303/A30, and whilst this apparent negative effect of the proposed A358 scheme should be removed once the South Petherton to Southfields section of the whole-route improvement is in place, the DCO for the A358 scheme should include interim measures to ensure there is no detriment to journey times to Exeter via the A303/A30.

#### **Construction management.**

4.15. The impact of scheme construction and movement of materials is not set out in the consultation documents at this stage and The Council anticipates that a detailed construction traffic management plan will need to be agreed as part of the DCO process, explaining how construction impacts, in particular movement of materials will be minimised and mitigated. There could be considerable impact on the local highway network and in such circumstances the Council will seek to protect its roads under the legal provisions available.

## **Junctions and side roads.**

- 4.16. The Council notes in the TAR that all junctions (with the exception of the link to the A303 at the eastern end of the scheme) are currently designed to fully grade separated standards and that this approach will be reviewed as relevant design parameters become available.
- 4.17. The single consultation option 8/8B + NFS proposes four junction locations:
- Junction 'A': A new two-bridge roundabout which forms a new all-movements M5 junction with the new A358 'expressway' located approximately 3.5km south of M5 Junction 25. Highways England have verbally confirmed that the proposed junction does not link with the local road network at this location.
  - Junction 'B': An all movements grade separated junction at West Hatch Lane to enable interchange with the existing A358 and A378. This junction could also serve adjacent communities such as West Hatch and Hatch Beauchamp.
  - Junction 'C': A grade separated junction at Ashill to provide access to communities near Ashill and Ilton.
  - Junction 'D': An at-grade connection to the Southfields Roundabout with the A303, with possible local improvements required at that junction. We understand the intention is to provide a grade separated junction or other free-flow connection to the A303 as part of a future South Petherton to Southfields improvement.
- 4.18. The TAR notes the proposed size and layout of these junctions will be determined during further design development and will be based upon predicted traffic volumes and relevant design standards.
- 4.19. The proposed 'Junction A' has attracted local community concern largely due to its proximity to residential development and due to Highways England's consultation material referring to the junction supporting major development opportunities in the area south of Taunton.
- 4.20. The Council supports the principle of a new junction on the M5 close to Taunton with both north and south facing slip roads, rather than a junction which only provides south facing slips; subject to a more thorough assessment to identify an optimum location balancing effective performance and local impacts.
- 4.21. The Council understands that Highways England do not propose any connection between the new 'Junction A' and the local road network as part of the scheme. It is The Council's view that it would not be appropriate for a connection to be created between the new 'Junction A' and the existing local highway network without provision of appropriate road infrastructure running between the new junction and destinations in the town. This view is on the grounds of the adverse highway safety, congestion and local environmental impacts that would be likely to arise due to the existing local network not being of suitable standard to carry additional strategic traffic.
- 4.22. Further dialogue with The Council will be required as part of the process of finalising the preferred route in order to ensure that that the impact of the proposed scheme and associated junction strategy on local traffic movement, safety and accessibility are fully quantified by Highways England, and understood by all parties, including local communities, with any necessary mitigations agreed.

- 4.23. Early sight of the proposed layout of Junction A would be helpful to enable all parties to fully understand the implications and potential impacts (particularly visual impacts and noise impacts) of a new junction at this location; and to clarify how existing local network connectivity over the M5 (currently via a bridge at Killams Lane) will be maintained. It is anticipated that the precise location of this junction on the M5 has a degree of flexibility at this 'outline' stage and urges Highways England to confirm that the location will be established through further dialogue prior to (and if necessary as part of) the DCO process taking into account further technical design work, further appraisal of potential impacts and community views.
- 4.24. The proposed junction strategy for 'Section 2' significantly reduces opportunities for local traffic to access the A358 compared to the current provision, and this will inevitably increase the volume of local traffic travelling along less-suitable local roads to reach an access point onto the new road; which may have significant environmental impact on communities along those routes.
- 4.25. The TAR identifies that the proposal for 'Section 2' to upgrade the existing A358 alignment to 'expressway' with no parallel local access road provision limits opportunities for east-west movements by local traffic; and that this may encourage 'junction hopping' by local traffic between any proposed junctions. The TAR notes this could have adverse safety implications due to excessive merging/weaving on the mainline, or else use of inappropriate local roads, many of which are of relatively low standard. The TAR notes that HE should consider providing a Local Access Road or an easily identifiable east-west route made up of existing links and suitable for local and prohibited traffic. The Council supports this suggestion should the proposal for 'Section 2' be taken forward, and also requests that the need for further connections between the new road and the local network along 'Section 2' are considered in the light of a more detailed assessment of the impacts on the local road network and appropriate mitigation.
- 4.26. The proposals appear ambiguous about requirements for Non-Motorised User (NMU) provision at this stage, as NMU's may be banned from expressways and an objective for the scheme is to be expressway compatible. The scheme will need to ensure appropriate long-term provision for NMU movement is made particularly as the proposed 'Section 2' of the improvements does not leave a local road in place for east-west movement.
- 4.27. The TAR notes that structures (primarily overbridges), will be required to carry side roads across the proposed new road and maintain local road connectivity. The exact location of any junctions connecting the scheme with the local road network and of any overbridges/underbridges connecting local roads to be provided along the scheme length are unknown at this stage. Engagement with The Council will be essential in order that safe and appropriate layouts and designs are agreed for any elements of the scheme interfacing with or impacting on the local road network. This includes junctions, overbridges and underpasses, changes to alignment of side roads or any other elements of the scheme. The TAR includes an initial safety review of the outline proposals and The Council notes that initial safety concerns have been recorded for a number of in principle design issues. Engagement with The Council will be necessary to ensure that safe and appropriate design solutions are agreed.

### **Flood Risk and Drainage**

- 4.28. Detailed proposals for drainage and flood risk management are not set out in the consultation documents and the Council will require further information on those matters in order to agree that any temporary proposals and permanent solutions have adequately considered all flood risk and drainage considerations, including how the drainage system will

function once it is constructed. It will be imperative to ensure that this scheme does not increase the flood risk in other areas.

### **Public Rights of Way**

- 4.29. The TAR identifies that many Public Rights of Ways (PRoWs), undesignated paths and cycle routes are situated within the vicinity of all scheme options, a number of which have been severed by the construction of the existing A358, A303 and M5 roads. The TAR notes that crossings suitable for non- motorised users (NMU) are not common features in the area.
- 4.30. The TAR notes that there are 77 footpaths, 2 Sustrans cycle routes, 10 bridleways; and 2 long distance paths within 200m of the proposed option. Reference to the Neroche Herepath and the East-Deane Way appears to have been omitted and as these are important promoted routes regionally (particularly with the Herepath being a multi-user path), potential impacts on these routes should be given specific consideration.
- 4.31. The TAR notes that Non-Motorised User (NMU) surveys were undertaken in September 2016 but these have not been made available to The Council, and the TAR also contains narrative which indicates that outcomes from NMU surveys have yet to influence the design proposals.
- 4.32. Several footpaths and bridleways intersect the new highway alignment. All the proposed options would require the severance of several of these PRoWs. The TAR notes that these severed PRoWs would likely be replaced in the form of footbridges or underpasses, if deemed necessary following the completion of NMU surveys. It is unclear from the option design how these will be catered for in the new dual-carriageway design, and it should be noted that equestrian needs should be catered for in any new bridges or underpasses.
- 4.33. It is noted that the Council's adopted 'Rights of way improvement plan 2' is missing from the policy summary within the technical appraisal report and this contains several action and policy statements which are relevant to the scheme, particularly Action 1.4 and policy statements 3.1, 3.2 and 3.10.
- 4.34. Mitigation for severed ProWs will be necessary and this will either be in the form of diversion to the closest over/underbridge or the provision of a purpose built crossing for NMUs. Engagement with the Council will be essential in order that appropriate off-road space for NMUs is provided, appropriate parapet heights are provided particularly for equestrians, and appropriate diversion alignments are agreed. Where the mitigation is provision of a dedicated NMU over/underbridge then every consideration should be given to providing access for all NMUs, and looking at what local improvements could be made either in physical or legal status to improve the situation for NMUs.
- 4.35. Any NMU studies should not be taken as a reflection of lack of demand. The current flows on the A358 are likely to be a deterrent for many NMUs in using the current path network.
- 4.36. The TAR notes that with a new offline highway proposed the existing A358 will become an important route for local access – including for NMUs - particularly if certain vehicle types are banned from using the new highway. Reduced traffic levels on the existing A358 may encourage increased vehicle speeds. NMUs will not be adequately catered for as there is currently very limited infrastructure specifically for pedestrians, cyclists and equestrians. The Council expects this issue and associate mitigation to be given further consideration prior to and if necessary as part of the DCO.

4.37. It is highly recommended that detailed discussion takes place with local user group representatives to ensure that any routes believed to carry public rights, or higher rights than are already recorded, are captured and considered as part of proposal development. We understand that Somerset Local Access Forum has not had a specific consultation letter for either of the A303 schemes currently being promoted in Somerset and please note that this is an important forum to engage with going forward.

#### **Transfer of assets between the Council and Highways England**

4.38. The single option being consulted upon appears to require incorporation of parts of the local highway network into Highways England's Strategic Road Network as part of the DCO process; particularly parts of the existing A358 which form 'Section 2' of the proposed scheme. The Parties must ensure that responsibility for each section of road is discussed within the DCO process so there is clarity over what transfers to Highways England and what remains the responsibility of the local highway authority.

#### **Requirements for local Traffic Regulation Orders.**

4.39. The Council will need to be assured, before the DCO application is made, that all identified necessary TROs are included in the process, in particular that it is not left for the Council to address TROs necessary to regulate traffic on the existing county road network before, during or after construction.

### **5. Environmental and Social Impacts**

#### **Overview**

5.1. The Council notes that initial environmental and social impact assessments have been undertaken and that consultation has started with the statutory environmental bodies. The Council notes that the options have varying levels of impact on Noise, Air Quality and Greenhouse Gases, Landscape, Archaeology, Listed Buildings, Historic Environment, Biodiversity, Water Environment, Physical Activity, Journey Quality and Severance.

5.2. At this stage in the process The Council refers Highways England to Taunton Deane Borough Council's consultation response in respect of matters of landscape and visual impact, air quality and emissions, archaeology and cultural heritage, biodiversity and ecology, noise and vibration as follows:

5.3. Relevant extracts from TDBC's response on environmental matters supported by the Council:

#### **Landscape and Visual (from TDBC)**

5.4. The report acknowledges that there is a significant wealth of assets with designated environmental status near the four routes including landscape, ecological and historical features

5.5. It is assumed that a landscape and Visual impact assessment (LVIA) has been carried out to assess the landscape impact of the various routes but there is no reference to such an assessment. It would be useful to see a map showing the zone of theoretical visibility and a map showing the various viewpoints used for assessing each route. It is unclear how conclusions on landscape impact have been made



- 5.6. The preferred scheme area passes through four identified National landscape character regions within the districts of Taunton Deane and South Somerset (National Character Areas (NCA): 143 Mid Somerset Hills, 140 Yeovil Scarplands, 147 Blackdowns and 146 Vale of Taunton and Quantock Ridges
- 5.7. However no mention is made to local landscape character areas. In Taunton Deane these are 1a Farmed and Settled Low vale-Vale of taunton Deane 4a Farmed and Wooded Lias vale -Fivehead Vale and part of 5a Sandstone ridge –North Curry.
- 5.8. The route passes very close to the nationally protected landscape, the Blackdown hills Area of Outstanding Natural Beauty (AONB) the boundary of which is which usefully shown on the constraints map.
- 5.9. There is reference to the two long distance footpaths (East Deane way and Neroche Herepath) that will be affected by the preferred road route but these recreation routes are not shown on plan. The report acknowledges the importance of Stoke Hill as a prominent landscape feature in the area but fails to mention Thorn Clump SLF. (Special landscape Feature).
- 5.10. Although there is no specific landscape legislation, reference and consideration should be made and given to the European landscape Convention which the UK signed up to in 2006. It is considered that the National parks and Access to the Countryside Act 1949 should also be taken into account. When listing local relevant policies in Taunton Deane district, CP8 policy which states that the council will conserve and enhance the natural and historic environment should also be considered. There is no mention in the report of the councils' green wedge at Vivary and Cotlake Hill or the Special landscape feature (SLF) of Thorn clump at Henlade
- 5.11. All four proposed route options would traverse the agricultural landscape between Taunton in the west and Ilminster in the east.
- 5.12. One of the options (1/1B+NFS) within the TAR which is the furthest away from the existing A358 corridor being within an otherwise agricultural and tranquil environment would lead to a more notable change than those routes near the existing A358 corridor. This option would also be set at the base of the Blackdown Hills Area of Outstanding Natural Beauty (AONB) which rise to the south. Existing far reaching views of and from the AONB would be disrupted by the presence of the new route. This route has great landscape and biodiversity impact.
- 5.13. On the lowland plain, the visibility of the Options 8/8B + NFS (the preferred route) and Option 8/8B + Jct25 may be limited by intervening vegetation, but the schemes would still be visible from the adjacent Blackdown Hills AONB. The provision of junctions at West Hatch and Ashill would increase the level of disturbance, as would the upgrading of part of the existing A358 and the construction of the new link over the lowland plain connecting to the motorway. This route also encroaches slightly on the lower slopes of Stoke Hill possibly resulting in cutting into the hillside, and would also result in the destruction of some woodland at Huish woods.
- 5.14. The preferred route 8-8B+NFS would also be visible from local visual receptors along the A358 and from the proposed housing extension in the Killams area of Taunton.
- 5.15. Option 2A/2B would have the less landscape impact being in the most part either passing in close proximity to the existing A358, however this option would be visible from local visual receptors such as residential properties close to the route.

