

Scrutiny for Policies and Place Committee

Tuesday 5 September 2017

9.30 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 - 24 August 2017

For further information about the meeting, please contact Lindsey Tawse on 01823 355059 or ltawse@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.

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AGENDA

Item Scrutiny for Policies and Place Committee - 9.30 am Tuesday 5 September 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 04 July 2017** (Pages 7 - 12)

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 **Asset Rationalisation: A Refreshed Approach and County Farms Task & Finish Group** (Pages 13 - 22)

To receive the report.

6 **Strategic Roads Update** (Pages 23 - 34)

To receive the report.

7 **Parking Services Update** (Pages 35 - 52)

To receive the report.

8 **Highways Terms Maintenance Contract** (Pages 53 - 66)

To receive the presentation.

9 **Somerset Road Safety Strategy** (Pages 67 - 108)

To receive the report and presentation.

10 **Scrutiny for Policies and Place Committee Work Programme** (Pages 109 - 122)

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

Item Scrutiny for Policies and Place Committee - 9.30 am Tuesday 5 September 2017

11 **Any other urgent items of business**

The Chairman may raise any items of urgent business.

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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 – Lindsey Tawse on Tel: (01823) 355059 or 357628 or Email: ltawse@somerset.gov.uk They can also be accessed via the council's website on 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 Lindsey Tawse 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 4 July 2017 at 10.00 am

Present: Cllr T Lock (Chairman), Cllr M Lewis (Vice-Chairman), Cllr P Ham, Cllr John Hunt, Cllr D Ruddle, Cllr J Thorne, Cllr A Wedderkopp and Cllr A Bown

Other Members present: Cllr S Coles, Cllr J Lock, and Cllr F Purbrick.

Apologies for absence: Cllr B Filmer and Cllr T Napper

11 Declarations of Interest - Agenda Item 2

Cllr A Bown, Cllr S Coles, Cllr P Ham, Cllr M Lewis, Cllr T Lock, Cllr T Napper, Cllr D Ruddle, Cllr J Thorne, all declared a personal interest as a District and/or City/Town, Parish Councillor.

12 Minutes from the previous meeting held on - Agenda Item 3

The minutes of the meeting held on 21 March 2017 were accepted as being accurate by the Committee, provided Cllr Healey was shown as substituting for Cllr Lewis, and they were signed by the Chairman.

13 Public Question Time - Agenda Item 4

There were no questions.

14 Council Performance Monitoring Report - Q4 2016/17 - Agenda Item 5

The Committee considered this performance monitoring report that provided an overview of the Council's performance across the organisation. The Strategic Manager – Performance began by addressing comments made by the Chairman after he had spoken at the last Cabinet meeting to urge an improvement on the timeliness of the data and information contained in the performance reports. It was noted that one proposal was to send the Chairmen of the 3 Scrutiny Committees an earlier draft performance report prior to publication.

Attention turned to the details of particular interest to the Committee and the performance summary up to 31 March and information contained in Appendix A and A1. The report also contained an update on the current status of the Core Council Programme and focussed on financial benefits achieved and those expected.

There was a brief discussion of the overall position of the Council's finances, during consideration of target C4 – Managing our business and it was noted that 'balances below acceptable ranges' meant a figure below £15m and it was noted that the Council's projected overspend continued to reduce and the current figure represented 2.26% of the overall budget. There was also a brief discussion of the 'collection fund surplus' and this was noted as being late

money collected from Council Tax receipts and had been included in calculating the £7.049m overspend a figure which continued to reduce.

During discussion of the report it was noted that work was underway to align the reporting of the Vision Volunteer projects with the Corporate Performance report, and these would be considered later during the meeting. It was noted that overall 67% of objectives were judged as green and on target; 8% were amber and at risk of missing target with 25% judged as missing target and shown as red.

There was also a question about P1, P3 and C4 as these were the only objectives/targets that were red and missing target. The Strategic Manager – Performance noted that each area had made considerable improvements however these would not be changed until both external and internal assessments and judgements agreed it would be appropriate to do so.

The Committee accepted the report and the Chairman sought and received assurances that Officers across the Council were effectively and regularly taking action to improve and manage the budget situation as the Committee remained concerned with the projected overspend and he repeated his frustration at the time delay in the information being reported.

15 **Connecting Devon & Somerset update** - Agenda Item 6

The Committee received a thorough overview of the report from the Service Manager – Economy which explained that CDS was a local government-led partnership that worked to extend superfast broadband infrastructure in areas where commercial providers did not plan to deliver a Next Generation Access (NGA) broadband service.

The report also updated the Committee on the progress made so far with Phase 1 of the CDS programme, the Phase 2 Connecting Dartmoor and Exmoor project and the procurement for the remainder of the Phase 2 extension programme and how the voucher scheme was progressing.

The Committee heard that the contract for Phase 1 of the CDS programme had been awarded to BT in 2013 and the target of providing 278,000 homes and businesses with access to superfast broadband speeds in excess of 24Mbps had been reached last March. In addition a further 42,000 properties now had access to an improved broadband connection meaning a total of 320,000 homes and businesses had better broadband.

There was a brief discussion about how BT had extended its existing fibre network across the region and this had taken fibre from the telephone exchange to a local cabinet “Fibre to the Cabinet” (FTTC) from which the final connection to the premise was via the existing copper network. Only in a few suitable areas fibre was taken directly to the premise – fibre to the Premise (FTTP). It was noted that although FTTC had produced a significant rise in superfast and improved delivery to premises which are within 1 km of the cabinet this approach resulted in speeds reducing at a further distance. In response to a question it was acknowledged that this can mean that although a cabinet has been fibre enabled not every premise attached to that cabinet can receive a

Superfast broadband service and this has caused considerable frustration for some people who find their property is too far from the cabinet to obtain Superfast speeds.

Members heard that last year CDS appointed Airband, a specialist in high speed wireless broadband for rural areas, to roll out the Phase 2 Connecting Dartmoor and Exmoor project. Airband had deployed a fixed wireless network delivering speeds of up to 30Mbps to 5,800 homes and businesses and when complete it would be the largest wireless network in the UK, and the nature of the technology being used would bring wide coverage across both Moors. At the time of writing 3,700 premises are able to take a service (with 1,196 in Somerset) and more will follow.

It was noted that Phase 2 of the extension programme had seen the CDS area made in to 6 Lots for which a number of credible suppliers had bid and it had been possible to award contracts for all 6 Lots which all were assessed to represent a value for money proposal. In response to a question about when the rollout schedule would be known (as the report said July) it was explained the detail was still being worked on but it was envisaged it would be later in the month.

The Committee was also updated on the CDS Broadband Voucher Scheme which to date is the most successful in England. Anyone within the CDS area that currently has a broadband speed of less than 2 Mbps can qualify for a voucher of £500 to go towards the installation cost of a new broadband connection. The Vice Chairman suggested that the deadline for receipt of voucher applications 30 November was highlighted to anyone yet to use their voucher. There were some questions about of the 278,000 homes and businesses to take up superfast broadband what are the % of homes/businesses in Somerset? And also how many homes/businesses in Somerset would not have superfast broadband past 2019? The Officer undertook to respond in writing after the meeting, and the response would be attached to the minutes of the meeting.

The Committee accepted and noted the report and the Chairman it was suggested that any Members with specific enquires regarding broadband in their area contact the Officers directly.

16 **Trading Standards Update - Agenda Item 7**

The Committee considered this report and received a PowerPoint presentation from the Devon and Somerset Trading Standard Service Manager outlining the performance of the service during 2016/17 and its operational plan for 2017/18. It was reported that the joint service has consistently exceeded its savings target since its creation in 2013 with no significant impact on service delivery. Savings for 2016/17 are on track currently.

The Committee was informed that the service continues to operate to a high standard, meeting all its Key Performance Indicators except one (recruitment of new members to the Buy with Confidence Scheme). In addition to its planned work, the report detailed a number of additional achievements.

The Devon and Somerset Trading Standards Service Strategic Plan 2017/2021 has been refreshed and a new Annual Operational Plan 2017/18 produced. These have both been agreed by the Joint Services Review Panel. There were no significant changes to the more routine work of the Service. The four priority areas identified were: Doorstep Crime and Scams; The Motor Trade – aimed at reducing the number of complaints about second-hand cars and car servicing; Reducing the Harm Caused by Age Restricted Products – particularly in relation to the underage sale and illicit supply of alcohol and tobacco and Animal Health - increasing rural business support and strengthening links with the farming industry. It was noted that Buy With Confidence would act as a cross-cutting strategy lending support to each of the above initiatives.

Members heard that in 2017/18, the joint service had expanded to include Torbay Council, and that transition had gone smoothly and, although it was anticipated that it would take a few months to fully integrate working practices, the new Service was working to one set of operational plans. Discussions with other local authorities in the Heart of the South West, Local Enterprise Partnership area continue and those included on-going discussions with Plymouth Council.

There was a question about whether there were plans to expand the service to other local authorities and it was stated that the service was open to expansion but to date there had not been much interest from District Councils. The service remained open to managing on different models/structures if this was appropriate.

The Chairman noted the importance of keeping local councillors aware of investigations and their outcomes and it was noted that the service compiled a detailed report on a quarterly basis and a summary report on a monthly basis to the Council and would be happy for this to be circulated to members. The service receives around 16,000 contacts per year and roughly one third of these will be from Somerset residents.

The Committee welcomed the report and the Chairman commended the officers as this was a good example of collaborative working and showed the benefits of working with neighbouring authorities. An update was requested in 12 months.

17 Registration Service transformation - Agenda Item 8

The Committee considered a report and received a verbal overview from the Acting Strategic Manager – Registration and Scientific Services. Members had the benefit of hearing an overview of the services provided and it was noted that service volumes continued to increase year on year. The service at the same time had continued to achieve a high level of performance, often exceeding regional and national attainment.

The Committee heard that integration with North Somerset had progressed very smoothly with the successful delivery of agreed activities to provide all of its Registration Services. This had begun in April 2016 and successful delivery of the full range of registration services had been on target. This service

integration has brought a number of benefits including: SCC strategic objectives, improved customer benefits, improved service resilience, sharing of best practice, financial and reputational benefits.

The Committee expressed satisfaction with the financial performance of the service and noted it represented value for money as the income generated from fees and charges were higher than gross expenditure on services. In response to a question about the use of any profit it was explained that any surplus is used to cover wider overheads, for example, the use of council property so no profit is made.

There was a brief discussion about further expansion and Members heard that the next steps for the service would be to increase service provision by offering services to other authorities. However, it would be important that the service was able to assure the quality of services currently provided before expanding.

The Chairman thanked the officer for the update commended the transformation, congratulated all staff involved and it was agreed that the update was for 12 months.

18 **Vision Volunteers Update** - Agenda Item 9

The Committee heard from the Service Manager, Business Change who introduced the report which provided an update on the County Plan Vision Projects progressed by the vision volunteers. By way of background it was explained that the projects came about following the publication of the County Plan in January 2016 which set out the visions for a University for Somerset, a Garden Town in the County, creation of new Business Parks and a push on Energy Initiatives.

A call for 'vision volunteers' was made following this and close to two hundred volunteers came forward. Following a launch of workshops the volunteers formed four self-organising project teams to progress the four vision projects. Work had continued across the year with the help of mentors and each of the four areas had made good progress.

The significant contribution the volunteers had made to the vision projects was recognised and members noted the contribution made by all those who had volunteered and welcomed the progress made. Consideration turned to the project proposals and these were reviewed in turn beginning with Business Parks, Energy Initiatives, Garden Town and the University for Somerset.

The following points were made during the debate:

- It was interesting to hear about Energy Initiatives but why didn't the Council consider a Dunball Tidal Scheme and Wind Turbines on the levels as these could help power the pumps in time of a flood;
- Had consideration been given to building a dam at the Galmington/Sherford streams, this water could then be sold to the east of England in times of drought;
- There was a lot of economic growth and related activity in the County and the Council was working hard to encourage local businesses and also attract more inward investment in Somerset;

- The number of vision volunteers had reduced from the initial peak; this was to be expected however the residual core were regarded as being the Council's "brain trust" and were a valuable asset for the Council.

The Chairman thanked the Officer for the update and the update was accepted and it was agreed to receive a further update in six months.

19 Scrutiny for Policies and Place Committee Work Programme - Agenda Item 10

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 in September and it was requested that the Flood and Water Management update include details on the proposal for a Bridgwater Tidal Barrier.

It was noted that the Cabinet were due to consider a report on Disposal of Surplus Land and Buildings and it was requested if this report could be brought to a future meeting.

The Scrutiny Manager reminded Members that a visit to Hinkley Point had been arranged for the morning of Thursday 13 July, passport or photo ID was required for entry to the site with no exceptions.

20 Any other urgent items of business - Agenda Item 11

The Chairman advised the meeting that following the tragic incident at Grenfell Tower in the London Borough of Kensington and Chelsea that he had requested an update and sought reassurance, on behalf of the Committee, that all buildings owned by the Council and all schools in Somerset conformed to fire standards.

The Committee heard from the Head of Property who explained that the Council had looked initially at all properties over 4 storeys, of which there were 13 buildings and none of those had the composite aluminium cladding that had been used in London. The Council had also checked newer and more recently built properties (single storey and higher) including Schools and buildings built either by the Council or on behalf of the Council and/or other bodies and none of those had used the type of cladding on Grenfell Tower. The Council would be carefully monitoring new advice, guidance and/or protocols issued as a result of the fire in London and on an on-going basis regularly checked its own existing fire procedures including testing of fire alarms and evacuating buildings.

The Chairman, after ascertaining there were no other matters arising, thanked all those present for attending the meeting.

(The meeting ended at 12.35 pm)

CHAIRMAN

Asset Rationalisation: A Refreshed Approach

Lead Officer: Richard Williams

Author: Claire Lovett

Contact Details: clovett@somerset.gov.uk; rowilliams@somerset.gov.uk

Cabinet Member: David Hall

Division and Local Member: N/A

1. Summary

- 1.1. This report relates to a draft Cabinet Member Key Decision which sets out principles for a refreshed approach to assets and disposals, which includes:
- Confirmation of SCC's overall policy of continued rationalisation;
 - Confirmation that SCC's assets are seen as corporate assets;
 - Endorsement of a more proactive approach to disposals, working with services, but driven centrally to meet current challenges;
 - A clear preference for reducing our leasehold estate;
 - Increased transparency and visibility of property costs and receipts; and
 - A focus on the future of SCC's property estate as a flexible, low cost, sustainable and revenue generating portfolio.

As part of this refreshed approach, all property assets would be reviewed to determine the business case for disposal, commercial use or strategic retention, on a case by case basis through existing decision-making structures.

This Key Decision would supersede the Cabinet Member Decision dated 18th October 2010 "County Farms Estate – outcomes of farm by farm reviews".

- 1.2. The report's recommendations further the objectives set out in the County Plan as follows:
- "Sell off buildings we no longer need and use that money to support our other services"
 - "Reduce the number of buildings we operate to free up funding for frontline services"
 - "Ensure that by 2020 when Government ends its funding for our day-to-day services, we will be in a sustainable financial position".