## **Air Quality and Emissions (from TDBC)**

- 5.16. The TAR states that “The air quality appraisal has been undertaken in accordance with Transport Appraisal Guidance (TAG) unit A3 chapter 3. Net present values (NPV) have been calculated for both local and regional changes in air quality.”
- 5.17. The report states that “All options show local improvements in ambient air quality due to reduced congestion on the affected road network. This is balanced against predicted regional increases in emissions due to overall traffic growth. For Option 2A/2B, the regional increases outweigh the local improvements, resulting in a small dis-benefit for this option with small benefits for the other options. All options have the potential to decrease noise in local residential areas, apart from option 8 NFS which has the potential to increase noise in local residential areas. These are represented by benefits in the quantitative appraisal, except for option 8 NFS which shows a dis-benefit”.
- 5.18. It is not possible to comment on the accuracy of the figures or assumptions made during the assessments as there is no data provided with the report. There are no details of existing and potential air quality, noise levels or traffic levels.
- 5.19. The TAG document that is referred to in the Report outlines how the assessment compares the existing noise/air quality to the levels that could be expected with a proposed new road. It is based on predictions of traffic levels and a number of other assumptions. There is also no discussion or comment on the results, what factors may affect the air quality or noise levels or any mitigation that could be used.
- 5.20. There is an Air Quality Management Area (AQMA) on the A358 in Henlade which was declared due to high levels of nitrogen dioxide. This is due to the high levels of road traffic and the residential buildings being close to the road. It is likely that a road by-passing Henlade would reduce traffic and also the levels of pollutants on the existing A358. The Report does not include details of the changes in traffic levels on the existing A358 in Henlade due to each proposal, however, there is an estimate of the traffic levels on the new stretch of the A358 to the east of the existing A358.
- Option 1 + NFS (31,700 2 way flow in 2038),
  - Option 8/8B + Junction 25 (45,900 2 way flow in 2038)
  - Option 8/8B + NFS (26,000 2 way flow in 2038).
  - Option 2A/2B scheme attracts the most traffic to the new A358 (54,600 2 way flow in 2038), with the majority of this traffic (73%) accessing the M5 and Taunton via the new link to Junction 25, the remainder (27%) using the new free flow slip roads with the M5 to travel south on the M5.
- 5.21. Option 2A/2B has the highest flow of traffic on the new stretch of A358 and so this would indicate that it would result in the lowest levels of traffic on the existing A358 through Henlade. This is backed up by the statement that 73% of the traffic would be using the link to Junction 25 to access Taunton and the M5 north, and so for the other options without the link to Junction 25 a lot of this traffic would be using the existing A358.
- 5.22. Without any calculation or explanation of the results it can only be assumed that any improvements due to reduction of traffic on the A358 in Henlade are outweighed by increases in air pollution at other properties. It may be that Option 2A/2B passes closer to houses than the other three options which pass through more rural areas. Even so, it would be surprising if the new road was closer to houses than the existing A358 in Henlade.

5.23. The Council has been producing Action Plans with the aim to improve air quality in the AQMAs, however, as the pollution is due to road traffic on a main road the Council it very limited in what it can do. It is likely that the only way to meet air quality standards at Henlade is to provide a by-pass to remove most of the traffic from the road.

5.24. Therefore, further detail should be provided on how a proposal that removes the most traffic from the built up area of the A358 at Henlade leads to a dis-benefit in overall air quality.

5.25. In summary, there is not enough information on air quality or noise in the Appraisal Report to allow a full comment or view on these issues. The report does not provide detail or an explanation of how each route may affect certain areas, there is no explanation as to why the options that result in dis-benefit to noise and to air quality are different, when both are based on traffic flows. There is no explanation as to how the option that removes the most traffic from the A358 through Henlade results in a dis-benefit for air quality. The new road should have a quiet road surface and appropriate mitigation.

#### **Air Quality (Additional SCC comment)**

5.26. The TAR notes that recent TDBC air quality reports (2011) do not report any exceedances of the annual mean nitrogen dioxide (NO<sub>2</sub>) objective in 2010 at Henlade. Somerset County Council understands that more recent data does show exceedances in 2016 so we request that HE uses the latest data as a basis for decision making.

#### **Archaeology and Cultural Heritage (from TDBC)**

5.27. Poundisford Park Pale Scheduled Monument and Poundisford Park Grade II Registered Park and Garden are located within 300m of Option 1 + NFS. There is a Cross in St. Aldhelm and St. Eadburga churchyard Scheduled Monument within 1km of Options 2A/2B, 8 + NFS and 8 + Jct25.

5.28. There are many listed buildings within the 1km of all four scheme options, consisting of Grade I, Grade II and Grade II\* listed buildings; and many records of archaeological events and finds within 1km of the proposed options, many of which run along the existing A358.

5.29. The heritage section of the consultation document is poor and while it mentions archaeology, the impact on historic buildings and heritage assets is not considered in any detail. Historic England has now produced its replacement for the PPS5 Practice Guidance. Historic Environment Good Practice Advice in Planning Note 3 'The Setting of Heritage Assets' needs to be specifically referred to as well as the considerations set out in the NPS and NPPF. Highways England need to produce a Statement of Historic Significance.

#### **Bio Diversity and Ecology (from TDBC)**

5.30. The report acknowledges that there is a significant wealth of assets with designated environmental status near all four routes and shows these on the constraints map. A smaller scale map showing the location of the SACS (Hestercombe, Bracket's Coppice, Exmoor and Quantock Oakwoods and Beer Quarry and caves (all designated for bat populations) would be useful.

5.31. It appears that , Option 1/1B + NFS was ruled out as it was anticipated to have a Large Adverse effect on the protected site Thurlbear Wood and Quarrylands Site of Special Scientific Interest (SSSI) and designated ancient woodland located 100m east and downstream of the

option centreline.

- 5.32. The proposed works for all options would impact on habitats potentially resulting in permanent loss of habitats of high to medium conservation value. The report states that the habitats have been surveyed but due to the large area covered by the route there is no plan showing all habitat types listed within the Somerset LBAP and Taunton Deane LBAP, including hedgerows and standing water.
- 5.33. It is not clear at this stage what the impacts may be. These impacts may include, but are not limited to habitat removal and fragmentation, disturbance, air pollution, noise and vibration, which will adversely reduce the integrity of the protected sites.
- 5.34. The report states that protected, including European protected species will be affected by the new road but does not discuss any detail. Full field surveys are required to assess the impact the preferred route would have on protected sites and protected species. It is understood that these surveys are currently taking place.
- 5.35. The report lists all legislation relevant to biodiversity on p45. However it is considered that the National parks and Access to the Countryside Act 1949 should also be listed. When listing local relevant policies in Taunton Deane district CP8 should also be listed.
- 5.36. The preferred route Option 8/8B + NFS mainly tries to avoid the protected sites but it is considered it comes too close to the mapped ancient woodland leaving no buffer. At Huish woods near Ashe farm it appears as though the woodland will be directly impacted upon. There will also be a moderate effect on South Taunton Streams Local Nature Reserve (LNR) near Killams in Taunton. We know from our species occurrence mapping that dormice are likely to be a particular issue at Killams and on the lower slopes of Stoke hill near Arundells farm.

#### **Bio Diversity and Ecology (additional issues raised by SCC)**

- 5.37. Dualling the A358 is likely to have the effect of an increase in habitat fragmentation. Individual species and species groups are mentioned and we request that this effect is fully assessed and mitigated in the design of the new road using proven techniques. This should be integral to the design process of the overall proposal and not considered as an afterthought as happens on many occasions.
- 5.38. No mention is made of Somerset's Ecological Network which has been modelled by Somerset Wildlife Trust with support from Somerset County Council and Forest Research (part of Defra). There is a page about it on the County's website. If not already aware the consultants dealing with this aspect should include an assessment and mitigation to maintain the network. See <http://www.somerset.gov.uk/policies-and-plans/policies/ecological-networks/>

#### **Noise and Vibration (from TDBC)**

- 5.39. The TAR states that "The noise appraisal has been undertaken in accordance with TAG unit A3 chapter 2. Net present values (NPV) have been calculated for changes in noise, amenity and several specific health issues. To derive the NPVs, calculated values for each house within the respective option study areas required independent entries in the WebTAG Noise Worksheets for 'with' and 'without' scheme in both opening and design years".
- 5.40. As with air quality the assessment finds a benefit with three of the proposals, but a dis-

benefit with one of them, in this case Option 8+ NFS, Again, there is no supporting information or comment on these figures. The calculations would be based on changes in traffic flows and how noise levels will change at properties with the proposed roads.

- 5.41. For both noise and air quality there is no information on which areas will be adversely affected by noise and which will benefit. Also, as both are a result of changes in road traffic, there is no comment on why one option results in a disbenefit for noise whereas a different option gives a disbenefit for air quality.
- 5.42. All of the proposals will result in an increase in traffic on the A358 due to traffic diverting to the new road from the A303/A30 over the Blackdown Hills. However, there is no information in the report on the potential increase in road traffic levels.
- 5.43. Any new road should be built using a quiet road surface, as reducing noise at source is normally more effective than trying to deal with noise after it has been generated. Noise mitigation such as barriers should be used where needed.
- 5.44. In summary, there is not enough information on air quality or noise in the Appraisal Report to allow a full comment or view on these issues. The report does not provide detail or an explanation of how each route may affect certain areas, there is no explanation as to why the options that result in dis-benefit to noise and to air quality are different, when both are based on traffic flows. There is no explanation as to how the option that removes the most traffic from the A358 through Henlade results in a dis-benefit for air quality. The new road should have a quiet road surface and appropriate mitigation.

## **6. Consultation and Engagement**

- 6.1. Continued engagement with the affected communities, landowners, the Councils, environmental bodies and the South West Heritage Trust will be essential as Highways England develop their plans up to DCO to ensure potential community and environmental impacts of the preferred route are identified and mitigated.

**END**

This page is intentionally left blank

Decision Report – Non Key decision.

**DRAFT FOR COMMENT**

decision date – 22 June 2017

**Non-statutory consultation response to the A358 Taunton to Southfields improvement scheme options consultation**

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

Division and Local Member(s): Hazel Prior-Sankey (Taunton South), Simon Coles (Taunton East), John Thorne (Blackdown & Neroche), David Fothergill (Monkton & North Curry), Linda Vijeh (Ilminster).

Lead Officer: Mike O’Dowd-Jones. Strategic Commissioning Manager Highways and Transport. 01823 356238.

Author: Mike O’Dowd-Jones. Strategic Commissioning Manager Highways and Transport.

Contact Details: 01823 356238

	<b>Seen by:</b>	<b>Name</b>	<b>Date</b>
	County Solicitor	Honor Clarke	22/5/2017
	Monitoring Officer	Julian Gale	22/5/2017
	Corporate Finance	Kevin Nacey	22/5/2017
	Human Resources	Chris Squire	22/5/2017
	Property / Procurement / ICT	N/A	
	Senior Manager	Paula Hewitt Lead Director ECI	22/5/2017
	Local Member(s)	Cllr Hazel Prior-Sankey Cllr Simon Coles Cllr John Thorne Cllr David Fothergill Cllr Linda Vijeh	9/6/2017
	Cabinet Member	Cllr David Hall Cabinet Member for Resources and Economic Development	22/5/2017
	Opposition Spokesperson	Cllr Simon Coles Opposition spokesperson for Resources and Economic Development	9/6/2017
	Relevant Scrutiny Chairman	Cllr Tony Lock for Scrutiny Place	9/6/2017
<b>Forward Plan Reference:</b>	N/A – Non-key decision.		

<p><b>Summary:</b></p>	<p>This report considers the Council's response to a non-statutory consultation issued by Highways England in respect of the A358 Taunton to Southfields Improvement Scheme. The non-statutory consultation is being undertaken prior to finalisation of the preferred route for the scheme and prior to commencement of the formal consenting process for the scheme which will involve a statutory consultation process in due course. As a nationally significant infrastructure project consents will be issued by the Secretary of State under a development consent order.</p>
<p><b>Recommendations:</b></p>	<p><b>That the Cabinet Member for Resources and Economic Development:</b></p> <ol style="list-style-type: none"> <li><b>1. Authorises the non-statutory consultation response to the A358 Taunton to Southfields improvement scheme options consultation attached as Appendix C to this report.</b></li> <li><b>2. Notes the issues set out in this report and the technical information set out in Appendix A which will need to be taken account of as the improvement scheme progresses through statutory processes.</b></li> </ol>
<p><b>Reasons for Recommendations:</b></p>	<p>The Council has promoted the end-to-end dualling of the A303/A358 between the M3 and M5 with complimentary smaller-scale improvements to the A303/A30 between Broadway and Honiton. The business case and economic assessment prepared by the Council demonstrated the benefits of the scheme for the economic growth of the South West and the UK, increasing safety, improving connectivity and resilience.</p> <p>The Council has a statutory role in the Development Consent Order (DCO) process for the scheme. The current consultation is a non-statutory consultation, undertaken prior to the DCO process to assist the Secretary of State in identifying a preferred route for the scheme. It is important that the Council responds to this stage of consultation to set out support for the improvements in principle and to highlight issues that should be considered by Highways England in choosing the most appropriate preferred route, and within detailed development of the scheme.</p>
<p><b>Links to Priorities and Impact on Service Plans:</b></p>	<p>Supports the County Plan priority that Somerset is a thriving local economy, attracting jobs and investment by improving key road, rail and broadband communication links.</p>
<p><b>Consultations and co-production undertaken:</b></p>	<p>Consultations on the Council's response have been undertaken with the Cabinet Member. The Opposition Spokesperson, Chairman of the relevant Scrutiny Committee, and local members affected by the recommendations have been informed as part of the decision approval process.</p> <p>The Scrutiny for Policies and Place Committee considered the proposed response at its meeting of 13 June 2017.</p> <p>The Council has worked closely with Taunton Deane Borough</p>



	<p>Council and other statutory consultees including Somerset Heritage Trust in formulating this response.</p> <p>It is Highways England's responsibility to consult on the scheme as the promoter, rather than Somerset County Council. Nonetheless, Council officers have attended consultation workshops run by Highways England in order to gain an understanding of the key issues and concerns of the local communities affected by the scheme, and have received correspondence from communities which has informed this response as set out in Appendix B.</p> <p>The Council has had ongoing engagement with Highways England during the development of their proposal and whilst we have been able to inform the options development process at a strategic level, the single option for consultation for the A358 improvement has been chosen by Highways England.</p> <p>The Council would have preferred Highways England to have consulted on all the feasible options at this stage in the process rather than a single option.</p>
<p><b>Financial Implications:</b></p>	<p>There will be financial resource implications for the Council if it is to fully engage with the next stages of scheme development and the DCO process, but that is not a barrier to submitting this initial consultation response, and resource implications will be considered in due course. Somerset County Council and Wiltshire Council are jointly written to the Department for Transport to seek adequate resourcing to undertake our respective roles in the DCO process for the A303/A358/A30 improvement schemes.</p> <p>The single option being consulted on will have future financial implications in terms of maintenance and operating costs as a result of certain sections of the existing A358 becoming part of the new expressway as part of the DCO process and becoming the responsibility of Highways England. The Parties must ensure that responsibility for each section of road is discussed within the DCO process so there is clarity over what transfers to Highways England and what remains local highway.</p>
<p><b>Legal Implications:</b></p>	<p>It is Highways England who will be the lead body in any application for a DCO. The role of the Council within this process is as a statutory consultee (and one of the principal consultees). We are currently at the pre-application stage whereby Highways England are seeking at an early stage comments on the route options. The design proposals are still at a very early stage in the development process and it is necessary for further information to be made available to the Council in order for it to fully assess the proposals. Therefore the Council should retain the ability to refine its position once the additional information is available. No legal advice has been obtained by SCC at this point in the process.</p>
<p><b>HR Implications:</b></p>	<p>HR implications have been considered and none have been identified at this stage.</p>
<p><b>Risk Implications:</b></p>	<p>Risk implications have been considered and the key risk</p>

	<p>identified is that a failure to engage in the process and submit a consultation response will risk a lack of influence over the route choice and scheme design, resulting in a missed opportunity to secure economic growth benefits and increased risk of adverse/unmitigated local impacts.</p>				
	<b>Likelihood</b>	<b>3</b>	<b>Impact</b>	<b>3</b>	<b>Risk Score</b>
<p><b>Other Implications (including due regard implications):</b></p>	<p><b><u>Equalities Implications</u></b></p> <p><b>Access:</b> SCC’s consultation response urges Highways England to carefully consider potential impacts of the scheme on access for local communities and access for non-motorised and vulnerable road users.</p> <p><b>Equality and Diversity:</b> The consultation response urges Highways England to take account of the needs of people with protected characteristics as part of the detailed design of the preferred route once identified. Of note are the needs of people with poor mobility, people with disabilities, younger and older people who may be vulnerable road users.</p> <p><b>Human Rights:</b> Impacts of the decision on human rights have been considered and none have been identified.</p> <p><b><u>Community Safety Implications:</u></b> The consultation response identifies the need for Highways England to consider the safety of all road users in the design of the improvement scheme.</p> <p><b><u>Sustainability Implications:</u></b> The consultation response identifies the need for Highways England to consider the impacts of the design of the improvement scheme on sustainability and in particular to the need for the scheme to maintain connectivity for existing walking and cycling routes and where possible provide improved facilities that promote more sustainable travel and associated health &amp; wellbeing through physical activity.</p> <p><b><u>Health and Safety Implications:</u></b> The scheme will be taken forward by Highways England who will be responsible for considering all aspects of health and safety in the design and delivery of the scheme.</p> <p><b><u>Privacy Implications:</u></b> Privacy implications have been considered and none have been identified.</p> <p><b><u>Health and Wellbeing Implications:</u></b> The consultation response identifies the need for Highways England to consider the impacts of the design of the improvement scheme on health and wellbeing and in particular to the need for the scheme to maintain connectivity for existing walking and cycling routes and where possible provide improved facilities that promote more sustainable travel and associated health &amp; wellbeing through physical activity.</p> <p>If designed appropriately the scheme presents an opportunity to improve air quality at a long-standing air quality management</p>				

	area in Henlade. The consultation response urges Highways England to consider how the scheme and associated measures can maximise opportunities to reduce traffic travelling through Henlade to achieve this objective.
<b>Scrutiny comments / recommendation (if any):</b>	The proposed response was considered by Scrutiny for Place Committee on 13 June 2017 and the committee noted that .....[to be added following committee meeting]

## 1. Background

- 1.1. The Council has promoted the end-to-end dualling of the A303/A358 between the M3 and M5 with complimentary smaller-scale improvements to the A303/A30 between Broadway and Honiton. The business case and economic assessment prepared by the Council demonstrated the benefits of the scheme for the economic growth of the South West and the UK, increasing safety, improving connectivity and resilience.
- 1.2. Highways England are currently progressing three sections of the overall route improvement and are currently consulting on a single option for the A358 Taunton to Southfields section which is proposed to be improved to dual carriageway.
- 1.3. Highways England initially assessed 26 route options, sifted down to four for further assessment, and identified a single option for consultation to inform their choice of a preferred route.
- 1.4. The single option (known technically as “Option 8/8B + NFS”) commences at the M5 approximately 3.5km south of Junction 25 at a new two-bridge roundabout which forms a new all-movements junction with the Motorway (shown as ‘Junction A’ in the consultation material). No detailed layout of this junction has been provided but it has been verbally confirmed by Highways England that the proposed junction does not link with the local road network at this location. A new dual carriageway link will then run north-east crossing the B3170 and Stoke Road before arcing around the north of Stoke Hill. From Stoke Hill the proposed road continues in a south easterly direction for 2.5km to join the existing A358 corridor at West Hatch Lane. The section from the M5 to West Hatch Lane is known as ‘Section 1’ in the consultation material.
- 1.5. The proposal is then to undertake improvements to ‘Section 2’, a largely ‘online’ widening of the existing A358 between West Hatch Lane and Southfields junction as follows:
  - Asymmetrical widening between West Hatch Lane and Capland with the southbound carriageway being formed from the existing road and the northbound carriageway being formed from new construction.
  - Offline route just to the north of the existing road between Capland and Ashill, enabling retention of the existing road as a local route between Ashill and Hatch Beauchamp also providing access to properties.
  - Asymmetrical widening between Ashill and Southfields Roundabout. Around the north of Ashill the westbound carriageway will be formed from the existing road and the eastbound carriageway being formed from new construction minimising impact on residential properties in the village. Between Ashill and Southfields this ‘asymmetrical’ widening is reversed to minimise impact on land associated with Jordans Park Local Wildlife Site.

- 1.6.** The proposal is for the existing A358 between West Hatch Lane and M5 Junction 25 to remain in situ as a local road. A key objective of the Council is for traffic on this section to be reduced as much as possible, particularly to:
- Reduce environmental (air quality and congestion) impacts of traffic flow through Henlade which is an Air Quality Management Area;
  - enable sufficient capacity for development of a new strategic employment site next to Junction 25; and
  - reduce congestion and delay at Junction 25.
- 1.7.** The Council's response therefore requests Highways England to consider including measures in the DCO which encourage traffic to use the new route rather than the current A358 through Henlade, including consideration of physical works on the existing A358 to further reduce traffic using that route, and alterations to the A358 junction with the A378 to encourage A378 traffic to use the new road.
- 1.8.** In addition to the proposed Junction A; two further all movement grade separated junctions are proposed along the route. These will enable access from the local road network at West Hatch Lane to enable interchange with the existing A358 and A378 ('Junction B'); and at Ashill ('Junction C') to provide access to communities near Ashill and Ilton. An at-grade connection would be provided to the Southfields Roundabout with the A303 ('Junction D'), although local improvements may be required at that junction. The intention is to provide a grade separated junction or other free-flow connection to the A303 as part of a future South Petherton to Southfields improvement.
- 1.9.** Junction A has attracted local community concern largely due to its proximity to residential development and due to Highways England's consultation material referring to the junction supporting major development opportunities in the area south of Taunton.
- 1.10.** The proposed junction strategy for Section 2 significantly reduces opportunities for local traffic to access the A358 compared to the current provision, and this will inevitably increase the volume of local traffic travelling along less-suitable local roads to reach an access point onto the new road; which may have significant environmental impact on communities along those routes.
- 1.11.** The Technical Appraisal Report (TAR) compares the benefits of the four scheme options considered by Highways England prior to choosing a single option for consultation, and the chosen scheme would appear to offer the lowest transport benefits of the options considered. It is disappointing at this early stage in route development that of the available options only one has been put forward for consultation; and further information has been requested in order to fully understand the performance of the proposed scheme compared to other options considered in terms of reducing network congestion and delay, and in terms of impacts on the local highway network.
- 1.12.** Whilst there are several important issues which will require resolution as the precise routing, alignment, junction strategy/ location and design is further developed, it is clear from the TAR that the proposed option if designed appropriately has the potential to deliver the economic, transport and safety benefits that the Council is seeking in promoting the need for the improvement. The proposed option will enable the timeframe dictated by the Development

Consent Order (DCO) process to be met, achieving start on site by March 2020.

- 1.13.** It is therefore recommended that at this stage in the process the overall need for the dual carriageway improvement is strongly supported but that a number of significant issues and potential impacts associated with the proposed route are highlighted to Highways England so that appropriate further technical analysis, amendments to the proposals and appropriate mitigations can be considered prior to publishing a preferred route; taking into account community and stakeholder feedback from the consultation process along with appropriate technical appraisals.
- 1.14.** The TAR raises a number of issues that will need to be taken into account as the scheme develops. Possible impacts on designated sites of historical, archaeological, landscape and nature conservation Interest, noise, air quality, landscape, townscape, listed buildings, heritage assets, biodiversity, water environment & flooding, physical fitness and journey ambience, accessibility and integration are noted and these will need to be considered and addressed as part of the finalisation of the route, and design of the preferred route scheme and associated mitigation strategy at the next stage of development.
- 1.15.** Initial indicative junction 'types', possible changes to side roads, and implications for rights of way are referred to in the technical report although outline designs have not been provided at this stage. A number of design and safety related issues have already been identified by Highways England for each of the four routes they have considered through their initial safety review.
- 1.16.** Whilst it is recognised that the design proposals are still at a very early stage in the development process, it will be necessary for further information to be made available to the Council in due course in order for us to fully assess the preferred route proposal once chosen. It will be important for the Council to engage with Highways England to validate the potential local impacts which will be identified from their technical appraisal and traffic modelling, and provide detailed observations on their designs for the preferred route, at an appropriate stage in the design process, to ensure connections and interfaces with the local road network and rights of way network maintain appropriate standards of access and safety; and to ensure appropriate mitigation for any adverse impacts or indeed betterment where possible.

## **2. Options considered and reasons for rejecting them**

- 2.1.** Alternative options are to express clear support for the proposed route option; to remain neutral or not to submit a response. It is considered important that a consultation response is submitted in order to express strong support for a dual carriageway improvement and to highlight issues where we will need further information and engagement once the preferred route is confirmed.

## **3. Background Papers**

- 3.1.** Highways England consultation material for proposed M5 to Southfields improvement accessed from <https://highwaysengland.citizenspace.com/he/a358-taunton-to-southfields/>

## Appendix A – Technical Summary of Options and Issues.

### 1. Introduction

1.1. Somerset County Council together with Devon County Council, Wiltshire Council, Dorset Council and the Local Enterprise Partnership (LEP) provided a strong economic case to Government for improving the A303 and A358 to dual carriageway, together with smaller scale improvements to the A30. This led to Government announcing on 1 December 2014 that over the next 14 years the A303/A358 would be improved to a new 'Expressway' standard along its whole length from the M3 to the M5 at Taunton..

1.2. Expressways will generally be dual carriageway – safe, well-built and more resilient to delay. Junctions will be largely grade-separated, so traffic can move freely from the start of the Expressway to its end.

1.3. Specific schemes announced for this first five year period (2015/16 to 2019/20) include improving the A358 to dual carriageway between Southfields roundabout and the M5; the dualling of the Sparkford to Ilchester section of the A303; and construction of a tunnel past Stonehenge with a dual carriageway bypass for Winterborne Stoke.