2. Issues for consideration / Recommendations

2.1. Asset Rationalisation

The Committee is asked to consider and comment on the following recommendations contained within the report:

1. To endorse and confirm that SCC's policy is to continue to optimise our property estate to reduce unnecessary costs and liabilities to the Council, targeting leasehold properties, under-utilised and surplus buildings and land as priorities.
2. To approve the principles of asset rationalisation set out in the decision report.

3. To approve the review of assets and land holdings to determine the business case for disposal, commercial use or strategic retention.
4. To authorise the Head of Corporate Property with the Commercial and Business Services Director and the Director of Finance and Performance to carry out a review of budgeting and accounting arrangements related to the Council's property assets and to agree and implement the changes necessary to improve transparency as set out in the decision report.

2.2. County Farms

The Committee is asked to consider and comment on the following recommendations contained within the report:

1. To approve the establishment of a cross party Members' Task and Finish Group to review the Council's remaining farm holdings encompassing
 - a. tenants' interests,
 - b. the rural economy,
 - c. farming skills
 - d. the alternative uses for these assets or their financial equivalents.
2. To confirm that the decision updates the Council's Policy on County Farms including replacing the concept of multiple lists of holdings.

3. Background

- 3.1.** SCC's policy is to continue to reduce our property estate to reduce costs and liabilities to the Council, targeting,
- (a) leasehold properties,
 - (b) under-utilised and surplus buildings, and
 - (c) land
- as priorities for disposal.

The decision report recommends that a review of all property assets is conducted with a view to setting out a programme of disposals to be taken forward by the Corporate Property Team over the next two financial years, subject to market changes.

As part of this review a more streamlined disposal process would also be sought, as will be required to achieve an accelerated rationalisation programme and secure the necessary capital receipts.

- 3.2.** In relation to County Farms, the previous policy from 2010 identified a number of holdings retained for future sale including because of future development potential. It is the right time to consider this list alongside all other holdings when assessing the options for disposal or retention.
- 3.3.** Asset Rationalisation Principles

The principles recommended within the decision report are as follows:

- That SCC's Property Assets should be viewed as a corporate resource to meet operational need, generate revenue and contribute to the wider aims of the Council in relation to Economic Development. As such, decisions

regarding their use, retention or disposal should be taken centrally to ensure a consistent approach and an organisation-wide view.

- Corporate Property should actively seek the disposal of under-utilised properties and not wait for such buildings or land to be declared surplus by services. Where any such asset is in use, Corporate Property will work with the relevant service or services to identify and facilitate moves to alternative accommodation. This will ensure that potential capital receipts (or rental incomes) can be realised more swiftly, whilst recognising service need. It is, of course, essential that the Corporate Estate continues to facilitate and support the delivery of our statutory and core services.
- Lease breaks should be targeted to reduce the number of leasehold properties of which SCC is a tenant. Such arrangements generally tie SCC to greater cost than would be the case in freehold properties and limit the Council's choices related to the property, reducing the flexibility of our Estate overall.
- Where SCC is to be the Landlord, rents (and other charges) agreed with 3rd parties must be at market levels. There will be circumstances where it makes sense as part of a wider commercial deal, or to secure non-financial benefits, to agree terms more favourable to the tenant. However, to ensure transparency of decision-making and to clearly demonstrate the cost of such non-financial benefits, any difference between the market rent (and other charges) and the actual deal agreed should be made up from the relevant commissioning budget. This has the benefit of keeping such arrangements and their impact at the forefront of decision-makers' minds to inform future decisions related to the relevant third party, for example, giving a better understanding of global benefits afforded to the said party and allowing fully informed choices about the value of any benefits in kind. It also ensures that the costs and the benefits of any arrangement sit within the same area of the Council.
- SCC will actively seek to share space with partners where there is a strong business case and subject to the other principles set out above.

3.4. Accounting Arrangements – Transparency

Currently there is no practical way to assess the overall cost and potential of our estate, due to a raft of historic and localised agreements with third parties, differing arrangements for the collection and payment of rent and a lack of central oversight of costs and receipts for our properties. Very many of our property arrangements are managed through service budgets and this makes it much harder to get a global view and to ensure that actions are taken with a full understanding of the asset implications.

A review of our accounting arrangements is proposed to bring all payments and receipts in relation to property through a central point, thereby improving visibility, transparency and cost control. This will allow us to manage our portfolio of

properties in a more business-like manner, reporting on overall costs and benefits and taking decisions based on full transparency of comparative cost and investment returns.

3.5. Asset Plans

Finally, the report provides an overview of our proposed approach to assets, specifically in relation to disposals and the future shape of our property portfolio, with a view to gaining an endorsement of this high level strategy prior to the development of a more detailed Asset Strategy document.

Over the short to medium term, the focus will be on generating capital receipts, where there is a strong commercial case to dispose, whilst meeting operational need. Corporate Property will focus on reducing costs and improving utilisation rates for our properties, which will involve targeted disposals and will recognise the need to balance short term receipts with future commercial value.

Subsequently, we will seek a portfolio of assets that delivers consolidated flexible spaces and contributes to the Council's sustainability with a commercial approach to a retained asset base that delivers revenue. At present we have short term flexibility to use capital receipts to fund revenue spending on transformation. This is partly driving our accelerated disposal programme. However, we can create this flexibility for ourselves in the long term by retaining and shaping a capital asset base that delivers good investment returns in rental receipts to support the Council's revenue spending across the board i.e. not limited to transformation.

4. Consultations undertaken

- 4.1. Principles approved through Asset Strategy Group and presented to SLT in Q3 of 2016/17 and Cabinet/SLT in January 2017.

5. Implications

- 5.1. No funding is required for this decision. The review referred to at recommendation 3 is prompted by the need to realise increased capital receipts.

The long term planned approaches set out in the main body of this report show how improved financial sustainability can be achieved from this refreshed approach to offset the impact of lost rental income in the short to medium term.

- 5.2. Clearly there will be a requirement to ensure that the proper legal processes are followed in relation to the disposals anticipated by this decision report.
- 5.3. Where the recommended approach to our asset base leads to a decision to dispose of a freehold or leasehold asset, or indeed to secure an alternative one, implications would be addressed through and be specific to the relevant decision.

6. Background papers

- 6.1. Appendix A - Draft Cabinet Member decision report.

Decision Report – Key decision

decision date – TBC

Asset Rationalisation: A Refreshed Approach

Cabinet Member for Finance and Economic Development

Division and Local Member(s): All

Lead Officer: Richard Williams, Commercial and Business Services Director

Author: Claire Lovett, Head of Corporate Property

Contact Details: clovett@somerset.gov.uk; rowilliams@somerset.gov.uk

	Seen by:	Name	Date
	County Solicitor	Honor Clarke	
	Monitoring Officer	Julian Gale	
	Corporate Finance	Kevin Nacey	
	Human Resources	Chris Squire	
	Property / Procurement / ICT	Richard Williams	
	Senior Manager	Richard Williams	
	Local Member(s)		
	Cabinet Member	Cllr David Hall	
	Opposition Spokesperson	Cllr Simon Coles	
	Relevant Scrutiny Chairman	Cllr Tony Lock	
Forward Plan Reference:	<i>[TBC]</i>		
Summary:	<p>This decision report sets out our principles for a refreshed approach to assets and disposals, which includes:</p> <ul style="list-style-type: none"> • Clarity regarding SCC's overall policy of continued rationalisation; • An understanding that SCC's assets are seen as corporate assets rather than belonging to individual services; • A more proactive approach to disposals, working with services, but driven centrally to meet current challenges; • A clear preference for reducing our leasehold estate; • Increased transparency and visibility of property costs and receipts; and • A focus on the future of SCC's property estate as a flexible, low cost, sustainable and revenue generating portfolio. <p>As part of this refreshed approach to our asset strategy and in particular to asset rationalisation, we will review all assets and</p>		

	<p>land holdings to determine the business case for disposal, commercial use or strategic retention over the coming months, with a view to dealing with each asset on a case by case basis through the existing governance structures. This review is expected to be concluded in readiness for decisions to be taken in the Autumn of 2017.</p> <p>In the meantime, any decisions related to asset disposal will continue to be managed through the existing, standard governance routes.</p> <p>It is intended that this decision shall supercede the Cabinet Member Decision dated 18th October 2010 “County Farms Estate – outcomes of farm by farm reviews”.</p>
<p>Recommendations:</p>	<p>That the Cabinet Member for Resources:</p> <ol style="list-style-type: none"> 1. Endorses and confirms that SCC’s policy is to continue to optimise our property estate to reduce unnecessary costs and liabilities to the Council, targeting leasehold properties, under-utilised and surplus buildings and land as priorities. 2. Approves the principles of asset rationalisation set out in this decision report. 3. Approves the review of all assets and land holdings to determine the business case for disposal, commercial use or strategic retention. 4. Authorises the Head of Corporate Property with the Commercial and Business Services Director and the Director of Finance and Performance to carry out a review of budgeting and accounting arrangements related to the Council’s property assets and to agree and implement the changes necessary to improve transparency as set out in this decision report. 5. Approves the establishment of a cross party Members’ Task and Finish Group to review the Council’s remaining farm holdings, encompassing <ol style="list-style-type: none"> a. tenants’ interests, b. the rural economy, c. farming skills, and d. the alternative uses for these assets or their financial equivalents. 6. Confirms that this decision updates the Council’s Policy on County Farms including replacing the concept of multiple lists of holdings.
<p>Reasons for Recommendations:</p>	<p>To respond to current pressures on the capital budgets for SCC.</p> <p>To make full use of the opportunity now available to apply capital receipts to revenue spending on transformation activity.</p> <p>To set out a clear, updated, approach to asset rationalisation for SCC, which takes account of financial pressures, but also seeks to establish a more business-like approach to the management</p>

	<p>of our asset base.</p> <p>To improve transparency regarding the costs and financial benefits arising from the Corporate Estate allowing improved analysis and more informed decision making regarding investment and disposals.</p>								
Links to Priorities and Impact on Service Plans:	<p>These recommendations further the objectives set out in the County Plan as follows:</p> <ul style="list-style-type: none"> - “Sell off buildings we no longer need and use that money to support our other services” - “Reduce the number of buildings we operate to free up funding for frontline services” - “Ensure that by 2020 when Government ends its funding for our day-to-day services, we will be in a sustainable financial position”. 								
Consultations undertaken:	<p>Principles approved through Asset Strategy Group and presented to SLT in Q3 of 2016/17 and Cabinet/SLT in January 2017.</p> <p>Scheduled review at Scrutiny Committee for Policies and Place on 5th September 2017.</p>								
Financial Implications:	<p>No funding is required for this decision.</p> <p>The review referred to at recommendation 3 is prompted by the need to realise increased capital receipts.</p> <p>The long term planned approaches set out in the main body of this report show how improved financial sustainability can be achieved from this refreshed approach to offset the impact of lost rental income in the short to medium term.</p>								
Legal Implications:	<p>Clearly there will be a requirement to ensure that the proper legal processes are followed in relation to the disposals anticipated by this decision report.</p>								
HR Implications:	<p>No HR implications are anticipated.</p>								
Risk Implications:	<p>None identified.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 25%;">Likelihood</th> <th style="width: 25%;">Impact</th> <th style="width: 25%;">Risk Score</th> <th style="width: 25%;"></th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Likelihood	Impact	Risk Score					
Likelihood	Impact	Risk Score							
Other Implications (including due regard implications):	<p>No implications identified.</p>								
Scrutiny comments / recommendation (if any):	<p>Not applicable.</p>								

1. Background

1.1. This report sets out proposals for a refreshed approach to asset rationalisation for SCC by which we might continue to rationalise the SCC Estate in a more consistent way with organisation-wide considerations taking the lead. It also considers the future direction of our asset strategy in this context.

1.2 SCC's policy is to continue to reduce our property estate to reduce costs and liabilities to the Council, targeting,
(a) leasehold properties,
(b) under-utilised and surplus buildings, and
(c) land
as priorities for disposal.

It is recommended that a review of all property assets is conducted over the coming months with a view to setting out a proposed programme of disposals to be taken forward by the Corporate Property Team over the next two financial years, subject to market changes. This will demonstrate whether there is sufficient available and saleable asset to meet the financial target, but will of course be subject to change, both in composition and timescale as a result of market and other factors.

As part of this review we would also seek to set out a more streamlined disposal process, as will be required to achieve an accelerated rationalisation programme and secure the necessary capital receipts.

1.3 In relation to County Farms, the previous policy from 2010 identified a number of holdings retained for future sale including because of future development potential. It is the right time to consider this list alongside all other holdings when assessing the options for disposal or retention.

1.4 Asset Rationalisation Principles

The principles we recommend applying in pursuit of this policy are as follows:

- That SCC's Property Assets should be viewed as a corporate resource to meet operational need, generate revenue and contribute to the wider aims of the Council in relation to Economic Development. As such, decisions regarding their use, retention or disposal should be taken centrally to ensure a consistent approach and an organisation-wide view.
- Corporate Property should actively seek the disposal of under-utilised properties and not wait for such buildings or land to be declared surplus by services. Where any such asset is in use, Corporate Property will work with the relevant service or services to identify and facilitate moves to alternative accommodation. This will ensure that potential capital receipts (or rental incomes) can be realised more swiftly, whilst recognising service need. It is, of course, essential that the Corporate Estate continues to facilitate and support the delivery of our statutory and core services.

- Lease breaks should be targeted to reduce the number of leasehold properties of which SCC is a tenant. Such arrangements generally tie SCC to greater cost than would be the case in freehold properties and limit the Council's choices related to the property, reducing the flexibility of our Estate overall.
- Where SCC is to be the Landlord, rents (and other charges) agreed with 3rd parties must be at market levels. There will be circumstances where it makes sense as part of a wider commercial deal, or to secure non-financial benefits, to agree terms more favourable to the tenant. However, to ensure transparency of decision-making and to clearly demonstrate the cost of such non-financial benefits, any difference between the market rent (and other charges) and the actual deal agreed should be made up from the relevant commissioning budget. This has the benefit of keeping such arrangements and their impact at the forefront of decision-makers' minds to inform future decisions related to the relevant third party, for example, giving a better understanding of global benefits afforded to the said party and allowing fully informed choices about the value of any benefits in kind. It also ensures that the costs and the benefits of any arrangement sit within the same area of the Council.
- SCC will actively seek to share space with partners where there is a strong business case and subject to the other principles set out above.

1.5 Accounting Arrangements – Transparency

Currently there is no practical way to assess the overall cost and potential of our estate, due to a raft of historic and localised agreements with third parties, differing arrangements for the collection and payment of rent and a lack of central oversight of costs and receipts for our properties. Very many of our property arrangements are managed through service budgets and this makes it much harder to get a global view and to ensure that actions are taken with a full understanding of the asset implications.