1.4. The final expressway standard has yet to be agreed and the Taunton to Southfields options consultation notes that the scheme will not be built to full expressway standard but will be *"..developed as a high quality dual carriageway making an essential contribution to the 'expressway' link between the south-east and south-west. It is anticipated that future enhancements will make this section 'expressway' compatible."*

1.5. The process to deliver the schemes is a complex process that will take several years to complete and involves a number of stages including, project preparation, option identification, option selection, preliminary design, statutory procedures & powers, and construction preparation. Consent for the scheme will be granted via the Development Consent Order (DCO) process used for national infrastructure projects.

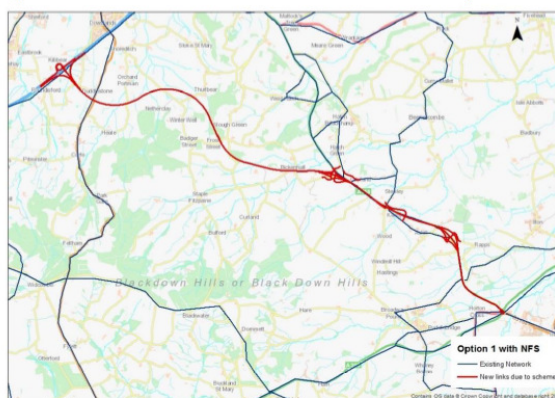
1.6. Highways England is now taking three A303/A358 schemes through the initial stages of development seeking to identify a preferred route for each prior to entering the DCO process.

### 2. Option Identification

2.1. Twenty-six route options were identified by Highways England during the option identification stage, which were subject to a sifting process. From the initial twenty-six, four were recommended by HE for further assessment. These were:

- **Option 1/1B + NFS (north facing slips):** Connects to the M5 approximately 4km south of Junction 25 via a three-way all movements grade separated junction; passing very close to the Blackdown Hills AONB, and joining the route of the existing A358 approximately half way along its length, following the A358 through to the Southfields Roundabout. This option has the most significant section of offline construction of all the four options.

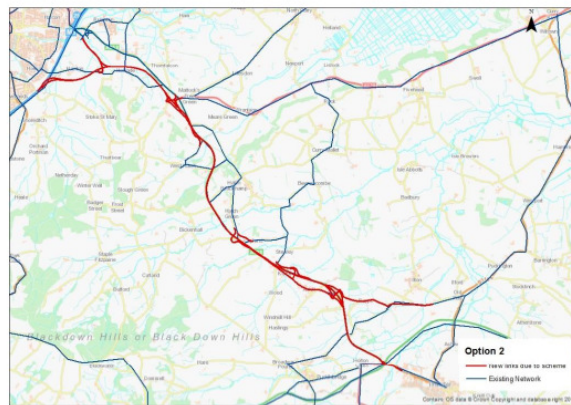
Figure 6.2: A358 Taunton to Ilminster network – with option 1 with NFS



Source: MMSJV. This Map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Highways England 100030649 2015.

- Option 2A/2B:** Connects to the M5 approximately 2km south of Junction 25 with south facing slips only. Takes the route much closer to Henlade than Option 1/1B + NFS with a direct interchange between the proposed road and the A378. Provides a 1.5km link road running between the new road and M5 Junction 25. Includes largely online widening between West Hatch Lane and Southfields.

Figure 6.5: A358 Taunton to Ilminster network – with option 2A/2B



Source: MMSJV. This Map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Highways England 100030649 2015.

- Option 8/8B + J25:** The online section for this option is almost identical to that proposed for Option 2A/2B. However the offline section takes a more southerly route than Option 2A/2B. Connects to the M5 approximately 2km south of Junction 25 with south facing slips only. Provides a 2km link road running between the new road and M5 Junction 25. Does not have a direct interchange with the A378.

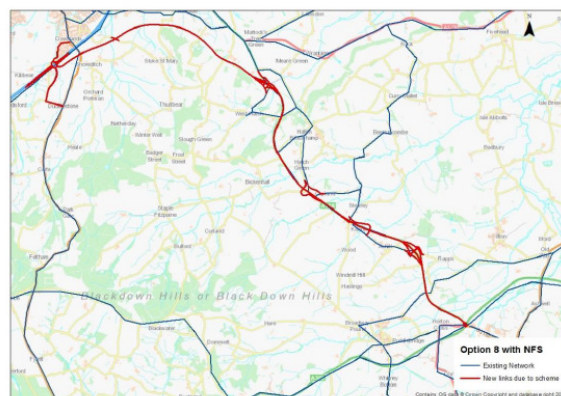
Figure 6.4: A358 Taunton to Ilminster network – with option 8 with J25



Source: MMSJV. This Map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Highways England 100030649 2015.

- Option 8/8B + NFS:** The online section of this option is almost identical to that proposed for Option 2A/2B. The offline section takes a similar route to Option 8/8B + Jct25, although the link to Junction 25 is omitted in favour of a new all-movements junction with the M5 approximately 3.5km south of Junction 25. Does not have a direct interchange with the A378. HE have chosen this scheme as the single option for consultation.

Figure 6.3: A358 Taunton to Ilminster network – with option 8 with NFS



Source: MMSJV. This Map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Highways England 100030649 2015.

2.2. The junction strategy is provisional at this stage, the intention being that this can be refined during subsequent stages.

2.3. The TAR includes the following information in comparing scheme options:

- Option 2A/2B attracts the most traffic to the new A358 (54,600 AADT), with most of this traffic (73%) accessing the M5 and Taunton via the new link to junction 25. The other options attract less traffic to the new A358 with little difference between the options.

- Each of the four options would improve access times along the A358 corridor between the A303 at Ilminster and the M5 at Taunton, and none of the options would be more complex to build or maintain than any of the others.
- Option 2A/2B has the greatest dis-benefits due to roadworks in construction and the greatest long term accident savings.
- All options show local improvements in ambient air quality due to reduced congestion on the affected road network. This is balanced against predicted regional increases in emissions due to overall traffic growth. For Option 2A/2B, the regional increases outweigh the local improvements, resulting in a small dis-benefit for this option with small benefits for the other options.
- All options have the potential to decrease noise in local residential areas, apart from option 8 NFS which has the potential to increase noise in local residential areas.
- Overall, the environmental and social assessment concluded variable results across the different route options, but with Option 1 NFS performing substantially worse in its effect on the landscape and biodiversity.

2.4. A comparison of the quantified benefits of the four options is shown in the following table:

**Table 0.1: Analysis of Monetised Cost Benefits (£000s)**

Item	Opt 1 + NFS	Opt 8 + NFS	Opt 8 + J25	Opt 2A/2B
Accidents (not assessed by TUBA)*	6,977	-314	9,666	10,184
Roadworks (not assessed by TUBA)**	-28,162	-54,916	-54,691	-58,676
Greenhouse Gases (not assessed by TUBA)***	-22,330	-21,791	-16,589	-18,969
Noise (not assessed by TUBA)****	315	-837	2204	493
Air Quality (not assessed by TUBA)*****	76	71	180	-136
Economic Efficiency: Consumer Users (Commuting)	103,727	95,830	108,557	122,843
Economic Efficiency: Consumer Users (Other)	111,111	98,781	127,916	159,928
Economic Efficiency: Business Users and Providers	218,925	200,801	239,090	283,355
Wider Public Finances (Indirect Taxation Revenues)	36,496	33,533	28,412	30,474
Present Value of Benefits (PVB)	427,135	351,158	444,745	529,496
Broad Transport Budget / Present Value of Costs (PVC)	256,945	243,851	266,270	284,094
<b>OVERALL IMPACTS</b>				
Net Present Value (NPV)	170,190	107,307	178,475	245,402
Initial Benefit to Cost Ratio (BCR)	1.66	1.44	1.67	1.86
Reliability Benefits	52,269	47,738	53,621	62,545
Adjusted BCR	1.76	1.54	1.87	2.08

Notes: All monetary values are expressed in 2010 prices discounted to 2010. 1 - From COBALT; 2 - From QUADRO; 3 - TAG Unit A3 Chapter 2; 4 TAG Unit A3 Chapter 3; 5 - TAG Unit A3 Chapter 4

2.5. This appears to conclude that Option 2A/AB has the greatest quantified transport benefits particularly in terms of journey time and safety benefits, and whilst it is significantly more expensive than the other options it is assessed as having the greatest value for money at this early appraisal stage.

### 3. Potential Implications

#### 3.1. Traffic Implications

3.1.1. Traffic forecasts have been prepared for the scheme opening year (2023) and a design year 15 years later (2038) and the TAR sets out the following traffic implications.

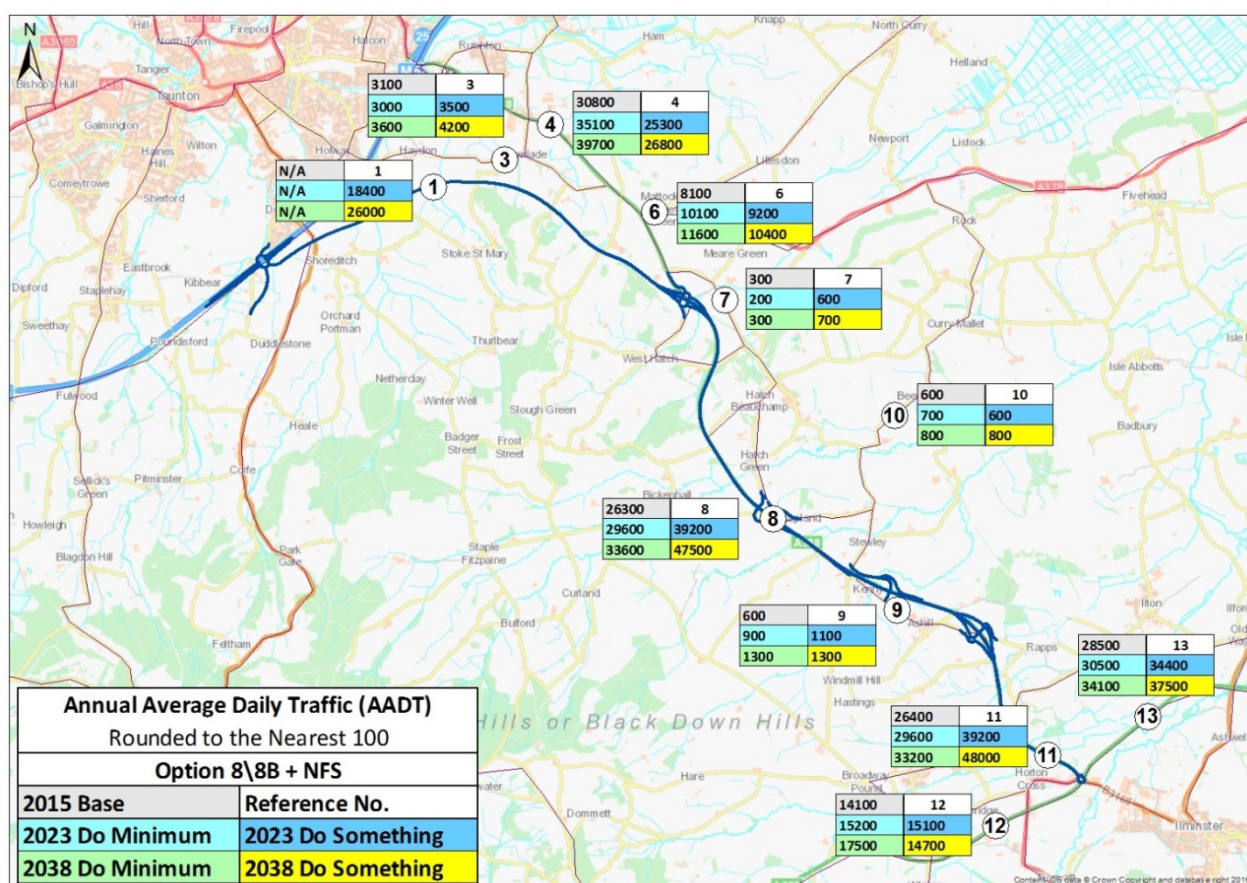


3.1.2. The different developments identified by local councils were assessed to identify those likely to be built by the opening or design years, and the additional trips that these sites were projected to attract were incorporated into the model, although the full traffic forecasting report has not yet made available to The Council. Although not specifically referenced in the TAR, Highways England have confirmed that the 'Nexus 25' strategic employment site trip generation has been included but at the time of preparing this response no details have been made available regarding what numbers have been assumed.

3.1.3. The TAR notes the following forecast (2038) 2 way traffic flows on the new A358 to the east of the M5 under each option, showing option 2A/2B attracting the most traffic.

Option	New A358: Annual Average Daily Traffic Flow (2 way in 2038)
Option 1 + NFS	31,700
Option 8/8B + J25	45,900
Option 8/8B + NFS	26,000
Option 2A/2B	54,600 (73% accessing the M5 and Taunton via new link to J25.)

3.1.4. In addition to the limited traffic information set out in the TAR, Highways England has supplied SCC with the following diagram showing forecast traffic flows at key locations on the network for the single consultation option 8/8B + NFS.