A review of our accounting arrangements is proposed to bring all payments and receipts in relation to property through a central point, thereby improving visibility, transparency and cost control. This will allow us to manage our portfolio of properties in a more business-like manner, reporting on overall costs and benefits and taking decisions based on full transparency of comparative cost and investment returns.

1.6 Asset Plans

This section is intended to provide the decision-maker with an overview of our proposed approach to assets, specifically in relation to disposals and the future shape of our property portfolio, with a view to gaining an endorsement of this high level strategy prior to the development of a more detailed Asset Strategy document.

Short and Medium Term:

- Our focus will be on generating capital receipts, where there is a strong commercial case to dispose, whilst meeting operational need.
- We will focus on reducing costs and improving utilisation rates for our properties, applying a corporate, not a service asset view and strategy.
- This will involve targeted disposals including leaseholds and will recognise the need to balance short term receipts with future commercial value.

Medium to Long Term:

- We will seek a portfolio of assets that delivers consolidated flexible spaces and contributes to the Council's sustainability with a commercial approach to a retained asset base that delivers revenue.
- At present we have short term flexibility to use capital receipts to fund revenue spending on transformation. This is partly driving our accelerated disposal programme. However, we can create this flexibility for ourselves in the long term by retaining and shaping a capital asset base that delivers good investment returns in rental receipts to support the Council's revenue spending across the board i.e. not limited to transformation.

2. Options considered and reasons for rejecting them

- 2.1. No alternative has been put forward that would deliver these requirements.

3. Background Papers

- 3.1. None.

Strategic Roads Update

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

Author: Mike O’Dowd-Jones

Contact Details: 01823 356238 modowdjones@somerset.gov.uk

Cabinet Member: Cllr John Woodman – Cabinet Member for Highways and Transport Division and Local Member: All

1. Summary/link to the County Plan

- 1.1. Supports the Council’s vision for Somerset to be a thriving local economy, which attracts jobs and investment: by Improving key road, rail and broadband communication links.

2. Issues for consideration

- 2.1 Members are asked to consider and comment on the update on strategic roads investment in the County following previous consideration of the issues in May 2016.
- 2.2 Funding for strategic road improvements comes from a number of sources and this report sets out current progress in securing improvements to strategic roads through the available mechanisms. Several new funds have been announced since the Committee previously considered the issue.

The report considers opportunities to secure strategic road improvements through the following sources:

- Department for Transport Roads Investment Strategy (RIS)
- Highways England Designated Funds.
- Department for Transport ‘Pre-Growth Deal’ Major Scheme funding.
- Local Enterprise Partnership Local Growth Fund and Growth Deal Process
- Department for Transport Large Local Major Schemes.
- (New) Department for Transport National Productivity Investment Fund
- (New) Housing Infrastructure Fund
- (New) Emerging policy on a new Major Road Network (MRN) for England.
- Developer Funds.

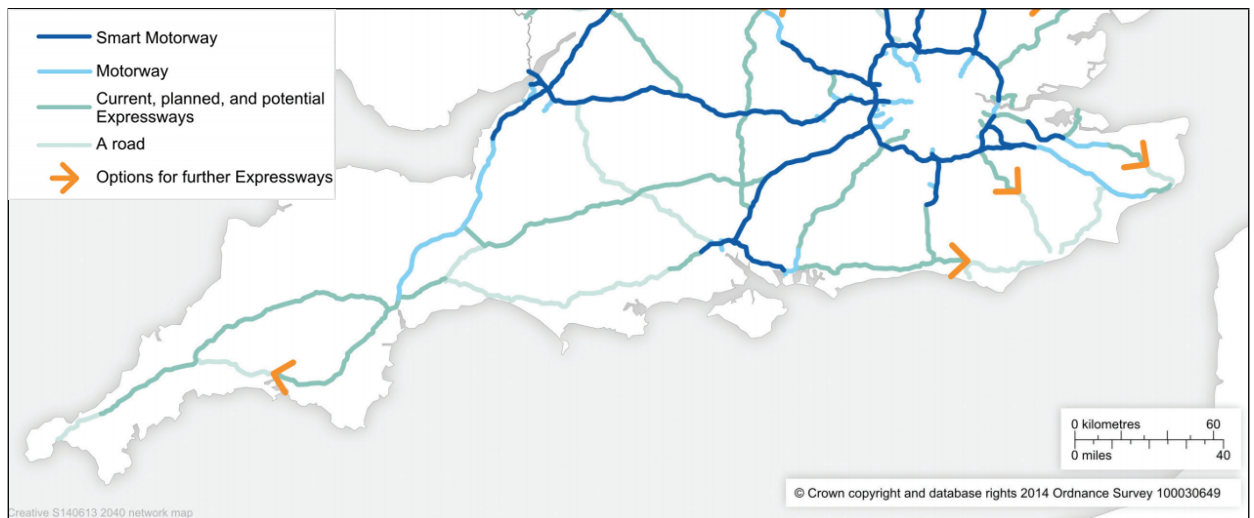
3. Background

3.1. Department for Transport Roads Investment Strategy (RIS)

The Government’s ‘Roads Investment Strategy’ is a roads programme that started in 2015/16. Strategic roads investment (in motorways and ‘trunk’ roads) will be made over ‘Road Periods’ lasting 5 years, to transform the busiest sections of the network to enable improved safety levels, smoother traffic flow, and increased capacity.

- 3.2. Smart Motorways, which use technology to expand capacity and regulate the flow of traffic, will form the core of the Strategic Road Network (SRN), while the most strategically important A-roads will be upgraded to Expressways.

- 3.3. 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.



- 3.4. Specific RIS schemes relevant to Somerset announced for the first five year period (2015/16 to 2019/20) include:
- *A303/A358 Improvements*: Improving the A358 to dual carriageway between Southfields roundabout and the M5; and the dualling of the Sparkford to Ilchester section of the A303. (Outside Somerset the RIS also includes another A303 scheme - construction of a 1.8mile twin bored tunnel past Stonehenge with a dual carriageway bypass for Winterborne Stoke).
 - *Enhancements at M5 J23*: Improvement of Junction 23 through enhanced slip roads and more capacity on the junction itself will unlock further development sites near Hinkley Point.
- 3.5. These schemes are currently being progressed by Highways England. The A303 Sparkford to Ilchester and A358 route options have been the subject of an initial ‘non-statutory’ round of public consultation and the Council’s responses can be accessed from <http://www.somerset.gov.uk/policies-and-plans/schemes-and-initiatives/a30-a303-a358-improvement-project/>. The A358 consultation response was considered by the Scrutiny Committee in June 2017 prior to the response being finalised.
- 3.6. Following the consultation on the A303 Sparkford to Ilchester Highways England has confirmed that they expect to make a preferred route announcement later in this year, potentially towards the end of October but there is more work to do to get to this point.
- 3.7. The Council expressed concerns about the ‘single option’ approach to consultation on the A358 scheme and Highways England has now announced there will be a further ‘supplementary’ consultation on options for the proposed ‘off-line’ section of the route connecting the A358 near West Hatch Lane with the M5. A preferred option will be announced for the ‘on-line’ section of the improvement between West Hatch Lane and Southfields junction later this year, towards the end of the year.

- 3.8.** The RIS notes that the Government will also set aside funding for smaller scale improvements to the A303/A30 between Southfields and Honiton to improve safety and journey quality for road users recognising that large scale improvements would be challenging given the protected landscape and topography surrounding the route. This includes some small-scale work in the Blackdown Hills AONB which will take account of the environmental sensitivity of the area. Devon County Council has now submitted proposals to DfT for the improvements that they would like to see along that route.
- 3.9.** Full implementation of the proposals to upgrade the whole A303/ A358 will run beyond the first Road Period, and the Government intends that subsequent Road Investment Strategies will fund the remaining improvements. It will therefore be important to retain an ongoing campaign for the improvements particularly in the run up to decisions on future 5 year investment programmes which will start shortly.
- 3.10.** The 'RIS 2' process to a develop road investment programme for 2020-2025 has commenced with the publication of a series of 'Route Strategies' published in March 2017 (Somerset features in 'Birmingham-Exeter' and 'SW Peninsula' Route Strategies) which Highways England will use to prepare a 'Strategic Road Network Initial Report' on the state of the network and suggested priorities. DfT will then use this report to produce a new Road Investment Strategy in 2019 to inform HE's business plans and delivery plans.

3.11. Highways England Designated Funds.

As well as the Roads Investment Strategy funds Government has provided Highways England with a number of specific funding streams to tackle wider issues in relation to the Strategic road Network. These national funding streams are as follows:

- £250m Cycling, Safety, and Integration Fund;
- £300m Environment Fund (inc. £75m on noise barriers);
- £150m Innovation Fund;
- £100m Air Quality Fund; and
- £100m Growth and Housing Fund to match-fund schemes that enable new development.
- £6bn to resurface 80% of the network with lower noise surfaces.
- £100m water improvement package.
- £100m landscape, heritage and biodiversity works.

- 3.12.** The Council has successfully bid for a £4m contribution from the Growth and Housing Fund towards the M5 Junction 25 Improvement (discussed below), and Highways England has also set aside £50k development funding to develop and assess proposals for a pedestrian/ cycle bridge over the M5 linking with the proposed 'Nexus25' employment site; with a view to making a case for allocating 'Cycling, Safety and Integration' funding towards the scheme. The Council has also bid for National Productivity Investment Fund (NPIF) contributions towards the bridge scheme.

3.13. Department for Transport ‘Pre-Growth Deal’ Major Scheme funding.

There are two significant road schemes recently completed utilising DfT Grants awarded to Somerset prior to the current Growth Deal process. The Taunton Northern Inner Distributor Road was opened in July 2017 and the Yeovil Eastern Corridor Improvements were completed with the construction of the Horsey and Hospital Junction Improvements and a second exit from Tesco. A small amount of residual funding remains from the DfT grant for further improvements on the Yeovil Eastern Corridor and the remaining improvements will be agreed in consultation with South Somerset District Council.

3.14. Local Enterprise Partnership Local Growth Fund and Growth Deal Process.

The Government has established a local growth fund which provides funding for specific projects identified as economic growth priorities by the Local Enterprise Partnership (LEP). Funds are allocated to the LEP to manage the projects as a local growth programme. Funds are allocated to projects based on a robust business case which includes the extent of local contributions available.

3.15. There have now been three growth deals, each involving prioritisation across the LEP area and negotiation with Government, linked to unlocking growth.

3.16. Transport schemes are prioritised and managed on behalf of the LEP by a Local Transport Board (LTB) made up of local highway authorities, LEP representatives and Highways England. A variety of schemes have been submitted by The Council within the various growth deals and these are summarised in Appendix A. Road schemes that have been allocated growth deal funding to date are as follows:

3.17.

Scheme	Latest cost estimate.	Growth Deal Contribution	Status
Growth Deal 1			
Huntworth Junction Improvement	£2.9m	£1.9m	Completed.
Yeovil Western Corridor	£14.47m (final cost post-tender)	£6.49m	Decision to award contract taken 16 August 2017. Due to start Sept/ Oct 2017.
Growth Deal 2			
M5 Junction 25 Improvement	£18.02m (detailed pre-tender estimate)	Up to £12.9m	LEP business case approved. Additional HE Growth and Housing Fund contribution £4m approved. Planning application submitted. Land acquisition underway. Preparation of tender information underway.
Growth Deal 3			
Toneway Corridor Phase 1 – Creech Castle junction	£9.8m (initial estimate)	£6.4m	Full Toneway Corridor Scheme considered too expensive by the LEP for a GD3 bid given funding limitation. Outline design being finalised. Business case preparation underway.
Huntspill Energy Park Access Road	£8.250m (initial estimate)	£4m.	Outline design finalised. Business case preparation underway by SDC in conjunction with enterprise zone project.

3.18. Department for Transport Large Local Schemes.

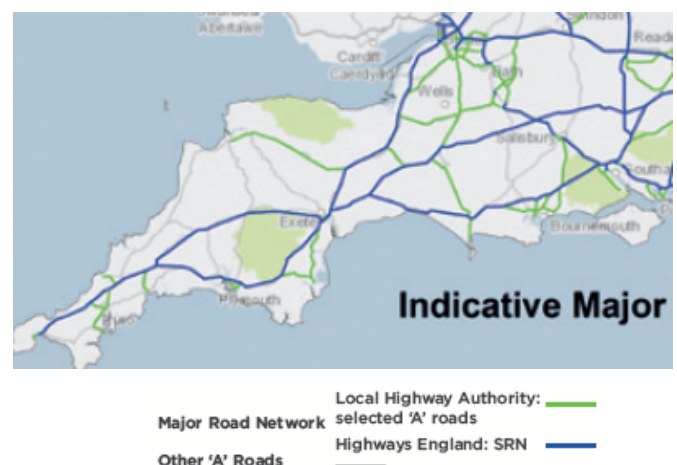
The Government has set aside £475m in the current spending period to 2021 to provide funding for “those exceptionally large, potentially transformative, local schemes that are too big to be taken forward within regular Growth Deal allocations and could not otherwise be funded”. The scheme costs needed to be over £75m, needed a local funding contribution, and could not be a ‘package’ scheme that could be broken down into smaller elements. Somerset County Council did not have any schemes of the required scale that could be developed into a business case and progressed to construction within the required timescale.

3.19. Department for Transport proposals for a Major Road Network (MRN).

The Government announced a new Transport Investment Strategy in July 2017 which includes a proposal to consult on a new ‘Major Road Network’ (MRN). The MRN would cover the busiest and most economically important local authority ‘A Roads’; forming a middle tier of roads sitting between the national Strategic Road Network (SRN) and the rest of the local road network. The Government had previously announced that from 2020/21 all revenue raised from Vehicle Excise Duty (VED) in England will be allocated to a new National Roads Fund and invested directly back into the Strategic Road Network. As part of this new MRN consultation the Government will make proposals to allocate a proportion of the National Roads Fund to the MRN.

3.20. The Government will consult on management arrangements for the MRN at the regional level, including providing a key role for ‘sub-national transport bodies’ such as Transport for the North in tandem with local authorities; and arrangements for those areas where sub-national transport bodies are not formed. The Government does not plan for sub-national transport bodies to become network operators or highway authorities, and in all cases, highway authority responsibility for MRN roads would remain with the existing local authorities.

3.21. The consultation has not yet launched, but the MRN proposals were originally created by the Rees Jeffreys Road Fund in October 2016 following a detailed analysis which suggested that a further 3800 miles of local authority ‘A Roads’ could be combined with the SRN to form an 8000 mile network carrying 43% of England’s traffic on just 4% of its roads, with appropriate planning, funding and management.



Recent correspondence from the DfT indicates that the consultation will consider funding for improvements to such a network as well as an enhanced maintenance regime.

3.22. Department for Transport National Productivity Investment Fund (NPIF).

On 13 January 2017 the Government announced a new package of capital funds including a £185m national 'Productivity Investment Fund' for 2017/18, to be spent on improving local road networks, such as highways and public transport networks; to reduce congestion at key locations; upgrade or improve the maintenance of local highway assets; improve access to employment and housing; and develop economic and job creation opportunities.

- 3.23. The funding was distributed across local authorities using a funding formula, and Somerset's allocation was **£3.859m**. A Cabinet Member key decision was taken in March 2017 to allocate the funding to the following projects following an options assessment. Indicative funding allocations for the projects are as follows:

Project/ Programme	Indicative allocation from the productivity investment fund 17/18
Highway resurfacing programme	£0.500m
Major schemes programme	£3.000m
Public transport smart ticketing project	£0.359m
Reserve Programme	
Traffic signals replacement programme	£0m
TOTAL	£3.859m

- 3.24. A further tranche of NPIF funding was subsequently announced for 2018/19 and 2019/20 to be allocated by competitive funding bids submitted by 30 June 2017. The fund aims to ease congestion and provide upgrades on important national, regional or local routes; to unlock economic and job creation opportunities; or to enable the delivery of new housing developments. Preference will be given to projects that primarily increase the efficiency of the existing space allocated for transport use rather than add to it and have local contributions of at least 30%.

- 3.25. Following an options assessment The Council submitted the following bids and has not yet heard if they were successful:

Project	Total Cost	NPIF Bid (up to £5m) 2018/19 & 19/20
Traffic signals replacement & modernisation	£3.226m	£2.226m
Cycle and pedestrian connectivity over the M5 – Nexus 25 Pedestrian and Cycle Bridge.	£7.405m (initial estimate)	£4.813m. Assumes Highways England designated funds also contribute circa £1.6m yet to be secured along with TDBC and developer contributions.

3.26. Housing Infrastructure Fund.

The Government recently announced details of this new fund (HIF) comprising two funding streams which must be spent/ committed by the end of 2020/21 both of which will fund a wide range of infrastructure to unlock or accelerate new housing delivery.

- 3.27. HIF enables bids of up to £10m per project to overcome marginal viability issues for development infrastructure (essentially a top-up fund to plug funding gaps where viability issues can be proven); and bids of up to £250m for 'forward funding' infrastructure. Bids cannot simply be 'bundles' of schemes; there must be a coherence and strategy behind any scheme packaging and it will be judged on the number of planned or additional houses that the infrastructure delivers.

3.28. Lower-tier councils submit the marginal viability bids (up to £10m) and upper-tier Councils submit the forward funding bids (up to £250m). Marginal viability full business cases are due by 28 September 2017, with expressions of interest for forward funding bids due by the same date. Forward funding bids will then be further developed with authorities once down-selected by Government, with authorities to submit business cases six months later.

3.29. In Somerset both Sedgemoor District Council and Taunton Deane Borough Council have been working with the County Council to develop a bid to cover the Hinckley Housing Area. The details of the bids are still emerging but both Sedgemoor and Taunton Deane are interested in pursuing both Marginal Viability and Forward Funding bids. The bids are likely to cover development spine roads as well as strategic infrastructure.

3.30. Developer Funds.

A number of strategic road improvements are being progressed by Somerset County Council, funded by developers as a requirement of planning permissions. The most significant schemes are as follows:

Scheme	Funding source	Status
Bridgwater Colley Lane Southern Access Road	South Bridgwater Developers EDF Energy National Productivity Investment Fund	Site clearance undertaken. Issued notice to enter land following CPO. Invitation to Tender Issued. Initial tender submissions due 18 Sept 2017. SCC Capital Bid prepared for contingency funds pending final tender price.
Bridgwater Canon/ Cross Rifles Roundabout Improvement	North East Bridgwater Developers EDF Energy	Outline design finalised. Preparing consultation and land discussions.
Monkton Heathfield western relief road	Monkton Heathfield Developers	Detailed design work completed Tender Specification in preparation initial documents issued to developer. Ecological survey updated, some issues with proximity to Badger Sett which is requiring further investigation / action Legal Agreements relating to the construction of the Western Relief Road being progressed with Developers

3.31. Note that there are also road schemes that have recently been delivered by developers as part of planning permissions such as Cannington Bypass and Monkton Heathfield Eastern Bypass. There are also proposals for new road schemes as part of current applications such as Monkton Heathfield Phase 2, the Comeytrove and Staplegrove developments in Taunton.

4. Consultations undertaken

4.1. There have been no specific consultations undertaken in preparing this report.

5. Implications

5.1. Equalities Implications

Strategic road improvements typically improve facilities for people with disabilities by providing facilities such as improved road crossings.

5.2. Community Safety Implications

Strategic road improvements typically improve community safety by providing improved road layouts and facilities such as improved road crossings.

5.3. Sustainability Implications

Strategic road improvements typically seek to provide improved facilities for sustainable forms of travel such as walking and cycling as well as providing increased capacity for car traffic.

5.4. Health and Safety Implications

Health and Safety implications are carefully considered in scheme design and construction and stringent requirements are placed on contractors.

5.5. Privacy Implications

Privacy implications have been considered and none have been identified.

5.6. Health and Wellbeing Implications

Strategic road improvements typically seek to provide improved facilities for sustainable forms of travel such as walking and cycling (which lead to improved health and wellbeing through encouraging physical activity) as well as providing increased capacity for car traffic.

6. Background papers

6.1. Appendix A – Scheme Priorities within each Growth Deal

APPENDIX A: Scheme Priorities Within Each Growth Deal.

Local Transport Board: Initial Schemes Sifting and Prioritisation.

Pre- Growth Deal 1 - Agreed Local Transport Board Major Schemes Programme (subject to funding).

Proposed Tranche	Scheme
1	Yeovil Western Corridor
2	M5 Junction 25
2	Toneway Corridor
2	Chard Millfield Link
3	Walton & Ashcott Bypasses
3	Transport For Growth Bridgwater (Placeholder)

Major schemes explicitly rejected by the Local Transport Board.

Scheme	Initial Cost Estimate
Taunton Bus Scheme North East Taunton	£16.900m
Taunton Town Centre Pedestrianisation	£6.200m
A39 West Somerset Bypass Improvements	£40.000m

Potential major schemes with early assessments submitted but not yet considered.

Scheme	Initial Cost Estimate
A358 Henlade Bypass (Now not needed)	£30.000m
A358 Taunton to Williton (height restrictions and alignments)	£17.000m

Pinch-Point Proposals

Proposed Tranche	Scheme	Initial Cost Estimate
1	Bridgwater Huntworth Junction	£2.910m
2	Yeovil Market Street Junction	£2.160m
2	Taunton Cross Keys Junction	£2.160m
3	Bridgwater The Leggar	£2.160m

Interchange Proposals

Scheme
Taunton Station
Castle Cary Station
Bridgwater Station

Growth Deal 1 Schemes.

GD1 Rank	Scheme	Initial Cost Estimate	GD1 Contribution
Funded			
2	Yeovil Western Corridor	£12.190m	£6.490m
9	Bridgwater Huntworth Junction	£2.900m	£1.900m
18	Taunton Rail Station	£18.300m	£4.600m
Unfunded			
29	Smart Rural Transport	£1.490m	£0.300m
35	Bridgwater Parrett Walk & Cycle Route	£0.600m	£0.380m
36	Bridgwater Celebration Mile	£7.000m	£3.000m
38	Sherford Cycle Link Taunton	£0.730m	£0.600m

Growth Deal 2 Schemes.

GD2 Rank	Scheme	Initial Cost Estimate	GD2 Contribution
Funded			
8	M5 J25	£15.900m	£12.900m
Unfunded			
17	Taunton Toneway Corridor	£12.930m	£8.890m
27	Bridgwater Celebration Mile	£6.200m	£2.200m
28	Chard Millfield Link	£4.420m	£3.020m
30	Yeovil Market Street	£1.092m	£0.840m
41	Taunton A358 Cross Keys	£2.900m	£1.900m
42	Bridgwater Leggar Link	£2.160m	£1.512m
47	Yeovil Cycle & Walk Package Phase 1	£2.250m	£1.575m
49	Bridgwater Parrett Walk & Cycle Route	£0.600m	£0.380m
50	Frome Cycle Package Phase 1	£2.160m	£0.950m
52	Sherford Cycle Link Taunton	£0.730m	£0.600m
53	Somerset Public Transport Enhancements	£2.500m	£1.752m

Hinkley Deal Schemes

Scheme	Grant
Funded	
Taunton Station Access	£150k
Bridgwater Rail Station Enhancement	£1.2m (£800k DfT; £400k SDC).
C182 Maintenance Scheme	£1.6m
C182 Cycle Scheme	£295k (+ EDF S106 funds)

Growth Deal 3 Schemes

GD3	Initial Cost Estimate	GD3 Contribution
Funded		
Taunton Toneway Corridor Capacity Improvements - Phase1 Creech Castle	£9.800m	£6.400m
Huntspill Energy Park	£8.250m	£4.000m
Unfunded		
Chard Millfield Link Road	£4.420m	£3.020m
Yeovil Walking and Cycling Network	£1.500m	£0.350m
Crewkerne Key Site Link Road	£7.500m	£2.000m
Bridgwater Celebration Mile Phase 2	£1.470m	£1.030m
Castle Cary Parkway	£0.770m	£0.300m
Market Street Junction / A30 Yeovil Eastern Corridor	£1.200m	£0.600m
Taunton Cross Keys & Silk Mills Junctions	£3.110m	£2.040m
Royal Bath & West Showground Food Enterprise Park – Gateway & Access	£3.500m	£1.750m

March 2014: Approved Schemes to go into the LEP Strategic Economic Plan preparation process.

Major Schemes:

Yeovil Western Corridor
M5 Junction 25
Toneway Corridor Improvements
Chard Millfield Link
Walton / Ashcott Bypass
Bridgwater Major

Pinch Point Programme:

A38 Huntworth Roundabout, Bridgwater
Leggar Link, Bridgwater
A358 Cross Keys
A30 Market Street

Walking, Cycling and Public Transport

Taunton Town Centre Enhancements
Taunton Pedestrian / Cycle Network Phase 1, Phase 2 and Phase 3.
A3259 Bus Priority
A38 Bus Priority
Monkton Heathfield Park & Bus Site
Taunton Railway Station Enhancements
Wellington Pedestrian / Cycle Enhancements
Wells Pedestrian / Cycle Network Phase 1, Phase 2 and Phase 3.
Bridgwater Railway Station Enhancements
East Bridgwater Package (Phase 1)
Redgate Street Cycle Bridge
Bridgwater Cycle Network Phase 2
LSTF Smart Rural Travel Project
Bridgwater Celebration Mile
Taunton Sherford Link
East of Yeovil Cycle Network
Marston & Keyford and Berkley Down Cycle Routes
River Parrett Walk / Cycle Link
Yeovil Bus Station Improvements
Haybridge Cycle & Walking Improvements
Yeovil Cycle and Walk Phase 1, Phase 2 and Phase 3.
Cycle Network Phase 1, Phase 2 and Phase 3.
Cycle Walking and Public Transport Improvements
Steam Coast Trail
Public Transport Enhancements

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Parking Services Update

Lead Officer: Alyn Jones, Interim Director, ECI Operations

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Cabinet Member: Councillor John Woodman, Highways and Transport

Division and Local Member: All

1. Summary

- 1.1. This report is submitted to update the Scrutiny committee;
1. On progress made since the last committee meeting within Parking Services.
 2. To introduce the revised policy for the introduction of resident parking.
- 1.2. Parking Services supports Economic Development within the County Plan, by keeping the traffic moving and reducing congestion. The revised resident parking policy supports the overall vision by making residential streets a better place to live by removing non-residential parking.

2. Issues for Consideration / Recommendations

- 2.1. Members are asked to consider and comment in respect of the changes made in how Parking Services is delivered within the County.
- 2.2. Members are requested to comment and record their support of the revised resident parking policy being introduced.

3. Background to Delivery of Parking Services in Somerset

- 3.1. Members will be aware that since June 2012, the County Council has been responsible for on street parking enforcement across the entire County (apart from the M5, the A303 and private roads).

The County Council also works in partnership with Mendip District Council, Sedgemoor District Council, Taunton Deane Borough Council and West Somerset District Council. The partnership involves enforcement of their car parks, processing and collection penalty charge notices, along with other related services such as cash collection.

South Somerset District Council has remained outside of the partnership and they undertake their own enforcement and related services.

Discussions have recently taken place with South Somerset District Council about joining the partnership. It is not anticipated there will be any change for the time being whilst South Somerset District Council complete their current transformation programme.

- 3.2. Service Delivery June 2012 to June 2017

Initially a five year contract following a competitive tender was awarded to NSL Services, the market leader in the provision of civil enforcement and associated services. The contract included options for further extensions up to a maximum of 5 further years.

The level of service provided by NSL was wide ranging and included the following;

- Fully trained and qualified staff to enforce parking restrictions across Somerset.
- Management and supervision
- Operational premises
- Vehicles
- Uniforms, stationary and all associated equipment
- Parking IT system, including payment and permit portal, portable enforcement devices and communications with remote workers.
- Back office processing facility* to deal with incoming correspondence, telephone calls and payments relating to permits and penalty challenges.
- Cash collection and pay and display machine maintenance.

*Undertaken within the NSL Shared Service Centre at Oldham.

In addition a small team of 4 officers based in County Hall, provided operational and strategic guidance to the contractor. The team also monitored the contract performance, dealt with appeals to the Traffic Penalty Tribunal, referrals from the contractor and review hearing at the County Court.

4. Changes in Service Delivery June 2017 to June 2019 and beyond

4.1. Civil Parking Enforcement - Contract extension

Following extensive negotiations involving Somerset County Council officers (Operations, Legal and Procurement) and NSL Directors, a two year extension of on street, car park enforcement and associated services has been agreed to June 2019.

The back office and IT services have not been extended. Please see section 5 of this report.

The 5 key reasons for the extension are summarised below.

1. Carrying out a re-procurement exercise timed around June 2019 rather than June 2017 is likely to lead to better outcomes for SCC in the longer term, and reduce risks in the shorter term.
 - a. Prior to the EU referendum, there were some indications from central government that the prevailing legislation regarding local authority civil parking enforcement (which does not permit automated ANPR enforcement used commonly in private sector car parks) may be reviewed. Any relaxation or change would necessitate a fundamental change in how enforcement was supplied, particularly in district-controlled off-street car parks. At the present time there is no information coming from government

to indicate whether (let alone when) the issue of ANPR enforcement may be reviewed, which presents a significant uncertainty in any re-procurement exercise. We would hope to have a better indication of the government's intentions regarding ANPR enforcement in 2 years' time; in any event, extending for a shorter period in the meantime is an effective way of mitigating the risk presented by this uncertainty.