3.1.5. This shows that the proposed scheme is predicted to reduce annual average daily traffic on the existing A358 at Henlade by 4,000 vehicles in 2038 when compared to current (2015) flows, and that taking account of predicted traffic growth, the scheme results in 12,900 fewer vehicles travelling though Henlade in 2038 than there would otherwise have been. There are predicted to be a similar number of vehicles using the new road and the 'old road' though Henlade (about 26,000 on each road) in 2038.

3.1.6. The diagram also shows that the improvement scheme as a whole attracts some 15,000 additional daily trips to the A358 route in 2038 (comparing the forecast 2038 'do-minimum' flow of 33,200 just west of Southfields junction with the 'do-something' flow of 48,000).

3.1.7. The diagram shows that traffic on some of the key local roads running parallel to the proposed 'online' section of improvement will increase significantly (e.g. an increase from 300 to 700 vehicles per day on the link between Hatch Beauchamp and the new West Hatch Lane junction).

3.1.8. The following journey time savings have been calculated across all four options in 2038.

Route	Journey time saving	
	AM period	PM Period
A303 east of the Southfields junction to the north of Taunton via the A358	11%-15%	14%-20%
A303 east of the Southfields junction to the M5 north of Bridgwater via the A358	17%-18%	19%-21%
A303 east of the Southfields junction to the M5 at Junction 29 (Wincanton-Exeter) along the A303 and A30	-3%to -4% (A slight increase in journey time due to congestion at Southfields).	-1% to -3% (A slight increase in journey time due to congestion at Southfields).

3.1.9. An operational assessment of Junction 25 in the year 2038 (using Somerset County Council's proposed Junction 25 improvement layout) has been carried out by Highways England for the options both with and without a Junction 25 link. This showed that with the junction improvement the junction would operate at around 85% saturation in both the AM and PM peak periods either with or without the Junction 25 link. (85% saturation in the type of traffic model used is the point at which the junction still operates effectively but any further traffic load will start to cause congestion and delay).

3.1.10. All options will remove traffic to M5 South from Junction 25 whilst for options without the link road the majority of traffic to Taunton and M5 North will still pass through Junction 25 via the old A358. This explains why there is not much difference in the operation of Junction 25 between the options.

3.1.11. For Option 8/8B+NFS an analysis of the operational performance of the proposed Junction A was assessed. This showed that for peak period design year 2038 traffic forecasts that the junction would operate at about 45% of its potential capacity for both peak periods.

3.1.12. The traffic assessment undertaken represents a neutral month weekday (in accordance with Department for Transport guidance), rather than when peak traffic occurs on Fridays, weekends and bank holidays due to weekly commuting and holiday traffic. Further modelling of the weekends and holiday periods will be considered in the next stage of scheme development as poor performance of the current road during these times was one of the key reasons for the investment in improvements.

## 3.2. Safety Implications

3.2.1. A Strategic Safety Action Plan has been prepared by Highways England based on a desk top safety assessment of the four alignment options, supplemented by a site visit during which the locations of the tie-ins between the existing and proposed road alignments were observed. Information on existing non-motorised user (NMU) amenities, such as footways and bridleways, in the study area was available for the review, as was the results of NMU surveys conducted in September 2016.

3.2.2. A number of issues were raised which will need to be taken into account in further development of the design in subsequent stages of the scheme development. Overall, the main safety concerns identified related to junction arrangements, proximity between junctions, footway/ bridleway provision and side road alignments. The high-level economic benefits

assessment discussed in 2.4. shows the proposed option as the worst performing in terms of accident savings- with a slight dis-benefit.

3.3.3. A key issue raised relates to the proposal to upgrade a section of the existing A358 alignment to 'expressway', with no parallel local access road provision, limiting opportunities for east-west movements by local traffic. This may encourage 'junction hopping' by local traffic between any proposed junctions with its associated adverse safety implications due to excessive merging/weaving on the mainline, or else use of inappropriate local roads, many of which are of relatively low standard. The assessment notes that HE should consider providing a Local Access Road or an easily identifiable east-west route made up of existing links and suitable for local and prohibited traffic.

## **3.2. Environmental and Social Implications**

### **3.2.1. Air Quality**

Henlade Air Quality Management Area is located within 1km of the Options 2A/2B, 8 + NFS and 8 + Jct25. The TAR notes that recent TDBC air quality reports (2011) do not report any exceedances of the annual mean nitrogen dioxide (NO<sub>2</sub>) objective in 2010 at Henlade. Somerset County Council understands that more recent data does show exceedances in 2016 so our consultation response will urge HE to use the latest data as a basis for decision making.

All options show local improvements in ambient air quality due to reduced congestion on the affected road network. This is balanced against predicted regional increases in emissions due to overall traffic growth. For Option 2A/2B, the regional increases outweigh the local improvements, resulting in a small dis-benefit for this option with small benefits for the other options. There is currently no baseline air quality data in the vicinity of any of the scheme options, and therefore an air quality monitoring survey is currently being undertaken in support of the scheme on behalf of Highways England.

### **3.2.2. Noise**

The TAR notes that all options have the potential to decrease noise in local residential areas, apart from option 8 NFS which has the potential to increase noise in local residential areas. There is currently no baseline noise data within the vicinity of the scheme. Therefore, in support of the scheme and future environmental assessment, baseline noise monitoring would be undertaken at locations representative of sensitive receptors within the study area. This would be undertaken in future stages prior to the production of the Environmental Statement.

### **3.2.3. Landscape**

All of the proposed scheme options sit within four National Character Areas (NCAs): Yeovil Scarplands, Mid Somerset Hills, Vale of Taunton & Quantock Fringes and Blackdowns; comprising a diverse and complex landscape with considerable local variation representing physical and economic influences. There are many visual receptors located within the scheme's likely Zone of Theoretical Visibility (ZTV), including approximately 228 footpaths, 21 bridleways and five restricted byways. There are also a number of elevated views outside of the 1km study area.

### **3.2.4. Heritage and Historic Resources**

Poundisford Park Pale Scheduled Monument and Poundisford Park Grade II Registered Park and Garden are located within 300m of Option 1 + NFS. There is a Cross in St. Aldhelm and St. Eadburga churchyard Scheduled Monument within 1km of Options 2A/2B, 8 + NFS and 8 + Jct25. There are many listed buildings within the 1km of all four scheme options, consisting of Grade I, Grade II and Grade II\* listed buildings; and many records of archaeological events and finds within 1km of the proposed options, many of which run along the existing A358.

### 3.2.5. Biodiversity

Thurlbear Wood and Quarrylands Site of Special Scientific Interest (SSSI), lie within 200m of Option 1 + NFS. Four Special Areas of Conservation (SACs) designated for bat populations are located within 30km of all four scheme options. There are between 25 and 34 Local Wildlife Sites (LWS) scattered within 1km of all four options. Further, three Local Nature Reserves (LNR) are located within the study area of the proposed options. Identified habitats suitable to support bats, breeding birds, barn owls, kingfisher, badgers, dormouse, reptiles, white clawed crayfish, great crested newts, otters, and water voles. Biodiversity Action Plan (BAP) Priority Habitats are also located within 1km of all four scheme options.

### 3.2.6. Water Environment

The four scheme options are partially situated within Flood Zones 2 and 3. There are areas within the study area at risk of flooding from surface water, particularly along the existing A358 within areas identified as Flood Zones 2 and 3.

### 3.2.7. Rights of Way

There are many Public Rights of Ways (PRoWs) and restricted byways, undesignated paths and cycle routes situated within the vicinity of all scheme options, a number of which have been severed by the construction of the existing A358, A303 and M5 roads. Crossings suitable for non- motorised users (NMU) are not common features in the area.

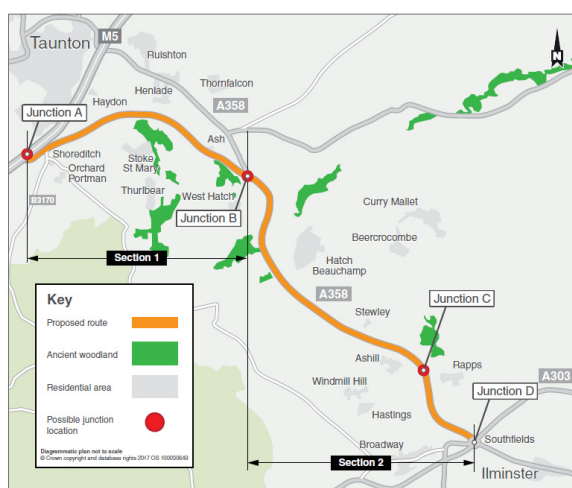
The TAR states the number of these within 200m of each option as follows:

- Option 1 + NFS: 73 footpaths, 2 Sustrans cycle routes, 12 bridleways and 2 long distance paths;
- Option 2A/2B: 54 footpaths, 2 Sustrans cycle routes, 10 bridleways and 2 long distance paths;
- Option 8 + NFS: 77 footpaths, 2 Sustrans cycle routes, 10 bridleways; and 2 long distance paths;
- Option 8 + Jct25: 57 footpaths, 2 Sustrans cycle routes, 10 bridleways and 2 long distance paths.

## 4. Conclusions from options assessment

Option 8/8B + NFS was recommended by Highways England to be taken forward to public consultation as they have concluded it would provide improved opportunities for future growth in housing and employment leading to increased prosperity. Highways England suggest that the provision of an additional junction on the south side of Taunton would help relieve pressure on Junction 25, reduce journey times and queue lengths. Route resilience would be improved by providing alternative route opportunities between the A378 and the M5. Reduced traffic through Henlade will improve air quality.

The consultation diagram shows the single option scheme and location of proposed junctions.



## Appendix B: Issues that the Community has communicated to Somerset County Council informing the proposed consultation response to Highways England.

Community Comment	How this has informed SCC's response
<b>Consultation</b>	
Request to HE to extend original consultation period due to Purdah impact	SCC notes that HE has extended the consultation with a new deadline yet to be announced.
Request for SCC to publish its response before close of HE consultation to inform community responses.	SCC will publish its response prior to close of HE consultation.
Request for consultation to be re-run with all four route options 'on the table'.	SCC would have preferred HE to consult on all the feasible options at this stage in the process rather than a single option. SCC notes that this is a non-statutory stage of consultation and that respondents have commented on the alternative options set out in the TAR and in particular raised the need for HE to further consider the need for a link road between the new expressway and J25, as well as concerns raised about the location of the proposed J25a. SCC's response urges HE to further assess and consult on these issues prior to selecting the preferred route.
Concern that some Parish Councils have not yet been consulted on the scheme.	SCC notes that HE has not yet closed the consultation period and urges continued HE engagement with affected communities.
Need for greater Parish Council involvement in the scheme development	
<b>Location of proposed J25a</b>	
Accept that a J25a will be needed due to capacity constraints at existing J25	SCCs response urges HE to further assess this matter before finalising a preferred route but supports the principle of a new junction on the M5 close to Taunton with both north and south facing slip roads.
Concern about location of proposed J25a falling inside existing urban boundary and conurbation of Taunton South	SCCs response highlights these concerns and requests HE provide further information, assessment and dialogue on this issue prior to finalising a preferred route.
Concerns about location of proposed J25a as there are no suitable local access roads.	
Concern about the feasibility of J25a at the proposed location	
<b>Availability of Information &amp; traffic modelling issues</b>	
Information provided is inadequate to provide informed comment	SCCs response requests further information in order to understand the rationale for the proposals and likely impacts.
Concern that the effect on communities cannot be ascertained until more detail is provided.	
Request for more traffic modelling information.	SCCs response requests that SCC has a role in agreeing the scope of the technical work undertaken by HE to identify and validate local impacts, including weekend and seasonal impacts.
Concern that traffic modelling has not covered peak holiday traffic.	
Concern about lack of detailed plans of proposed roundabout and road layout due to anxiety about local impact of junctions and side road changes.	SCC's response notes that HE design proposals are still at a very early stage in the design process and requests early sight of proposed layouts to enable all parties to fully understand the implications and potential impacts.
Concern about lack of detailed plans for proposed junction.	
Exact location of J25a should be confirmed to enable comment and understanding of impact.	
<b>Proposed route</b>	
In- principle support for the scheme.	SCC's response strongly supports the need for the A358 to be upgraded to dual carriageway as part of an end-end whole route improvement of the A303/A358/A30 corridor.
Not clear what the scheme is for or how it will benefit Taunton.	
Concern that the scheme completely bypasses Taunton	SCCs response notes that further clarification and justification for choice of route is required and that

Concern that the scheme will not achieve the objectives of congestion reduction, economic growth and improved safety.	there are a number of important issues which will require resolution. SCCs response notes that if designed appropriately the scheme has the potential to deliver the desired benefits.
Concern that most beneficiaries are holiday makers travelling to the South West Peninsula.	
Concern that majority of traffic will still pass through existing J25 via the 'old' A358	
Need to remove heavy traffic from Henlade.	
Concern that the proposed scheme removes the least amount of traffic from Henlade	
Scheme does not meet both the objectives of providing an additional strategic route and relieving congestion/ pollution in Henlade.	
Other options described in the TAR appear to better meet the objectives	SCCs response highlights this and urges further consideration of options which appear to perform better under the assessment presented in the TAR.
Concern that without a 'spur' to the existing J25, the development of Taunton will be damaged.	SCC's response urges HE to further assess and consult upon the potential benefits and implications of a link between the proposed expressway and Junction 25 prior to selecting the preferred route.
Not clear why a 'spur' to J25 is not favoured.	
Scheme needs to join up with the existing Junction 25.	
Improvements to Southfields junction are also needed.	SCC's response requests interim improvements to the Southfields junction prior to the full junction improvement planned within the South Petherton to Southfields improvement.
Alternative proposal put forward for Junction B which would not be an all-movement junction on the basis that less through traffic would travel through local roads.	SCCs response requests HE to consider measures which encourage traffic to use the new road rather than the current A358 through Henlade.
Proposal to simply build a Henlade bypass with no new junction on the M5	SCCs response supports the principle of a new junction on the M5 close to Taunton.
Need for the scheme to be considered in the round with improvements to the A303/A30 route across the Blackdown Hills.	SCCs response notes that it has for a number of years promoted the upgrading of the A358 as part of an end to end improvement of the A303/A358/A30 corridor.
Improvements to A303/ A30 route need to be funded.	
An alternative route parallel to and separate from the M5 is now needed to link the M3/A303/A30 to the South West Peninsula rather than improving the A358	
<b>Impacts</b>	
Concern about increase in traffic accidents and noise on neighbouring routes.	SCC's response highlights these issues.
Need for traffic modelling to look at the impacts on the surrounding villages.	
Concern that the proposed scheme will increase accidents	
Concern about the proposed number of traffic lanes and traffic at J25a with associated impacts (noise, light, pollution etc).	
Concern about impact of proposed J25a on residential area in Killams.	
Concern that the proposed scheme gives the worst economic benefit of the four options described in the TAR	
Scheme needs to create an economic benefit for Taunton.	
Concern regarding the impact on the environment, countryside, and greenhouse gases	
Concern that agriculture will be adversely affected.	
Concern that the scheme will increase traffic on the M5.	

	a strategic improvement to a route accessing the South West.
Concern that Taunton should not be required to accommodate diversion of heavy holiday traffic away from the A303/A30 route.	SCC's response notes that HE needs to identify and mitigate adverse local impacts.
Detailed concerns about specific crossing places, junction accesses, impact of structures.	SCC's response requests that HE engage with affected communities to identify and mitigate local impacts.
Comprehensive programme of safety works needed in advance of the scheme e.g. village gateways, 20mph zones, footway and cycleway provision.	
<b>Other comments</b>	
Need for closer working between the parties promoting various related schemes.	SCC notes this.
Would prefer SCC to retain control of the A358 project.	SCC notes that the scheme is a Nationally Significant Infrastructure Project contained within a roads programme that has been approved by an act of parliament for delivery by Highways England. The scheme is not simply an improvement to the existing local authority road; it is the creation of a new link in the national strategic road network which will be managed and operated by Highways England and they are best placed to deliver it. SCC will retain control of the sections of the A358 that remain part of the local network.
Request for the Council to retain local control of the A358.	
Concern about HE's 'ambiguous' statement that the proposal enables development opportunities to the South of Taunton and that TDBC's views on this are needed.	SCC's response highlights this concern.
Concerns about detailed errors in the TAR	SCC notes that the party raising these concerns has included them in their response to HE.
Concern about traffic and rat-running impact if the new junction 25a were to be opened up to all traffic from the local network.	SCCs response highlights these concerns.
Oppose any connection between the new A358 and the B3170.	SCC notes that this is not proposed and that the party raising these concerns has included them in their response to HE.
Request for the response to balance economic benefit against environmental, highways and community issues.	SCCs response covers the full range of issues.

**Appendix C: Proposed Response to Non-Statutory Consultation on M5 to Southfields Improvement.**

**\*\* SEPARATE ATTACHMENT \*\***



## Equality Impact Assessment Form and Action Table 2015

(Expand the boxes as appropriate, please see guidance  
([www.somerset.gov.uk/impactassessment](http://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)?**

Non-statutory consultation response to highways Englands proposed M5 to Southfields Improvement Scheme

**Version**

1

**Date**

19/4/2017

### **Section 1 – Description** of what is being impact assessed

Consultation response on a dual carriageway improvement linking the M5 to Southfields junction comprising a new all movement junction on the M5, a new road link between the M5 and West Hatch bypassing Henlade, and largely on-line widening between West Hatch and Southfields.

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

Will affect all communities along the route and in particular the following groups with protected characteristics: Of note are the needs of people with poor mobility, people with disabilities, younger and older people who may be vulnerable road users.

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

The improvement will be delivered by Highways England and their engineering consultants and construction contractors.

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

Highways England M5 to Southfields Improvement Technical Appraisal Report accessed from <https://highwaysengland.citizenspace.com/he/a358-taunton-to-southfields/>

### **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 and Diversity:** The consultation response should urge Highways England to take account of the needs of people with protected characteristics as part of the detailed design of the preferred route once identified. Of note are the needs of people with poor mobility, people with disabilities, younger and older people who may be vulnerable road users.

<b>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)</b>			
<b>Identified issue drawn from your conclusions</b>	<b>Actions needed – can you mitigate the impacts? If you can how will you mitigate the impacts?</b>	<b>Who is responsible for the actions? When will the action be completed?</b>	<b>How will it be monitored? What is the expected outcome from the action?</b>
<b>Age</b>			
The scheme will need to take account of the needs of younger and older people who may be vulnerable road users.	Consultation response to urge HE to consider this issue.	Mike O’Dowd-Jones. June 2017 consultation response.	Monitored through engagement in the DCO and scheme design process. Scheme proposals to address these issues.
<b>Disability</b>			
The scheme will need to take account of the needs of people with disabilities.	Consultation response to urge HE to consider this issue.	Mike O’Dowd-Jones. June 2017 consultation response.	Monitored through engagement in the DCO and scheme design process. Scheme proposals to address these issues.
<b>Gender Reassignment</b>			
None identified.			
<b>Marriage and Civil Partnership</b>			
None identified.			
<b>Pregnancy and Maternity</b>			
None identified.			
<b>Race (including ethnicity or national origin, colour, nationality and Gypsies and Travellers)</b>			
None identified.			
<b>Religion and Belief</b>			
None identified.			
<b>Sex</b>			
None identified.			
<b>Sexual Orientation</b>			
None identified.			
<b>Other (including caring responsibilities, rurality, low income, Military Status etc)</b>			
None identified.			

**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

Published as part of the non-key decision authorising the consultation response. Will be reviewed at further points in the scheme development process where SCC makes formal

submissions.	
<b>Completed by:</b>	Mike O'Dowd-Jones
<b>Date</b>	19/5/2017
<b>Signed off by:</b>	Mike O'Dowd-Jones
<b>Date</b>	19/5/2017
<b>Compliance sign off Date</b>	
<b>To be reviewed by: (officer name)</b>	
<b>Review date:</b>	

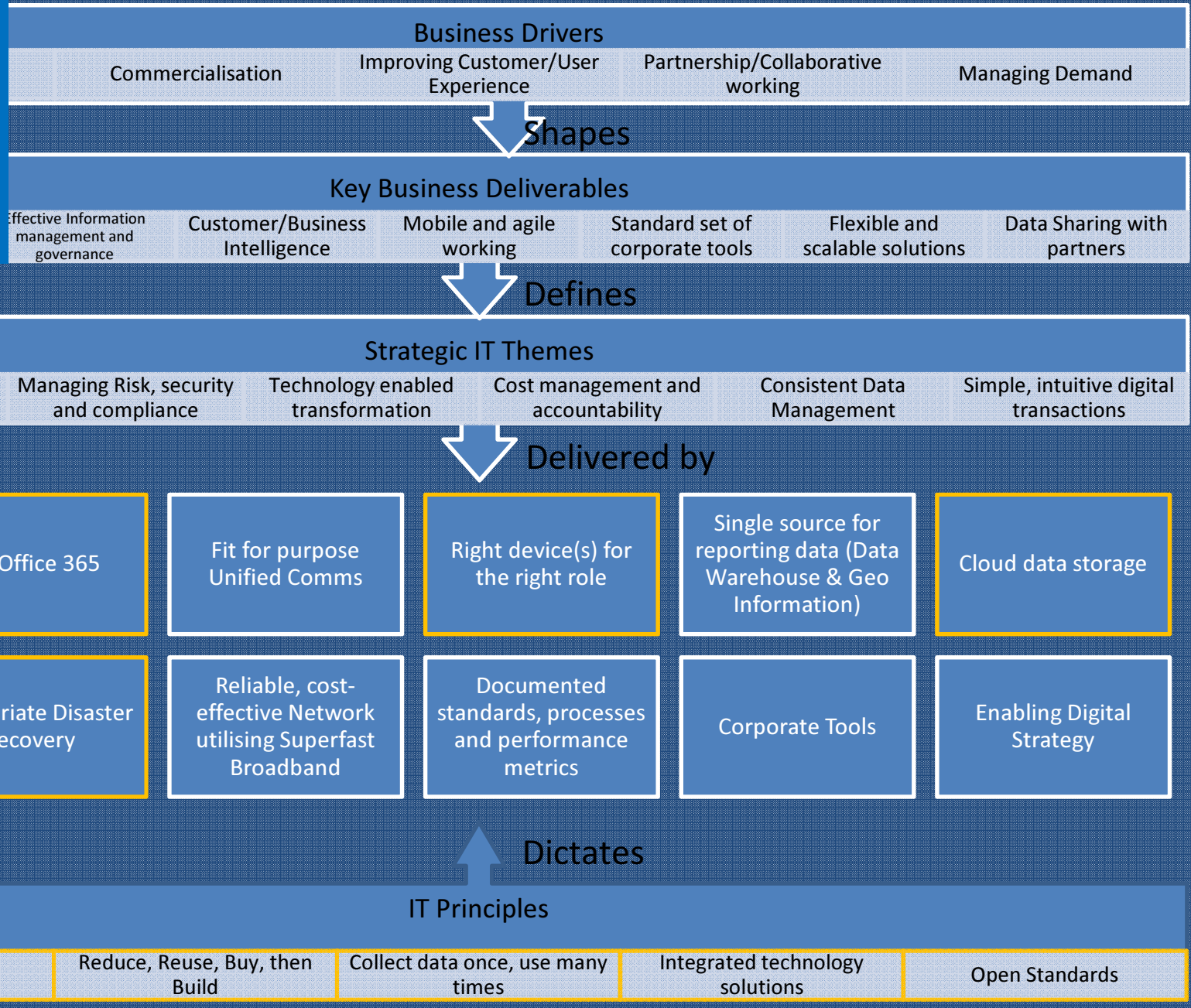
This page is intentionally left blank

# ICT STRATEGY/ TRANSFORMATION UPDATE

---

Policies and Place Scrutiny Committee  
13<sup>th</sup> June 2017

# ICT Strategy



## ICT TRANSFORMATION THEMES

### Productivity

- Mobility (anywhere, anytime access)
- Collaboration (working together)
- Data/knowledge sharing
- Decision making driven by access to real time data
- Advanced analytics (intelligent data)
- Working across silos/partners/reaching customers

### Resilience

- Business Continuity
- Disaster recovery
- Reduced reliance on sites and individuals
- Cost avoidance – loss of productivity

### Compliance

- Appropriate Security
- Data Governance
- Reduced Risk/liability
- ISO27001
- Security Best Practice
- Data safeguarding

## ICT TRANSFORMATION PRODUCTS

### Productivity

- O365
- Windows 10
- Skype for Business
- SharePoint
- Windows 10 Mobiles
- Devices

### Resilience

- DPM Cloud back up
- Azure Site Recovery
- Azure application hosting
- System Centre Operations Manager (SCOM)
- Hyper-V