- b. As part of the pre tender review extensive discussions were undertaken with Dorset County Council to undertake a joint procurement exercise for enforcement services. Due to uncertainty relating to their forthcoming unitary reorganisation, a joint collaboration in the short term was not possible. Collaboration with a future West Dorset unitary authority would give SCC advantages of geography and economies of scale which we are keen to take advantage of. By mid-2018 we would hope new structures to have emerged in shadow form which may allow us to recommence this potentially advantageous joint exercise.
 - c. One probable and one possible development in the medium term are likely to affect the volume and distribution of enforcement purchased through the SCC contract by Somerset District Councils. Firstly, Taunton Deane Borough Council are likely to have a reduced need for enforcement as a result of the planned implementation of 'pay on foot' controls at a number of Taunton car parks. Secondly, whilst South Somerset District Council have yet to join the shared service, if this should change within the next two years a procurement process after these two changes reduces the level of uncertainty, and is therefore likely to present better future value for SCC.
 - d. Over the next two years of the extension, there is likely to be further 'attrition' (through natural turnover, retirements and possibly performance management) of the TUPE workforce NSL inherited from District Councils in 2012. This will in turn probably generate a more competitive market response to a re-procurement exercise, as the current rates will be based in part on the cost base for a more expensive workforce, which is significantly higher for TUPE staff.
 - e. The current contract uses an indexation measure composed of both CPI and Average Weekly Earnings. The Council is likely to benefit from lower inflationary costs over the 2 year extension period, rather than re-procuring for a June 2017 commencement which exposed the Council to an earlier increase on the cost base of the workforce
2. Financial modelling on the proposed new terms of the contract indicates that SCC is likely to make net annual revenue savings of around £100,000 per annum for the duration of the extension, for an additional one-off cost of around £10,000.
 3. Changes to the performance mechanism in the current contract will ensure that SCC has an enhanced ability to manage NSL's performance of enforcement services for the extended term, which should ensure that we can sustain the recent improvements in performance, as detailed below at Fig 1 and Fig 2.

Fig. 1: PCNs (all) served by Financial Year

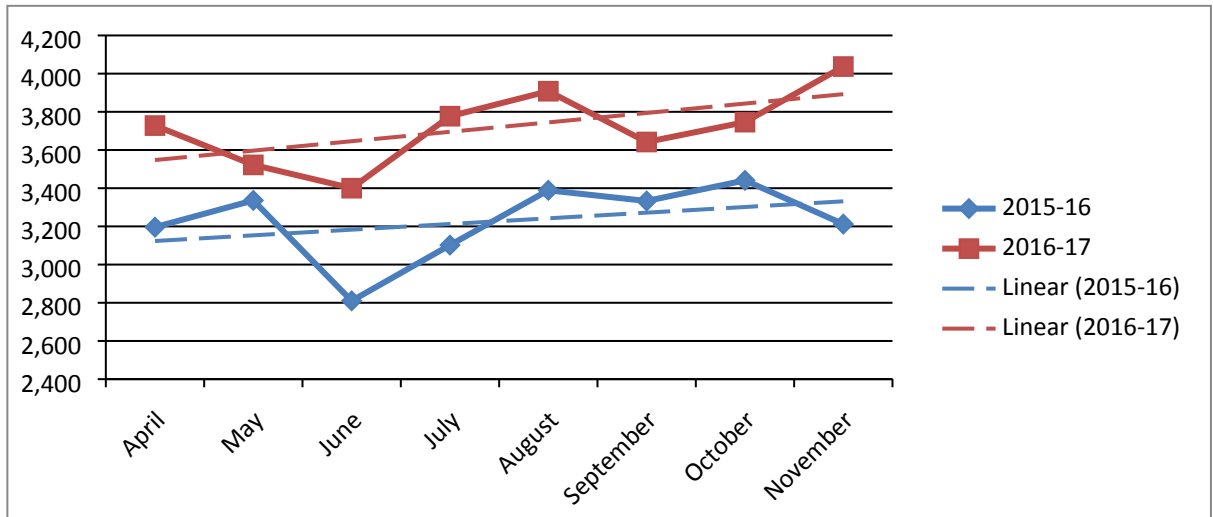
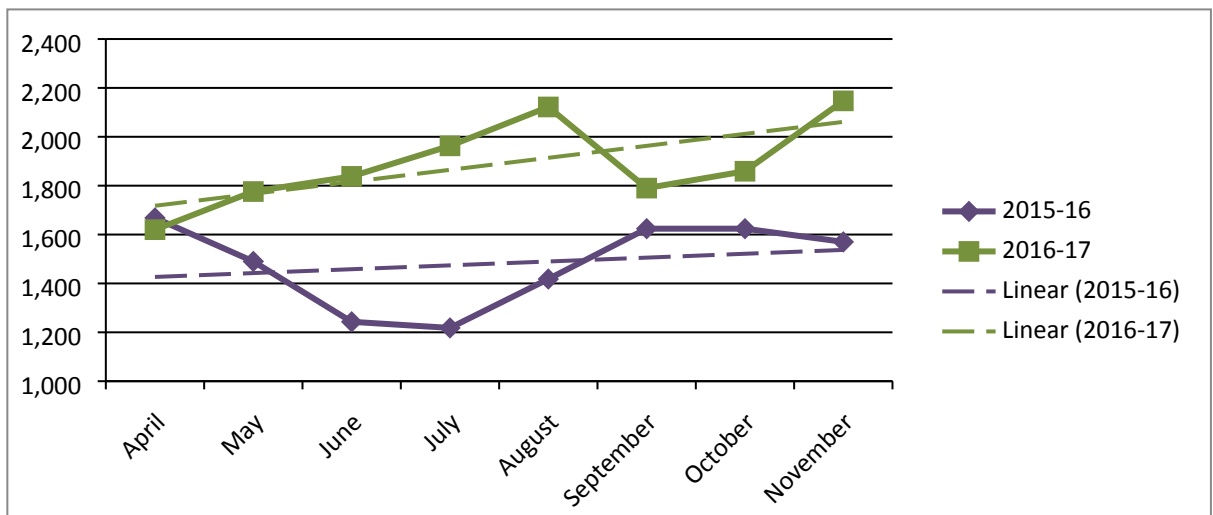


Fig. 2: PCNs (on-street) served by Financial Year



4. NSL are committed to delivering a number of significant and innovative enhancements to the delivery of enforcement services in a rural area, and there are further opportunities to leverage improved relationships with the supplier to deliver further service developments.
5. Finally, an extension on the agreed terms will put SCC in a better position to manage the potential two changes in the district tier of the shared service partnership (Taunton Deane and South Somerset).

4.2. Future Initiatives with NSL

We have provisionally agreed to explore a number of exciting further initiatives with NSL:

1. Reviewing CEO uniforms, as part of a wider approach to improving and soften the image of parking enforcement in Somerset. The first change was to replace the traditional peaked cap with a softer baseball cap in the summer and a woollen 'beanie' in the winter.
2. Developing a responsive replacement signs and lines service to deal quickly with un-enforceable areas.

3. Developing and piloting an environmental / street scene enforcement capability within the CEO workforce, with the aim of piloting a neighbourhood officer / wider regulatory enforcement role in suitable communities (in partnership with district councils).
4. Developing an approach to the clamping and/or removal of persistent evaders (those who regularly contravene parking restrictions and fail to pay penalties).

However, any such initiatives provisionally agreed where necessary will be reviewed by Legal Services to ensure that, if they amount to a modification of the contract, such modification is permissible in terms of procurement law and the Council's contract standing orders.

5. Insourcing of Back Office and Permit Processing

- 5.1.** The negotiations with NSL also related to the insourcing of the back office services to the County Council.

The aims of insourcing the back office Notice Processing elements are in line with a number of SCC's overall strategic objectives, including:

1. Longer term opportunity for partnering with neighbouring authorities, specifically Dorset County Council.
2. Increase in local employment opportunities.
3. Developing a commercial approach where specialist knowledge, investment or intellectual property creates a competitive advantage.
4. Achieving full cost recovery for chargeable services and developing new, sustainable income streams.
5. Developing the resilience of key statutory services, to improve Business Continuity Management.
6. Enable further inbound telephone services to be handled by the returning contact centre.
7. Improvement to how customers access parking services locally.

As well as aligning to a number of SCC strategic objectives, the in sourcing also supports the County Plan priority to ensure that "Somerset is a place where people have the good quality services they need; by joining-up with partners, organisations and communities to provide and run efficient services to make every pound work hard for Somerset".

5.2. Benefits of In-Sourcing

The main specific benefits for Somerset County Council are set out below:

5.3. Non-financial benefits to Somerset County Council

Service Efficiency: The proposed model would improve service efficiency in the following ways:

1. Correspondence quality – Improvement of local knowledge when compared with a contractor who lacks this knowledge.
2. Improvement of the customer experience as the local processing team will have greater ownership of the process.
3. Improvement in management efficiencies as the process is being managed locally rather than at arms-length due to the geography.
4. Refocus on objectives towards customer service rather than volume processing to maintain profit margin.
5. Use of current in-house parking team's experience as foundation for service delivery.
6. Swifter decisions on complex cases rather than delays and double handling while cases are referred between the contractor and the Council.

5.4. Service development: It is likely that the operational structure of Somerset County Council will continue to evolve in the medium term. Additional enforcement processing functions and parking related functions could be added to Parking Services at the cost of additional resource only, without the time and cost of a procurement exercise or negotiations to vary a contract. With the growth in the parking team, additional experience could provide an opportunity to support traffic management in the handling of their general correspondence as the roles of parking and traffic management are closely aligned. Further opportunities could also be considered, such as the resident parking policy which is currently under review and forms part of this report. The enhanced team also provides greater confidence to the District Councils in consideration of more strategic services being provided to them due to the improved resilience amongst the larger team. In the future, additional support to be provided by parking services in respect of new resident parking will be available.

5.5. Reputation: The reputation of Somerset's Parking Services, and the wider council, would be enhanced by the successful delivery of a lower cost, high quality and effective service delivery model. This could be an enabler for shared service opportunities with other Parking Services in the region.

5.6. Benefits to customers, members of the public and residents

The service to Somerset Parking Service users would improve because of the additional service resilience and the adoption of best practice described above. In addition, customers will benefit from:

1. **Trained Staff** – all staff employed in the processing of PCNs and call handling will be required to hold the relevant NVQ / City and Guilds. This will ensure staff are fully trained to the highest standards
2. **Flexibility** – the in-house service with locally devised systems and processes will enable service delivery to be amended efficiently in light of legislative changes or customer demand without financial penalties.
3. **Investment** – the in-house service will benefit from reinvesting into trained staff rather than contractor management services and contractor profit. By refocusing existing staff from contract monitoring (letter checking & double handling of customer queries) to service delivery, additional resources can be provided to improve the service to the residents of, and visitors to, Somerset.
4. **Improved responses** – users of parking services will be less confused as they will be dealing with local officers who are knowledgeable about the area. There will be a general improvement in the handling of their correspondence and a reduction in the need to send follow up letters through better quality responses. With the decision makers writing / supervising responses, quality and speed of response will be improved.
5. **Local knowledge** – advisors can address customers' issues and concerns knowledgably, both with regards to parking restrictions and how the service is provided.

5.7. Added Extra Benefits

Improved access to offices: Due to the number of staff employed within parking services the added benefit for Somerset County Council customers will be the ability to submit documents and payments in person. Whilst not advertised, parking services staff will be able to attend to personal callers on request. This will deliver an improved service to customers:

1. Submission of residents' permits application.
2. Collection of residents' permits on a same day / next working day basis, thus restoring a service that was available before Somerset County Council / NSL took over parking enforcement.
3. Continue to provide the opportunity for customers to pay PCNs in legal tender and potentially by card by use of portable card terminals.

5.8. Financial Benefits to Somerset County Council

The Parking Service budget brings in a modest credit surplus, with corporate and business support overheads fully recovered. Spending any surplus raised from civil enforcement (penalty charges and associated income) is restricted to the improvement of highways/transport in Somerset. Income from Car Park, Pay &

Display is not restricted in this way, though income from the largest SCC-owned car park (West Somerset Railway car park in Minehead) is used to pay a commercial mortgage on property in Minehead and is not available to Parking Services. Based on the cost of the outsourced current service, bringing notice processing in-house would result in financial savings for Somerset County Council in the following ways:

1. Reduced overall Parking contract value, leading to reduced “head office” contractor costs (which are a percentage of the total contract value and of low or no productive value to Somerset County Council). This will also reduce the annual liability of the Authority.
2. Overall savings in the cost of service delivery for Parking Services.
3. Potential improvement to the speed of PCN payment rates, by reducing the number of challenges and representations by clearer communication through high quality correspondence, and the facilitation of a range of payment methods, including instalment plans for those in the greatest financial difficulty.
4. Reduction in the volume of correspondence, with a “right first time policy”.
5. Covering business support overheads.

It is important to note that the new shared service is intended to cover its operating costs it is not intended to generate a surplus for the County Council.

6. Services Transferred

6.1. Services Transferred

The areas transferred to the County Council included the following:

1. Scanning and indexing – all correspondence relating to PCNs is received, opened, scanned and allocated to the relevant case and workflow within the parking enforcement database.
2. Payments – all payments relating to PCNs are accepted and processed by the Council. Payments are made by way of postal cheques, via the internet (provided by the IT Supplier) and the existing Somerset County Council IVR (interactive voice recognition) telephone payment system.
3. Correspondence handling – following the receipt of correspondence, the Council is required to respond appropriately; this usually involves cancelling or upholding the PCN. Responses are made in accordance with the relevant Council’s policy and National Legislation.
4. Statutory documents – the collection of outstanding PCNs requires a number of statutory documents to be sent to the registered keeper. These are sent in accordance with pre-determined timescales. Due to the volumes of correspondence we have taken the opportunity to use the Council’s print and post system.

5. Staffing Resources – whilst staff in Oldham were eligible to transfer under the TUPE regulations, none chose to do so and have been redeployed elsewhere within the Oldham Shared Service Centre. Therefore, four additional members of staff have been recruited, (three based in Taunton and one based in Yeovil) to handle notice processing, with funding for a fifth passed over to the Customer Contact Centre in respect of telephone handling. We have also recruited an apprentice in line with SCC’s recruitment policy, with a view to making them a permanent appointment at the end of their apprenticeship, subject to successfully completing their qualification. This apprentice will also be involved in proving the concept of a “digital post room” across the Council as a whole.

All staff will be trained to the Level 3, Award in Notice Processing provided by WAMITAB and regulated by Ofqual. The qualification involves 3 days classroom training followed by the preparation of case studies. Once recruited they are supervised by an experienced officer. Three of the new staff and an existing officer have achieved the qualification with the remaining two scheduled to complete by mid-October.