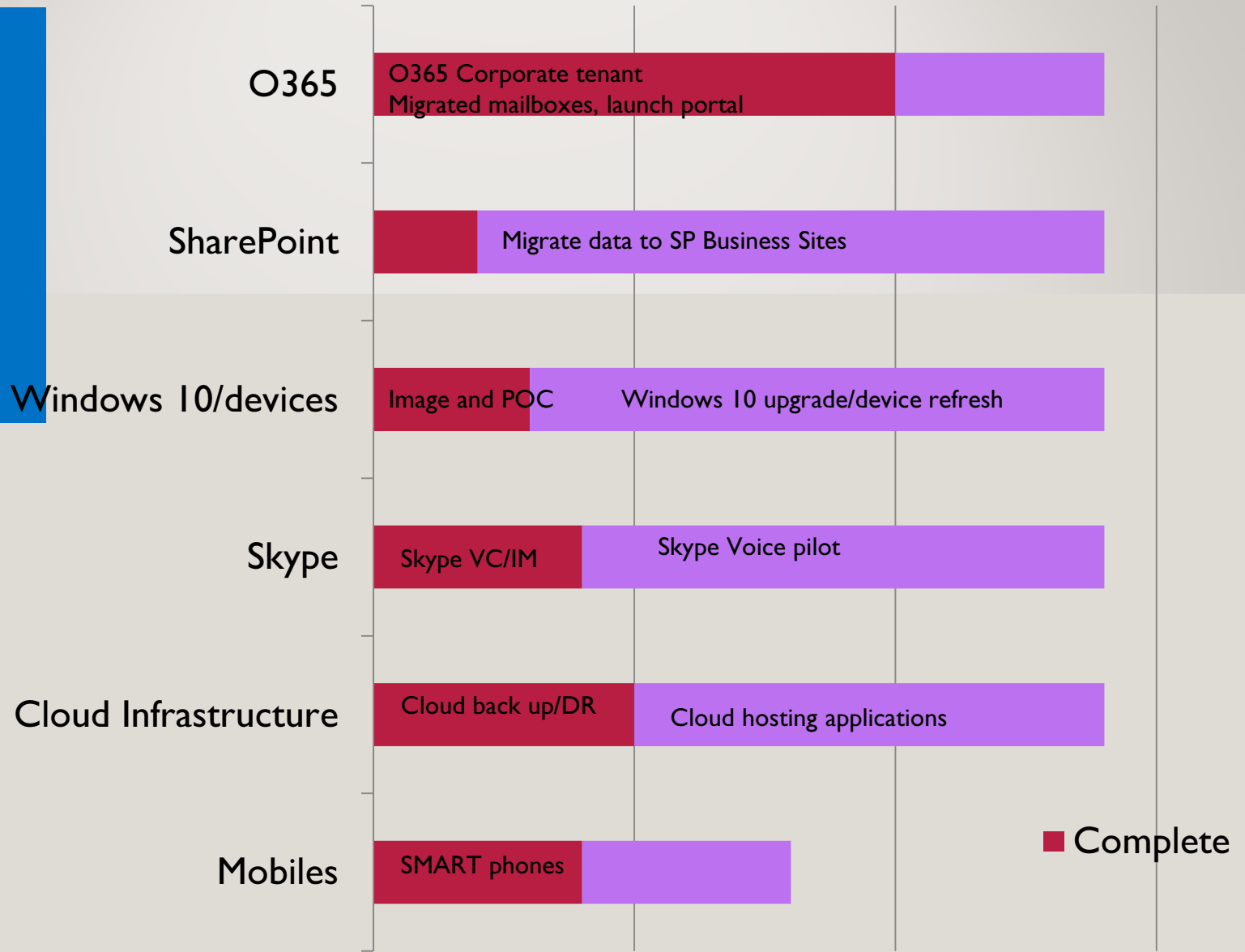
### Compliance

- SharePoint
- Automated Intelligence
- O365 Conditional access controls/configurations
- InTune
- Legal Hold/Archive
- Anti-virus/disk encryption





# THE ROADMAP



# OUTPUTS/BENEFITS PEOPLE

---

## OUTPUTS DELIVERED

- Skype video conferencing and instant messaging
- Interactive users training using Skype for Business
- Team/group Yammer sites for sharing
- 'Praise' Yammer posts to share successes
- Delve search connecting people and exploiting skills
- Recruitment campaign promoting ICT transformation

## BENEFITS

- Improved communication
- Staff feedback loop
- Building high performing teams
- Encouraging innovation
- Searchable people directory with photos, contacts and skills



# OUTPUTS/BENEFITS FINANCIAL

---

## OUTPUTS DELIVERED

- Skype video conferencing used for meetings
- Home/remote workers connected with colleagues via Skype (VC,IM)
- Contact Centre and reception staff using Delve and People apps to connect customers and staff more quickly
- Mobile access to emails, contacts and calendars

## BENEFITS

- Reduced travel costs
- Increase in home/remote working
- Reduced waiting time for customer calls
- Increase in successful calls forwarded from receptions



# OUTPUTS/BENEFITS SYSTEM

---

## OUTPUTS DELIVERED

- SharePoint site created for SCC and Skanska to support new highways contract
- Yammer groups established SCC/partners
- Service management tools deployed to manage ICT assets and updates
- ICT self service portal

## BENEFITS

- Partnership/collaborative working
- IT resilience (fully patched environment)
- 33% calls logged through self services releasing desk resource to assist with transformation



# OUTPUTS/BENEFITS RESILIENCE

---

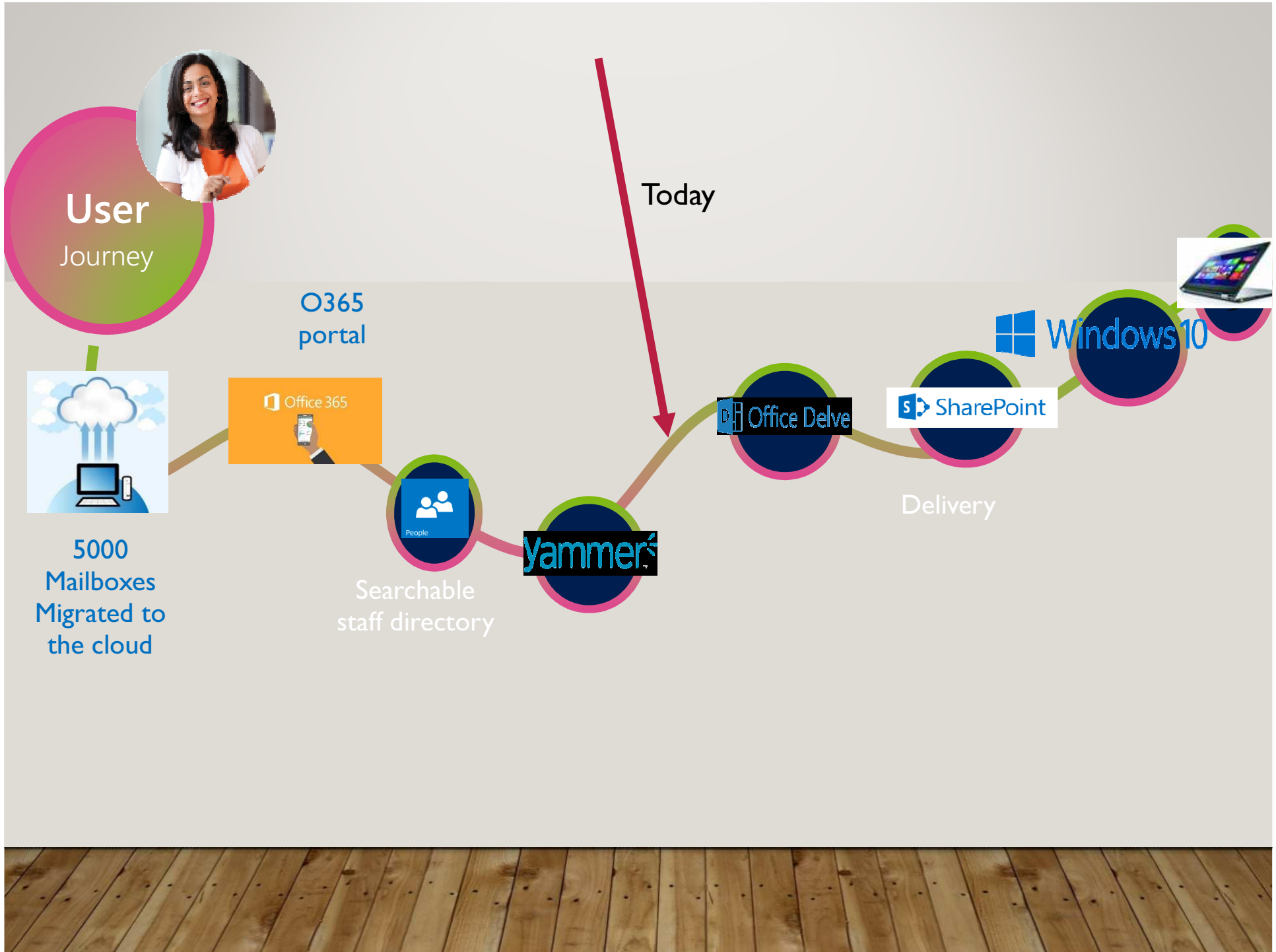
## OUTPUTS DELIVERED

- Cloud back up of all critical applications
- Proactive monitoring of disks and servers
- O365 portal access from any device any connection

## BENEFITS

- Business continuity
- Disaster recovery
- Cost avoidance – loss of productivity





**Scrutiny for Policies and Place Committee Work Programme**

<b>Agenda item</b>	<b>Meeting Date</b>	<b>Details and Lead Officer</b>
	<b>13 June 2017</b>	
A358 Update		Mike O'Dowd-Jones
Flood + Water Management		Barry James
ICT update – post South West One		Richard Williams/ Darren Cole
Appointments to Joint Scrutiny		Jamie Jackson
	<b>4 July 2017</b>	
Trading Standards update		Paul Thomas/Barry James
Registration Transformation update		Genevieve Branch
Parking Services update		Steve Deakin
Vision Volunteers update		Daniel Forgham-Healey
Connecting Devon & Somerset update		Katriona Lovelock
Council Performance Monitoring Report – Q4 2016/17		Emma Plummer/Louise Day
	<b>5 September 2017</b>	
Flood + Water Management		Barry James
Highways Update – new contract & strategic roads		Alyn Jones + Mike O'Dowd-Jones
	<b>3 October 2017</b>	
Council Performance Monitoring report Q1 – 2017/18		Emma Plummer/ Louise Day
	<b>31 October 2017</b>	
Medium Term Financial Plan		Kevin Nacey
	<b>5 December 2017</b>	
Council Performance Monitoring report Q2 – 2017/18		Emma Plummer/ Louise Day
	<b>2018</b>	
Property Disposals update (May/June)		Steve Gale

## Scrutiny for Policies and Place Committee Work Programme

**Note:** Members of the Scrutiny Committee and all other Members of Somerset County Council are invited to contribute items for inclusion in the work programme. Please contact Jamie Jackson, Service Manager Scrutiny, who will assist you in submitting your item. [jjackson@somerset.gov.uk](mailto:jjackson@somerset.gov.uk) 01823 359040



## Somerset County Council Forward Plan of proposed Key Decisions

The County Council is required to set out details of planned key decisions at least 28 calendar days before they are due to be taken. This forward plan sets out key decisions to be taken at Cabinet meetings as well as individual key decisions to be taken by either the Leader, a Cabinet Member or an Officer. The very latest details can always be found on our website at:

<http://democracy.somerset.gov.uk/mgListPlans.aspx?RPId=134&RD=0&FD=1&bcr=1>

Regulation 8 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 defines a key decision as an executive decision which is likely:

(a) to result in the relevant local authority incurring expenditure which is, or the making of savings which are, significant having regard to the relevant local authority's budget for the service or function to which the decision relates; or

(b) to be significant in terms of its effects on communities living or working in an area comprising two or more wards or electoral divisions in the area of the relevant local authority.

The Council has decided that the relevant threshold at or above which the decision is significant will be £500,000 for capital / revenue expenditure or savings. Money delegated to schools as part of the Scheme of Financial Management of Schools exercise is exempt from these thresholds once it is delegated to the school.

Cabinet meetings are held in public at County Hall unless Cabinet resolve for all or part of the meeting to be held in private in order to consider exempt information/confidential business. The Forward Plan will show where this is intended. Agendas and reports for Cabinet meetings are also published on the Council's website at least five clear working days before the meeting date.

Individual key decisions that are shown in the plan as being proposed to be taken "not before" a date will be taken within a month of that date, with the requirement that a report setting out the proposed decision will be published on the Council's website at least five working days before the date of decision. Any representations received will be considered by the decision maker at the decision meeting.

In addition to key decisions, the forward plan shown below lists other business that is scheduled to be considered at a Cabinet meeting during the period of the Plan, which will also include reports for information. The monthly printed plan is updated on an ad hoc basis during each month. *Where possible the County Council will attempt to keep to the dates shown in the Plan. It is quite likely, however, that some items will need to be rescheduled and new items added as new circumstances come to light.* Please ensure therefore that you refer to the most up to date plan.

For general enquiries about the Forward Plan:

- You can view it on the County Council web site at <http://democracy.somerset.gov.uk/mgListPlans.aspx?RPId=134&RD=0&FD=1&bcr=1>
- You can arrange to inspect it at County Hall (in Taunton).
- Alternatively, copies can be obtained from Scott Wooldridge or Julia Jones in the Community Governance Team by telephoning (01823) 359027 or 357628.

To view the Forward Plan on the website you will need a copy of Adobe Acrobat Reader available free from [www.adobe.com](http://www.adobe.com)  
Please note that it could take up to 2 minutes to download this PDF document depending on your Internet connection speed.

To make representations about proposed decisions:

Please contact the officer identified against the relevant decision in the Forward Plan to find out more information or about how your representations can be made and considered by the decision maker.

The Agenda and Papers for Cabinet meetings can be found on the County Council's website at:  
<http://democracy.somerset.gov.uk/ieListMeetings.aspx?CId=134&Year=0>

FP Refs	Decision Date/Maker	Details of the proposed decision	Documents and background papers to be available to decision maker	Does the decision contain any exempt information requiring it to be considered in private?	Contact Officer for any representations to be made ahead of the proposed decision
<b>FP 16/10/04A</b> First published: 15 May 2017	Not before 5th Jun 2017 Director of Commissioning for Economic and Community Infrastructure	Issue: Connecting Devon and Somerset Superfast Extension Programme Phase 2 award of contract and funding agreement with Department for Culture Media and Sport Decision:	Contract award Lot 1 and BDUK funding		Katriona Lovelock, Economic Development Officer Tel: 01823 359873
<b>FP/17/04/09</b> First published: 24 April 2017	Not before 5th Jun 2017 Commercial & Business Services Director	Issue: Heathfield School, Taunton - Proposed Art and Science Blocks Decision: Awarding of Contract for Construction of Proposed Art and Science Blocks		Part exempt	Carol Bond, Project Manager, Property Programme Team Tel: 01823 355962
<b>FP/17/04/10</b> First published: 28 April 2017	Not before 5th Jun 2017 Commercial & Business Services Director, Cabinet Member for Children and Families	Issue: Creation of two New Academies in Somerset Decision: The Secretary of State for Education has directed via an Academy Order, the conversion to Academy Status for the following two schools.	Academies Act 2010		Elizabeth Smith, Service Manager – Schools Commissioning Tel: 01823 356260
<b>FP/17/05/01</b> First published: 4 May 2017	7 Jun 2017 Commercial & Business Services Director	Issue: Hamp Academy, Bridgwater - Proposed Modular Classroom and Specialist Practical Unit Decision: Appointment of main contractor and placing of main order for manufacture of the modular classroom unit	Delivery of Hamp Academy		Carol Bond, Project Manager, Property Programme Team Tel: 01823 355962

FP Refs	Decision Date/Maker	Details of the proposed decision	Documents and background papers to be available to decision maker	Does the decision contain any exempt information requiring it to be considered in private?	Contact Officer for any representations to be made ahead of the proposed decision
<b>FP/17/04/08</b> First published: 24 April 2017	Not before 9th Jun 2017 Director of Commissioning for Economic and Community Infrastructure, Finance & Performance Director	Issue: Approval to accept Highways England Growth & Housing Fund award toward the M5 J25 improvement scheme. Decision: To accept the funding awarded by Highways England & sign the funding agreement	Copy of the funding agreement to be signed.		Sunita Mills, Service Commissioning Manager Tel: 01823 359763
<b>FP/17/05/03</b> First published: 15 May 2017	Not before 12th Jun 2017 Cabinet Member for Business Investment & Policy	Issue: Contract to supply books to Library Service Decision: To award the contract to the preferred supplier(s) as an outcome of the ESPO led procurement for the supply of books.	ESPO Framework 376F_14	Part exempt	Tabitha Witherick, Service Manager: Development Tel: 01823357480
<b>FP/17/05/05</b> First published: 15 May 2017	Not before 12th Jun 2017 Cabinet Member for Adult Social Care	Issue: Commissioning of Mental Health Services in Somerset: Community outcomes based preventative and enablement support services Decision: Agreement to approve the Award of contracts for the provision of Mental Health Services in Somerset (as above) following a comprehensive EU compliant tender process	Tender Evaluation Report Impact Assessment Non-key decision to commence a procurement process for contracts for the provision of Mental Health Services in Somerset (as above)	Part exempt	Stephen Barker, Adults and Health - Senior Commissioning Officer
<b>FP/17/04/04</b> First published: 19 April 2017	14 Jun 2017 Cabinet	Issue: Council Performance Monitoring Report Q4 2016-17 Decision: To consider the report			Emma Plummer, Strategic Manager Performance Tel: 01823 359251

Weekly version of plan published on 5 June 2017

FP Refs	Decision Date/Maker	Details of the proposed decision	Documents and background papers to be available to decision maker	Does the decision contain any exempt information requiring it to be considered in private?	Contact Officer for any representations to be made ahead of the proposed decision
<p><b>FP/16/11/10</b> First published: 27 September 2016</p>	<p>14 Jun 2017 Cabinet</p>	<p>Issue: Children's Services Improvement - Somerset's Children and Young People's Plan 2016-19 progress Decision: To consider the report and agree necessary actions.</p>	<p>Report to Cabinet 29 April</p>	<p>Open</p>	<p>Philippa Granthier, Assistant Director Childrens Services Tel: 01823 359054</p>
<p><b>FP/17/03/12</b> First published: 29 March 2017</p>	<p>14 Jun 2017 Cabinet</p>	<p>Issue: Somerset Prevention Charter Decision: To consider the report and agree necessary actions. Somerset Prevention Charter</p>			<p>Trudi Grant, Public Health Director Tel: 01823 359015</p>

FP Refs	Decision Date/Maker	Details of the proposed decision	Documents and background papers to be available to decision maker	Does the decision contain any exempt information requiring it to be considered in private?	Contact Officer for any representations to be made ahead of the proposed decision
<p><b>FP/17/03/09</b> First published: 13 March 2017</p>	<p>14 Jun 2017 Cabinet</p>	<p>Issue: Framework Agreement for Travel Demand Management Decision: To appoint Suppliers to a Framework Contract in particular for delivery of an integrated Travel Behaviour Change and Road Safety Training and Awareness Programme in connection with the Hinkley Point C development</p>	<p>Key Decision on 25 March 2013 regarding the contributions to Somerset County Council within the Hinkley Point C Site Preparation Works and Development Consent Order Section 106 Agreements Non-Key Decision Report by Strategic Manager – Major Programmes on 3 August 2016 - Authority to commence procurement for services in connection with a Travel Behaviour Change and Road Safety Training and Awareness Programme associated with the Hinkley Point C development Non-Key Decision on 2 December 2016 by the Director of Commissioning and Lead Commissioner for Economic and Community Infrastructure Hinkley Point C – Authority to appoint a supplier for assurance services in connection with a Travel Behaviour Change and Road Safety Training and Awareness Programme Non-Key Decision on 6 March 2017 by the Director of Commissioning and Lead Commissioner for Economic and Community Infrastructure Hinkley Point C</p>	<p>Part exempt</p>	<p>Andy Coupe, Acting Strategic Manager - Major Programmes Tel: 01823 355145</p>

Weekly version of plan published on 5 June 2017

FP Refs	Decision Date/Maker	Details of the proposed decision	Documents and background papers to be available to decision maker	Does the decision contain any exempt information requiring it to be considered in private?	Contact Officer for any representations to be made ahead of the proposed decision
<b>FP/17/04/05</b> First published: 19 April 2017	14 Jun 2017 Cabinet	Issue: Capital Budget Monitoring Report Q4 2016-17 Decision: To consider the report			Elizabeth Watkin, Service Manager - Chief Accountant Tel: 01823359573
<b>FP/17/04/06</b> First published: 19 April 2017	14 Jun 2017 Cabinet	Issue: Revenue Budget Monitoring Report Q4 2016-17 Decision: To consider the report			Elizabeth Watkin, Service Manager - Chief Accountant Tel: 01823359573
<b>FP/17/03/07</b> First published: 13 March 2017	Not before 19th Jun 2017 Director of Commissioning for Economic and Community Infrastructure	Issue: Somerset Energy Innovation Centre - Approving Growth Deal Funding and Appointing a Construction Company Decision: Approves the acceptance of the offer of Growth Deal Funding , delegate the the authority to certify SCC's Growth Deal payment claims and authorise the appointment of the construction company for phase 2 & 3 and advance design work for Phase 3	Impact Study Cabinet Member Decision 09.02.17 Officer Non-Key Decision 27.04.15	Part exempt	Lynda Madge, Commissioning Manager – Economy & Planning Tel: 01823 356766
<b>FP/17/03/01</b> First published: 6 March 2017	Not before 19th Jun 2017 Cabinet Member for Adult Social Care	Issue: Provision of Healthwatch Somerset Decision: Agree to the award of a contract for the provision of Healthwatch Somerset following a competitive procurement exercise	Tender evaluation report	Part exempt	Catherine Logan, Procurement Officer Tel: 01823 359293

Weekly version of plan published on 5 June 2017

FP Refs	Decision Date/Maker	Details of the proposed decision	Documents and background papers to be available to decision maker	Does the decision contain any exempt information requiring it to be considered in private?	Contact Officer for any representations to be made ahead of the proposed decision
<p><b>FP/17/05/07</b> First published: 18 May 2017</p>	<p>Not before 19th Jun 2017 Cabinet Member for Children and Families</p>	<p>Issue: School Place Planning Infrastructure Growth Plan for Somerset 2017 Decision: Approve the publication of The School Place Planning Infrastructure Growth Plan for Somerset by the 30th June 2017</p>	<p>Cabinet 18 March 2015: The Policies and Principles of Early Years and School Place Planning Scrutiny for Policies, Children and Families Committee 13 May 2016: Early Years and School Place Planning Infrastructure Growth Plan Cabinet 8 June 2016: Early Years and School Place Planning Infrastructure Growth Plan School Population Forecasts 2016 School Organisation Plan 2017</p>		<p>Helen Waring, Commissioning Officer - Schools</p>
<p><b>FP/17/04/03</b> First published: 12 April 2017</p>	<p>Not before 3rd Jul 2017 Public Health Director</p>	<p>Issue: Extension of Somerset Integrated Domestic Abuse Service contract Decision: To approve a 12 month extension to the current contract</p>	<p>Safer Somerset Partnership Domestic Abuse Annual Report 2015-16</p>		<p>Lucy Macready, Public Health Specialist- Community Safety Tel: 01823 359146</p>
<p><b>Fp/17/05/08</b> First published: 1 June 2017</p>	<p>10 Jul 2017 Cabinet</p>	<p>Issue: Capital and Revenue Budget Monitoring Reports End of May 2017/18 Decision: To consider the financial position for the 2017/18 Capital and Revenue Budgets as at the end of May 2017/18</p>			<p>Elizabeth Watkin, Service Manager - Chief Accountant Tel: 01823359573</p>



Weekly version of plan published on 5 June 2017

FP Refs	Decision Date/Maker	Details of the proposed decision	Documents and background papers to be available to decision maker	Does the decision contain any exempt information requiring it to be considered in private?	Contact Officer for any representations to be made ahead of the proposed decision
<b>Fp/17/05/09</b> First published: 1 June 2017	10 Jul 2017 Cabinet	Issue: Development of the Medium Term Financial Plan 2018/19 Decision: To consider the proposed approach and the timescale for the MTFP 2018/19			Elizabeth Watkin, Service Manager - Chief Accountant Tel: 01823359573
<b>FP/17/05/10</b> First published: 1 June 2017	10 Jul 2017 Cabinet	Issue: Proposal for the development of joint commissioning for Health and Social Care Decision: To consider the proposals			Trudi Grant, Public Health Director Tel: 01823 359015
<b>Fp/17/03/11</b> First published: 29 March 2017	10 Jul 2017 Cabinet	Issue: Review of the Asset Management Plan and the 2017/18 potential disposals programme Decision: Review of the Asset Management Plan and approval to the 2017/18 potential disposals programme			Claire Lovett, Head of Property Tel: 07977412583
<b>FP/17/04/07</b> First published: 24 April 2017	10 Jul 2017 Cabinet	Issue: Treasury Management End of Year Report 2016-17 Decision: That the Cabinet endorses the Treasury Management End of Year Report for 2016-17 and recommends its approval by Full Council on 19th July 2017.	TMSS 2016-17 TMSS App A 2016-17 TMSS App B 2016-17 TMSS App C 2016-17 TMPs V5 May 2016		Alan Sanford, Principal Investment Officer Tel: 01823 359585

Weekly version of plan published on 5 June 2017

FP Refs	Decision Date/Maker	Details of the proposed decision	Documents and background papers to be available to decision maker	Does the decision contain any exempt information requiring it to be considered in private?	Contact Officer for any representations to be made ahead of the proposed decision
<b>FP/17/04/01</b> First published: 3 April 2017	10 Jul 2017 Cabinet	Issue: Council Performance Report end of May 17/18 Decision: To consider the report			Emma Plummer, Strategic Manager Performance Tel: 01823 359251
<b>FP/16/05/02</b> First published: 9 January 2017	10 Jul 2017 Cabinet	Issue: Road Safety Strategy Update Decision: To agree to adopt the updated Road Safety Strategy			Sunita Mills, Service Commissioning Manager Tel: 01823 359763
<b>FP/17/02/01</b> First published: 14 February 2017	Not before 17th Jul 2017 Commercial & Business Services Director	Issue: Award of Contract for the provision of a 3 Classroom Block at Court Fields School, Wellington Decision: To approve the awarding of the contract to the successful contractor	Confidential Financial Report Capital Programme Paper	Part exempt	Carol Bond, Project Manager, Property Programme Team Tel: 01823 355962
<b>FP/17/05/02</b> First published: 12 May 2017	17 Jul 2017 Cabinet Member for Business Investment & Policy, Cabinet Member for Children and Families	Issue: Revision of Section 106 contributions formula for Early Years Provision Decision: To increase the Section 106 contributions formula for Early Years Provision from 3.5 places per 100 houses to 5 funded places from 1st September 2017	Early education and childcare; Statutory guidance for local authorities (2017) Early Years and School Place Planning Infrastructure Growth Plan (2016) - <a href="http://www.somerset.gov.uk/Education/IGP">www.somerset.gov.uk/Education/IGP</a>		Charlotte Wilson, Service Manager Early Years Commissioning Tel: 01823 357386

Weekly version of plan published on 5 June 2017

FP Refs	Decision Date/Maker	Details of the proposed decision	Documents and background papers to be available to decision maker	Does the decision contain any exempt information requiring it to be considered in private?	Contact Officer for any representations to be made ahead of the proposed decision
<p><b>FP/17/05/06</b> First published: 18 May 2017</p>	<p>Not before 7th Aug 2017 Director of Commissioning for Economic and Community Infrastructure</p>	<p>Issue: Somerset Energy Innovation Centre Building 2 acceptance of funding Decision: The acceptance of the offer of ERDF funding (£869,090), subject to legal acceptability of the final funding agreement, for the Somerset Energy Innovation Centre, Phase 2</p>			<p>Lynda Madge, Commissioning Manager – Economy &amp; Planning Tel: 01823 356766</p>

This page is intentionally left blank