6. Telephone calls – all inbound calls relating to PCNs, general parking enquires and permits* (see later comments re Mi-Permits) that were dealt with in the remote Shared Service Centre in Oldham are to be handled by the County Council Contact Centre following the return of contact centre staff from South West One (SWO).
7. IT Services - the County Council has procured a new IT system to manage parking services. The IT procurement covered the following.
 1. On street enforcement software to record CEO activity and serve PCN’s.
 2. Online portal to receive challenges, representations.
 3. Online portal to enable payments of PCN’s to be made.
 4. Online portal to apply and pay for parking permits.
8. Print and Post – We have made use of the service provided by Synertec. This new service to Somerset County Council provided an opportunity to make savings in postage, consumables and staff time. Particularly as Parking Services’ needs are specific, correspondence must be sent first class on the day the letter is dated and printed in colour as they will include photographs.
9. Payments – Parking Services is moving towards a cashless payment system, in line with Somerset County Council’s digital and customer strategies. This will be achieved through an online payment system and the customer contact centre, details of which will be printed on Penalty Charge Notices and subsequent correspondence. The option to make payment in cash has been removed from all correspondence and is not encouraged. However, we are required to accept cash as legal tender for a debt and it cannot be refused.

10. Permit processing – A new online permit portal has been provided by our IT provider and is a highly configurable and flexible system that enables residents and healthcare professionals to apply and pay for their permits. The portal operates on a shopping basket principle so multiple permits can be paid for in a single transaction. All permits involving a vehicle registration are now ‘virtual’ in the same way of the vehicle tax. The portal enables users to self-administer changes to their vehicle which become effective with immediate effect. Paper permits are provided for daily scratch cards and annual visitor permits but are applied for via the portal. Business and non-resident landlord permits remain paper based applications as the volumes currently in use do not make the portal option viable. The Mi-Permit service also enables residents to apply by telephone should they not have access to a computer.

7. Service Improvements between Outsourced and Insourced Service

7.1.

Area	Outsourced	Insourced
<u>Scanning and Indexing</u>	Images scanned daily with blank pages uploaded due to duplex scanning.	Images scanned daily at higher resolution, blank pages removed to reduce unnecessary storage.
<u>Staffing</u>	Staff trained in house, with no formal qualification.	Staff trained to Level 3, Award in Notice Processing.
<u>Print to Post Service</u>	Print house operates on one letter per packet.	SCC print to post service able to send up to 10 letters to same address in single packet per day.
<u>IT Services</u>	Each handheld contained the entire County.	Handhelds configured per District, only contains the data needed.
<u>Representations against Notice to Owner</u>	Representations by post.	Option for the public to make representations via online portal.
<u>GPS within IT System</u>	Limited use of GPS data.	Extensive use of GPS data available, both in terms of retrospective analysis and live data. Ability to identify “which CEO is the nearest”.
<u>Permit Portal</u>	Only annual resident permit and annual visitor permit could be purchased on line with separate transactions. Scratch cards only available by paper applications	All permits can be applied for online or by telephone with a single transaction (shopping basket principle). Paper applications removed for 99% of permit requests.
<u>Permit Use and Changes</u>	All permits were paper based and required a permit to be displayed. Any changes to vehicles	Virtual permit system adopted for all permits with a vehicle registration (as per road tax). Permits are live immediately

	required 5 days processing time to receive update.	and holders of permits can self-administer changes to their vehicles etc.
<u>Email correspondence</u>	No facility to respond to correspondence from within the IT system.	Fully integrated email facility to respond to correspondence at the click of a mouse.
<u>District Referrals</u>	Daily referrals of multiple cases to District Councils seeking clarification.	Referrals to Districts reduced by about 75%.

7.2. Key Achievements

- Continuous enforcement with minimal coverage lost, during handover to new system.
- All enforcement staff trained on the new hand held software in time.
- Migration of circa 200,000 penalty records to new system over the weekend.
- New payment lines tested and able to take payment by 10am on the morning of changeover. Anticipated to be up to 24 hour delay.
- Taunton enforcement base moved to library with no disruption to library staff or enforcement services. Fully snagged within a week of moving.
- One existing officer and 3 newly recruited trained to Level 3, Award in Notice Processing (remaining 2 officers scheduled to complete during October 2017).
- Outstanding enquires no “older” than 4 days.

7.3. Performance statistics (12 June to 7th August 2017)

2,875 enquires written and via the Contact Centre received since go live 12th June 2017 (to 7th August).
71% of enquiries relating to PCN's received via the enquiry portal.
1,250 written responses to enquires sent by email.
4,500 items of correspondence sent by post
600 virtual permits issued.
13,000 individual (daily) scratch cards issued.
3,250 payments made online – (£107,000).
4,500 payments via automated telephone system – (£147,000)

8. **Resident Parking Policy**

8.1. Background

Since June 2012, Somerset County Council has been responsible for the enforcement of on street parking restrictions across the County. This includes yellow lines, limited waiting areas, resident permit zones, loading areas and disabled parking bays. In 2012, Somerset inherited a number of existing residents parking schemes that were set up and funded by District Councils under their individual policies:

- South Somerset – 3 zones, all in Yeovil.
- West Somerset – 1 zone in Minehead.

- Taunton Deane – 10 zones, all in Taunton.

In 2012 there were no resident’s parking schemes in Mendip or Sedgemoor.

The method to introduce new resident parking areas across the County was developed in a revised policy to coincide with the enforcement responsibilities. The existing scheme came into effect in October 2013.

Other non-resident parking schemes involving mainly safety related issues are dealt with on a case by case basis by the Traffic Management team.

The key aspect of the resident parking policy is the appointment of a local scheme champion. The scheme champions’ role is to canvass support for the scheme in the local area.

Whilst a number of small schemes have been successfully introduced across the County, the current methodology involving an “unqualified” scheme champion can contribute to delays and miscommunication with other residents, for what can be a controversial proposal and complicated process.

The revised policy aims to streamline the process and ensure residents who may be affected by any scheme are fully aware of the features and benefits of a resident parking scheme, as well as understanding what the scheme can and cannot achieve.

The existing policy was used to introduce the following small resident parking schemes.

Kings Square area, Bridgwater	May 2016
Middle Street, Taunton	May 2016
West Quay area, Bridgwater	May 2016
Wookey Hole Road, Wells	May 2016
Grange Road area, Street	June 2016
Portway, Wells	June 2106

Since the introduction of the above schemes, the policy has been on hold to enable a review to be undertaken by officers.

Issues with current process

A review of the process following implementation of the above schemes identified an underestimation of how much time and technical knowledge was needed by the scheme champion to “sell” the scheme to neighbours and community.

The extent of the “optimal scheme boundary” to account for displacement was also identified as an issue along with an accurate identification of those properties who would be eligible for on street parking permits. Both these issues have been addressed within the revised policy.

9. Proposed revised Resident Parking Policy

9.1. Policy Aims

The revised policy aims to identify and prioritise schemes requested by residents to ensure they are supported and viable. This includes ensuring that there is a parking problem that requires some form of control and would be self-financing; i.e. cover the cost.

This policy sets out how Somerset County Council will deal with requests for new on street parking restrictions or the amending of existing controls.

9.2. What can be requested?

In general terms there are two types of parking restrictions.

1. Restrictions that stop (prohibit) parking (waiting) these include;

- Double yellow lines
- Single yellow lines
- Loading bans
- School Keep Clears
- Verge and footway parking bans

2. Restrictions that allow parking (permit waiting) these include;

- Disabled parking bays
- Permit (e.g. residents or business) parking bays
- Loading bays
- Coach parking bays
- Limited waiting bays
- Pay and display bays

Requests for the introduction or amendment of parking restrictions can be received from a variety of sources, such as:

- Residents
- Police
- Developers
- Councillors
- District Councils
- Town Councils
- Parish Councils

It is important to note there is no “one size fits all” answer; highway safety issues will be paramount and any proposal must be financially viable. Prior to implementation of any scheme, the view of all who could be affected by the proposal will be considered by consulting in the wider area, as it may be necessary to extend the area of control from the original request.

9.3. Process to Request Resident Parking Restrictions

Following receipt of a request for resident parking restrictions, an acknowledgement will be sent.

To ensure efficient use of Council resources is made, only those schemes that have support from the local community will be accepted.

For a scheme to be considered for inclusion on the work programme, it will be

necessary for a request to be supported by an appropriate representative number of residents living within the requested location/relevant road.

For the Council to consider a request this could be submitted by a simple petition with sufficient signatures to the following;

We, the undersigned of The High Street, Anytown, Somerset, “request that Somerset County Council investigate what options are available to improve parking.”

Alternatively residents may contact the Council individually by letter or email. The total number of requests will be considered in the same manner as a petition.

The request will be added to the list of new requests to enable a desktop review of the area to be undertaken.

Scheme requests will be prioritised in the following way:

1. Order of request.
2. Level of support/requests from residents.
3. Impact on residents/area.
4. Ability to co-ordinate work with other Highway/Traffic schemes in the area.
5. Financial viability.

Details of requests and progress of schemes will be reported through the Highway Improvement Board.

9.4. The Process

The initial request must demonstrate that 60% of the residents support implementation of residents parking or changes to the current parking arrangements.

Following assessment and the processes mentioned above, a review will be undertaken of the area. During this review, other roads may be included within the area which would identify issues such as displacement (cars moving to nearby streets to find unrestricted parking), business, visitor attractions, town centre improvements, traffic flows, congestion, parity of availability and charges (based on the concept of ‘polluter pays’).

The review will take a “holistic view” to ensure the scheme is “right first time”, particularly in terms of displacement. The need to consider displacement is highlighted within a Local Government Ombudsman complaint which found the documentation sent out by the Council* as part of the consultation exercise was **“deficient in not drawing the attention of the recipients to the possibility of displacement parking on streets left out of the CPZ,” which means that they were given insufficient information to make an informed decision on whether they wished their street to be included.**”

*London Borough of Ealing

The review may identify a residential area with adequate off street parking as being unsuitable for a resident parking area. If non-resident parking is a problem a safety based solution may be appropriate, e.g. yellow lines during the times associated with the school run.

9.5. Initial Consultation

This will usually involve a public meeting to which all residents within the identified area will be invited along with a questionnaire to be completed. For a mixed scheme, i.e. town centre, where business and retail properties are located within the consultation area, they will be involved in the consultation to ensure the needs of their visitors and customers are taken into account.

The aim of the consultation is to identify whether the majority of residents would support the introduction of parking controls. The consultation will also identify the cause of problem parking that usually results in residents being able to park near to their property.

Once they have been presented with the controls that could be introduced. The consultation will also ask residents to indicate their wishes for the design of the scheme.

If the majority of residents support the need for controls, a draft scheme based upon the specific needs of the residents and the surrounding areas will be prepared.

It is proposed the Council's policy is to proceed with a scheme development when the initial consultation response rate is in excess of **60%** with a majority of respondents are in favour of parking controls. A lower rate may be acceptable where a unanimous response is received.

The consultation may result in no viable solution being identified, particularly if there are too many residents vehicles for the available road space.

9.6. Informal Consultation

Following the initial consultation a draft scheme will be prepared by officers based upon a highway assessment of the area. The scheme will take account of resident feedback received during the initial consultation process. Details of the draft scheme will be circulated to residents and interested parties for further comments.

Details of the informal consultation will help with the design of the final scheme and enable the Traffic Regulation Order to be drafted.

The consultation process may also identify locations in the wider area that may not wish for controls to be introduced. These could be removed despite the original requesting location proceeding.

9.7. Formal Consultation

Once the legal documents have been prepared, the draft Traffic Regulation Order will be published for formal consultation. Formal consultation of a Traffic Regulation Order takes the form of an advert in the local paper and Public Notices placed near the proposed restrictions (where appropriate). Local residents and any other interested bodies will also be sent notification letters. Local Councillors, Emergency Services, the Freight Transport Association, the Road Haulage Association, the Chief Constable and local public transport operators are notified of the proposals.

The formal consultation period is for at least 21 days from the start of the notice. Full details of the scheme will be made available at County Hall, , Local District/Town Councils and online.

9.8. Objections to Proposals

Any objections to the proposals and comments of support must be made in writing to the address specified in the notice or submitted via email during the consultation period. All objections must be considered and dealt with regardless of where the objector lives.

The results of the consultation will be considered in liaison with the local County Councillor whose support will be sought on the scheme and objections.

9.9. Decision to Implement

Once the consultation period has closed and all objections and comments will be considered. If the scheme is to be abandoned or amended, residents will be advised of the decision and the reasons for the decision in writing.

The decision to confirm the scheme and formally seal the Traffic Regulation Order and determine any remaining objections will be made by the relevant authorised officer following consultation with the local Councillor and the Cabinet Member for Highways and Transport if necessary. If appropriate the Traffic Regulation Order will be referred to the TRO Sub Committee for approval.

All will need to be satisfied all required procedures have been followed and that the proposal is supported by the local County Councillor.

All residents and those that objected during the formal consultation process will be notified of the Council's decision on the Order.

Once the decision to implement has been made, any lining and signing works will be arranged, along with any pay and display machines that are required.

Where necessary, residents will be provided with details on how to obtain any required permits.

Following the sealing of the TRO and conclusion of the signing, lining, installation of machines the necessary formal Notice will be placed in the local newspaper advising the date the scheme will come into effect.

Local residents will be notified of the start date of the restrictions and when the Council's Civil Enforcement Officers will start regular patrols.

10. Blue Badge Enforcement

- 10.1.** Historically, Somerset County Council has taken limited action in the case of misuse of a blue badge. This usually took the form based of a series of warning letters, often based upon feedback from members of the public.

In view of the lack of pro-active enforcement a trial has been undertaken in

partnership with a specialised Company in fraud detection.

The trial involved 8 days of enforcement across Somerset, and took place within the following locations;

- Taunton
- Bridgwater
- Burnham On Sea
- Yeovil
- Wells
- Glastonbury
- Street

The trial resulted in a number of badges being 'seized' as misuse was suspected. Upon further investigation the badges were returned with an appropriate warning on how the badge is to be used in the future.

Within Taunton one badge was 'seized' as suspected misuse was identified. Further investigation indicated the badge being used had been issued to a female who was deceased. The user of the badge was challenged at the time and it became apparent the husband of the deceased was using the badge without authority.

Following a review of the circumstances and evidence by Legal Services, the decision was taken to prosecute the individual. The case was determined at the Magistrates Court in Taunton.

The individual concerned attended the hearing, offered no mitigation, apologised for the misuse of the badge and pleaded guilty.

He was fined £100.00, ordered to pay costs of £423.00 and a court surcharge of £30.00. The total amount was below the average of £700/£800 usually associated with this type of offence.

Officers are currently in discussions with the provider to agree details of a longer term arrangement.

11. Background papers

- 11.1.**
1. Key Decision for In House Notice Processing 2016
 - Parking Business Case appendix A
 - Parking Business Case Exempt Content appendix B
 2. NSL Contract Extension Business Case
 3. Existing Resident Parking Policy
 4. LGO report on a complaint against London Borough of Ealing ref 08 013 187

Note: For sight of individual background papers please contact the report author.

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Highways Maintenance Contract

Policies and Place Scrutiny Committee

5th September 2017

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1. Background Information

- What did we want to achieve by letting a new Highways Maintenance Contract?

2. Benefits of the Contract

- Financial
- Non - Financial

3. Performance

4. Focus on Social Value

5. Focus on Collaborative working

6. Small Improvement Schemes

7. Current Challenges

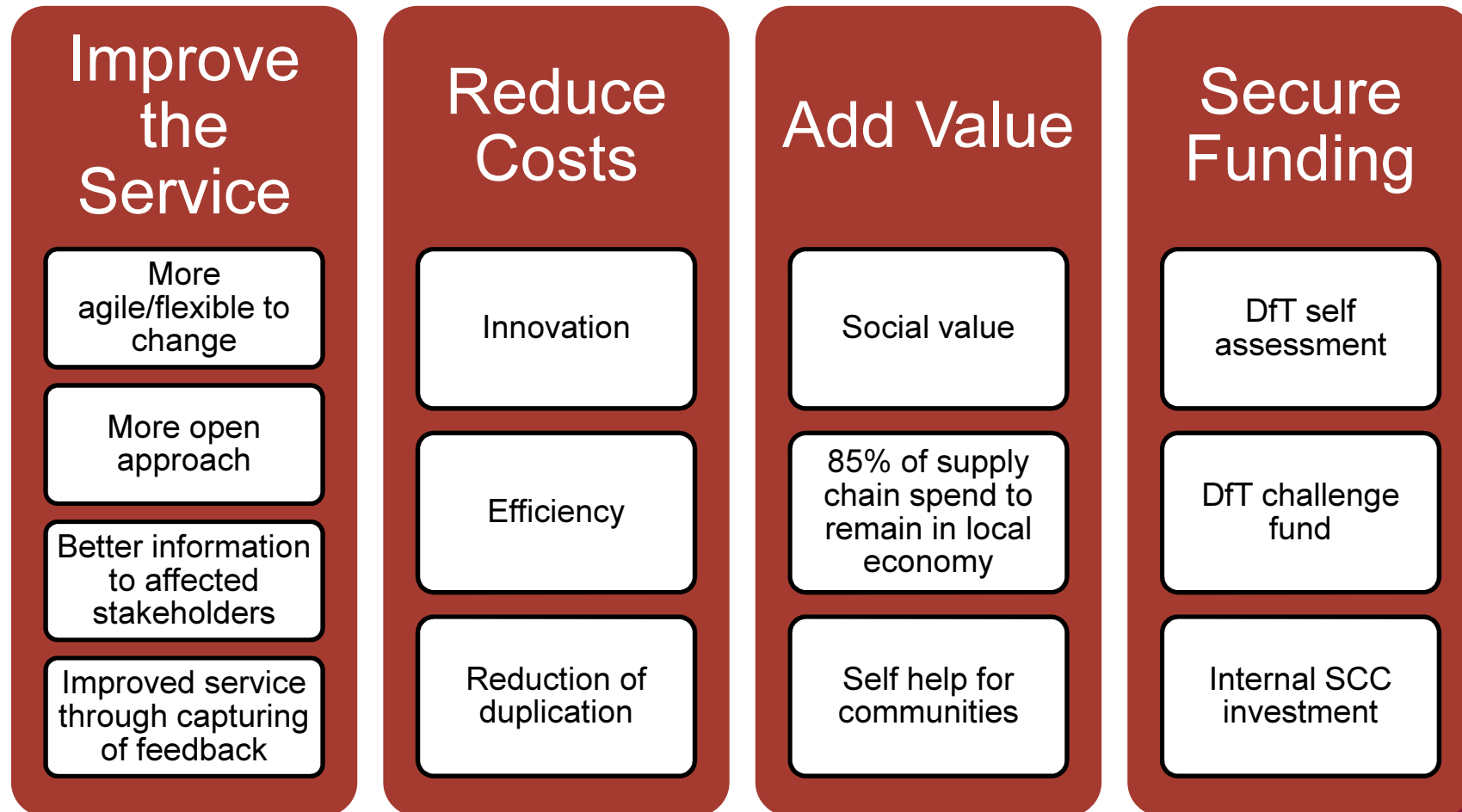
8. Successes

9. Next Steps

Background Information

What did we want to achieve by letting a new Highways Term Maintenance Contract?

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Benefits of the Contract - Financial

- Total cost of new contract (capital and revenue) is estimated to be lower than extending previous contract and re-procuring in 2020.
- Delivers further savings of at least 2.5% of contract turnover through lean systems approach.
- Identifies and develops opportunities to raise additional revenue from commercialisation of the highways service through a commercial service partnership.
- Includes greater flexibility in pricing and payment options with the ability to use target costing and “gain share” options.

Benefits of the Contract – Non-Financial

- Provides an integrated asset management team with the contractor's design staff and SCC highways staff co-located at the Priorswood.
- Contractual obligation to achieve an on-going reduction in the number of pot holes occurring in the life of the contract.
- Adopts Digital by Design principles which encourage the public to move away from telephone enquiries and towards web and mobile enabled applications.
- Includes quality commitments which are contractually binding and linked to the opportunity for contract extension.

Performance

Key Performance Indicators (KPI)

- The 23 KPIs are a contractual requirement.
- Contract extension is dependant on good performance over a three year period.

Quality Undertakings (QU)

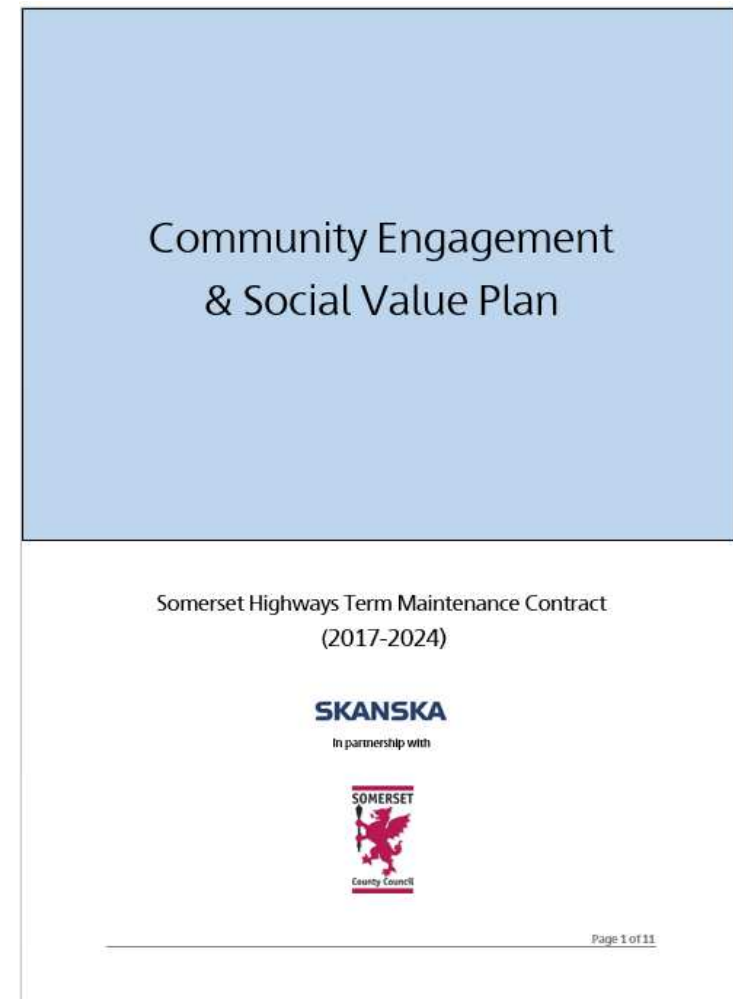
- The 28 QUs are a contractual requirement that are intended to add value and reduce costs.
- The QUs were submitted by the contractor as part of their tender bid and were considered as part of the evaluation process.

Focus on Social Value

- Development of a Social Value Plan is embedded in the Highways Contract and is currently being developed.

Opportunities include;

- Work in Partnership with Local Parish Councils
- Working together to identify locally important aspects of highway service
- Seeking volunteers
- Provide resource and training
- Educational visits to schools



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Small Improvement Schemes

- In 2011/2012 Somerset County Council developed its Small Improvement Schemes (SIS) process to try and address highway issues which are a priority for local communities, with County Councillors acting on behalf of their respective communities and submitting scheme requests.
- The programme also delivers road safety improvements and minor more strategic schemes submitted by officers.
- Five Small Improvement Schemes have been issued to Skanska so far this year amounting to nearly £100,000.
- An annual budget in the region of £2m is allocated for the delivery of the SIS programme (although projects tend to span financial years).

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Current Challenges

- Ensure staff understand and participate within the Collaborative contract and the change of culture.
- Interpretations of the contract relating to specific work activities.

However, all issues are being addressed as follows:

- By following the contractual process for issues resolution.
- Implementation of a robust governance to facilitate escalation and subsequent resolutions.
- Open and honest relationship across management structures.

Successes

- Integration of the Asset Design Team and as a result the surface dressing programme is currently on time and in budget.
- Surface dressing video on YouTube.

https://www.youtube.com/watch?v=O_2PZq-wBps

- More Skanska-led works are being notified – this enables better control of roadworks and minimising road space occupation; thereby reducing delay and disruption to the travelling public.
- Travel Somerset – Live travel information for Somerset

www.travelsomerset.co.uk

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Successes

- 6,727 carriageway potholes have been repaired on time since 1st April 2017.
- Numerous highway maintenance schemes delivered with some notable schemes such as Sherborne Road, Yeovil drainage scheme delivered ahead of schedule.



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Next Steps

- Continue to strengthen working relationships via group collaboration with Contractor to develop a “One Team” approach.
- Agree to embed and Performance Manage the Quality Undertaking and Key Performance Indicators.
- Support Skanska in achieving accreditation for a collaborative contract.
- Work in collaboration with Devon County Council, Plymouth City Council and other neighbouring local authorities (Bath and North East Somerset Council, North Somerset Council).
- Roll out the Social Value Plan.
- Analyse customer feedback and complaints to ensure their needs are being met through life of the contract.

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Somerset Road Safety Strategy

Lead Officer: Mike O'Dowd-Jones

Author: Nick Cowling

Contact Details: 01823 359452, NCowling@somerset.gov.uk

Cabinet Member: John Woodman

Division and Local Member: All

1. Summary

1.1. Somerset's current Road Safety Strategy was launched in March 2013, therefore it is now appropriate to review it and consider developing a new approach to how improved safety continues to be achieved in Somerset. Section 39 of the Road Traffic Act 1988, sets out that local highway authorities, must prepare and carry out a programme of measures designed to promote road safety including investigating collisions arising from the use of vehicles on roads and highways and taking measures to prevent them in the future. Previous road safety work has been successful in reducing the numbers of people killed and injured on the roads of Somerset, however nationally and locally there is evidence that the impact of current road safety initiatives on road casualties is starting to plateau and the pace of reduction is slowing down.

In April 2013, under the Health and Social Care Act 2012, statutory duties for public health were conferred on local authorities; they were made responsible for improving the health of their local population and for public health services. The Public Health Outcomes Framework has several indicators relevant to road safety. Changes in the pre-existing delivery model since the last strategy also mean that a review of how road safety is delivered is appropriate.

1.2. The continuing promotion of Road Safety in Somerset reflects the County Plan aims of having better roads and rail, and keeping the roads safe.

2. Issues for consideration / Recommendations

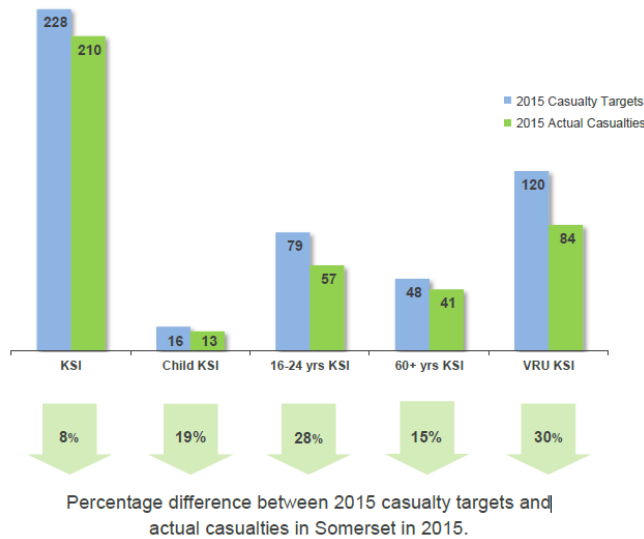
2.1. The Committee is asked to consider and comment on the current Road safety Strategy and the new approach to improved road safety.

2.2. Through current road safety measures, and partnership working with enforcement agencies, there have been significant and successful efforts to reduce casualties in Somerset over the last twenty years. However some of the reduction is attributable to; safer vehicles, improved medical care, improved driver standards through changes to the driving test, and national road safety initiatives. The current challenges to road safety delivery in Somerset are also being assessed.

Casualty statistics, which have been fully analysed up to the end of 2015, demonstrate a downwards trend in the numbers of people Killed and Serious Injured (KSI) persons on Somerset roads and also a trajectory towards meeting the 2020 targets.

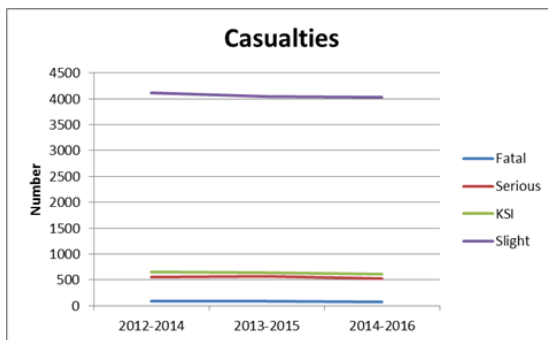
Table 1 Somerset Road Safety targets

Somerset 2015 Targets and Actual 2015 Casualties



However, nationally and locally the impact of current initiatives on KSI figures is starting to plateau and the pace of reduction is slowing down. The County Council is however keen to make efforts to keep its casualty reduction record continuing downwards through a comprehensive review of its current road safety strategy and associated action and delivery plans.

Table 2 Three-year rolling average trend of Somerset Casualties and collisions numbers resulting from Injury Collisions (2012-2016)



This gradual decline needs to be considered against a period of 2.2% traffic growth nationally (DfT, 2015), and 2.5% locally also 2015.

A 'Safe System' approach to road safety has therefore been advocated for internationally and nationally with key advisory bodies challenging local authorities and partners to review their practice and move towards a five pillar approach to managing road safety to create a truly safe system (Department of Transport; 2015, United Nations, 2010).

At a stakeholder strategy review meeting in March it was agreed that it was an appropriate time for Somerset to develop a new road safety strategy that adopts a wider-agency approach while continuing to promote evidence based approaches to road safety, health and wellbeing.

The Road Safety, Highways and Transport Commissioning and Public Health Teams are working together with other parts of the County Council, and appropriate external bodies, to explore how this vision could be applied and achieved in Somerset through the development of a cross-directorate road safety

strategy.

- 2.3.** The strategy is being developed in consultation with internal and external stakeholders. A Somerset County Council strategy steering group was formed with area specific sub-groups to develop the detail of the strategy action plan, and delivery through an Action/Delivery Plan and a Transition document.

- (a) Evidence and data subgroup (*SCC, Avon and Somerset Police and Severn Trauma Network*)
- (b) Safe Road Users Sub-group (*SCC, Avon and Somerset Police, Devon and Somerset Fire Service, Highways England*)
- (c) Safe Speed Sub-group (*SCC, Avon and Somerset Police*)
- (d) Safe roads and roadsides (*SCC internal stakeholders*)

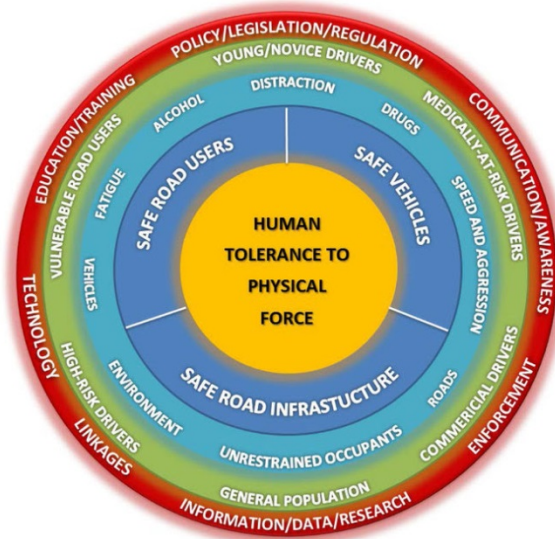
The strategy embraces work with many partners such as Avon and Somerset Constabulary, Devon & Somerset Fire and Rescue Service, South-west Ambulance Service Trust, Advanced Motoring Groups, and Highways England in seeking to have a maximum impact on reducing the numbers of people killed and seriously injured on Somerset's road network.

3. Background

3.1. A Safe System Approach

A Safe System approach to road safety originated in the 80's and 90's and has been termed 'sustainable safety', 'vision zero' and 'towards zero' in different countries. Its key message is that traffic is seen as part of a 'safe system'. No human should be killed or seriously injured as a result of a road crash and the traffic system should be designed to this end. In this approach, serious outcomes from crashes are prevented in the first place. **Four guiding principles of a safe-system;**

- (a) People make mistakes;
- (b) The human body has a known, physical limit to tolerate crash forces before harm occurs
- (c) Individuals have a responsibility to act with care and within traffic laws; however a shared responsibility exists with those who design, build, manage and use roads/vehicles and provide post-crash care; and
- (d) All parts of the system must be strengthened in combination to multiply their effects ensuring that road users are protected if one part fails.



Source OECD “Zero Road Deaths and Serious Injuries Leading a Paradigm Shift to a Safe System”

A Safe System approach to road safety requires a change in attitude and recognition that, even with comprehensive road safety interventions, people will always make mistakes on the road and that the human body has a known, physical limit to tolerate crash forces before harm occurs. A Safe System approach does not disregard that all road users have a responsibility to act with care and within traffic laws, with enforcement being integral to this; however it highlights that a shared responsibility exists with those who design, build, manage and use roads/vehicles to ensure that they enable safe road use. Alongside this it is essential that good quality post-crash care is available should a collision occur.

The balance between safe roads and mobility is a constant debate in discussions of road safety, public health and economic prosperity. In a safe system approach, safety is embedded into design as early as possible to reduce the need for future expensive retro-fitting. There are challenges in a rural county like Somerset with significant lengths of rural roads, many of which have historic and constrained layouts. The use of a safe system approach will need to consider identifying high risk locations, prioritising treatments and balancing the needs of proactive assessments of highway improvements whilst maintaining the rural character of the County.

4. Consultations undertaken

- 4.1. *In addition to specific consultation with;*
 SCC Planning Conference other stakeholders, and
 Targeted consultation with road user special interest groups (See Appendix)
 Wider public consultation on the strategy is planned for October 2017.

5. Implications

- 5.1. The delivery action and transition plans will consider the impacts of this new

strategy and will look at any structural and any budgetary impacts. Closer working with key partners and stakeholders to ensure that road safety culture is spread more widely across Somerset will be a key aim. The development of the strategy is required to help ensure that injury collisions, particularly the ones involving most severe injuries, continue to be reduced.

6. Background papers

- 6.1.** Somerset's Future Transport Plan (2011-2026)
- County Plan (2016-2020)
- Highways and Transport (2015/16) Three year commissioning plan
- Road Safety Strategy 2013
- School Crossing Patrol Policy (to be amended)
- Casualty Review (2015)
- Active Travel Strategy (2012)
- Cycling Strategy (2012)
- Walking Strategy (2012)
- Health and Wellbeing Strategy (2012-2020)
- JSNA (live)
- Public Health Outcomes Framework (PHOF: Numbers Killed or Seriously Injured)
- SCC Road Safety KPI's
- Somerset Traffic Data 2015 Traffic
- Motorcycling Strategy (2012-2016)

Appendix 1 - Road Safety Strategy Delivery Plan

Appendix 2 - Road Safety 'interest group' survey: Response analysis

Note: For sight of individual background papers please contact the report author.

Appendix 1: Road Safety Strategy Delivery Plan

Action	Impact	Outcome	Partners
Partnership working and managing by objectives			
Increased partnership working	Wider road safety delivery	Road Safety delivery has increased focus and effort	Avon & Somerset Police, Devon and Somerset Fire & Rescue, Highways England, Public Health
Use data and evidence from across the system to inform preventative road safety interventions	Increased data sources used to support Police data	More data available	Public Health, Severn Trauma Audit Network
Lead from the front over promotion of road safety and corporate responsibility for road safety	Road Safety influences spread wider around SCC and Somerset	Greater Road Safety culture	Avon & Somerset Police, Devon and Somerset Fire & Rescue, Highways England, Public Health, Councillors, One Teams
Work with Public health and Health Authorities, Trauma Audit Network, Air Ambulance over further developments in post-crash care	Increased data sources used to support Police data	Reduced serious and fatal casualties	Public Health, NHS, Air Ambulance

Safe road users

Action	Impact	Outcome	Partners
Promote a sense of shared responsibility between all road users	Safer roads and greater use of alternative modes	Greater Road Safety culture and increased cycling and walking	Avon & Somerset Police, Devon and Somerset Fire & Rescue, Highways England, Clinical Commissioning Group (BBG) / Local Medical Committee (LMC)
Encourage compliance with traffic law and educate road users of the risks of excess speed, fatigue, distraction and being under the influence of drugs and/or alcohol while using the road, and the need to promote continued safe road use	Reduced high severity collisions	Safer Systems approach embraced in Somerset	Avon & Somerset Police, Devon and Somerset Fire & Rescue, Clinical Commissioning Group (BBG) / Local Medical Committee (LMC)
Promote corporate responsibility for fleet management policies and work driver training	Businesses at the forefront of considering road safety	Safer driving and reduced business costs	Avon & Somerset Police, Devon and Somerset Fire & Rescue, Highways England, & Businesses

Provide and promote coordinated road safety education and awareness raising in partnership with key stakeholders and Somerset residents in a range of appropriate formats e.g. face to face, virtual and through social media/broadcasts.	Increased road safety messages available to the community	Greater road safety awareness	Avon & Somerset Police, Devon and Somerset Fire & Rescue, Highways England, & Businesses, local Councils and newspapers
Safer Speeds			
Action	Impact	Outcome	Partners
Working towards self-explaining roads/consistency to enable appropriate speed	Greater compliance with speed limits	Reduced speed of traffic	Avon & Somerset Police
Ensure that roads are designed or adapted to help guide and enable road users to adopt the posted speed	Greater compliance with speed limits	Reduced speed of traffic	Avon & Somerset Police
Protect vulnerable road users by separating them from fast moving and/or heavy traffic	Safer roads and greater use of alternative modes	Reduced vulnerable road user casualties	

<p>Continue to increase the use of 20mph limits and zones as appropriate particularly in areas where vulnerable road users are injured and will be mixing with motorised vehicles e.g. town centres and outside schools during pick-up times</p>	<p>Safer roads and greater use of alternative modes</p>	<p>Reduced vulnerable road user casualties, especially children</p>	
<p>Work with communities and Police to identify, assess and enforce areas where speed of motorised vehicles is a concern</p>	<p>Greater community satisfaction with lower speeds</p>	<p>Lower speeds greater community safety</p>	<p>Avon and Somerset Constabulary</p>
<p>Increase road users understanding of the benefit of speed reduction, and promote an ethos of shared responsibility between all road users</p>	<p>Reduced traffic speeds</p>	<p>Road Users travelling at lower speeds appropriate to the environment</p>	<p>Avon and Somerset Constabulary</p>

Safe roads and roadsides

Action	Impact	Outcome	Partners
Review current approaches to provisions for vulnerable road users to ensure those most vulnerable to serious injury are protected, including area wide treatments and filtered permeability	Safer communities	Increased community safety and more sustainable travel and reduced obesity	
More detailed information as possible available throughout the investigation into fatal injury collisions	Greater and quicker understanding of collision causation occurrence	Reduced killed and serious injury collisions	Avon and Somerset Constabulary & Coroner's Office
Work with highways maintenance colleagues around current practices around reviews of existing road network and recorded injury collisions in relation to passively safe alternatives	Greater spreading of road safety influence	Reduced killed and serious collisions	Skanska

Work closely with Highways England to develop a regional incident and casualty reduction plan to reduce injury collisions on the trunk road network	Better liaison over trunk road issues	Reduced incidents and congestion for community, business and tourists	Highways England
Ensuring that the needs of vulnerable road users (VRU) are prioritised in planning and new developments	Reduced impact of new developments	Increased sustainable travel	District Councils, Developers
Identifying those roads with highest risk, particularly for VRU and prioritising evidence based engineering measures to mitigate against those risks	Continued successful programme of road safety engineering	Reduced vulnerable road user casualties	
Safe vehicles			
Action	Impact	Outcome	Partners
Work with Highways England to widen roadside safety checks of HGV's, and all vehicle tyre checking	Reduced collisions and less incidents/congestion	Safer roads and less incidents/congestion	Highways England

<p>Lobby and encourage compliance with regulatory standards, and the adoption of best practice, to ensure that vehicles using our roads are as safe as possible</p>	<p>Safer vehicle fleet</p>	<p>Reduced injuries, particularly serious and fatal</p>	<p>National Government, Trading Standards</p>
<p>Vehicle design and technology both play important roles in ensuring the safety of road users, but this relies on appropriate use of systems such as seatbelts, child car seats, and in-vehicle insurance telemetry. The County Council will advise on these and provide appropriate road safety campaigns</p>	<p>Safer road users</p>	<p>Greater road safety awareness</p>	<p>Parents</p>
<p>Continue implementing our programme of Trucks and Child safety programmes (TACS) to help promote safe behaviour around large vehicles on our roads</p>	<p>Mitigation of HGV's on SCC network</p>	<p>Improved child safety</p>	

<p>Encouraging the adoption of the Construction Logistics and Cyclist Safety (CLOCS) programme for HGV operators</p>	<p>Mitigation of HGV's on SCC network</p>	<p>Improved road safety and perception of safety</p>	<p>HGV operators</p>
<p>Consider the implications of connected and autonomous vehicles on road safety and the Somerset road network.</p>	<p>Safer road travel but different demands on SCC network management</p>	<p>Reduced collisions and reduced traffic</p>	<p>National Government, Motor manufacturers</p>

Appendix 2: Road Safety 'interest group' survey: Response analysis

There were four respondents to the survey. Three of these were external interest groups, namely:

- Taunton Area Cycling Campaign
- Taunton Transition Town
- Institute of Advanced Motorists Roadsmart

There was also a response that appeared to be from within SCC, but the specific team was not stated.

Given the limited number of responses from diverse organisations few conclusions can be drawn. The summary sections against each answer below attempt to synthesise the responses, and suggest matters for consideration for the final strategy.

Question 1: A Safe System approach recommends tackling road safety through five key pillars. What does your organisation think are the main challenges and opportunities that need to be considered to enable this in Somerset?

Safer Vehicles:

- A particular concern regarding large vehicles with lack of view from the cab, and the danger this poses to cyclists.
- Not much Somerset itself can do with vehicle design but Somerset CC can encourage say cycle maintenance classes at schools
- Safety concerns should include not only incidents but emissions that result in thousands of premature deaths. All changes that result in less exposure to emissions should be part of safety initiatives and be prioritised.

Summary: The respondents focused mainly on vehicle design issues, with a recognition that design is not something Somerset can influence. But there may be opportunity through purchasing and commissioning to influence vehicle selection, in relation to both visibility from HGVs and PSVs, and emissions. Vehicle maintenance is only touched on regarding cycle maintenance classes. Is there a need to do more regarding maintenance of motor vehicles, noting recent enforcement campaigns in London revealing many unroadworthy HGVs, notably in the construction-related trade?

Safer roads and roadsides

- Much current road design has an emphasis on creating capacity for motorised traffic, appears to work against walking and cycling. SCC should adopt a design hierarchy putting walking and cycling at the top. Best practice should be used (Design Manual for Streets 2 and London cycle design guide). We have concerns that the safety audit process can result in rather illogical and convoluted layouts from a cycling and walking perspective, resulting in people not using the 'facilities' and trying to avoid diversions and delays.. The Cycling Level

of Services tool should be used, with road safety auditors and highway designers giving full consideration to level of service as well as safety. The current SCC criteria for dealing with surface issues doesn't seem to recognise the risk to cyclists of having to take sudden swerves or positioning to avoid bad surfaces. Barriers along footways and on cyclepaths are often counterproductive, encouraging risk taking, as do long and convoluted crossings such as around the A358 park and ride site. There also needs to be a better trade-off between the amount of signing (including illumination) and the need to reduce street clutter. It is not clear to what extent SCC use a route and area based approach to safety management (see comments on safe speed)

- Pot holes and overgrown verges add to hazards and reduce information for road users
- Consideration in design for all road users, cyclists pedestrians, those with partial sight etc.
- Improve the network of pedestrian and cycling paths so that "cycling and walking become the natural choice for shorter journeys"(gvt. Cycling and walking strategy)

Summary: Three of the respondents strongly emphasise the need to design for all road users, with the case either stated explicitly or implicitly that SCC appears to design primarily for motor vehicles, to the detriment of people using other modes. Support for improving network of cycle and pedestrian paths.

Is there a need for SCC to critically assess its current design processes, including safety audit, to ensure that the needs of all road users are properly incorporated in schemes? With active travel prioritised?

Safer road users

- Much can be done to enhance the mutual understanding of drivers and cyclists. The recent West Midlands police safe overtaking campaign is an excellent example. There is a tendency for some drivers to overtake cyclists, then abruptly stop because they haven't read road conditions ahead (e.g. Cheddon Road). Taunton Area Cycling Campaign would welcome a positive dialogue with Avon and Somerset Police.
- Education to improve road users' skills and attitudes
- Education but not just learner drivers, drivers of all ages need refreshers
- Give cyclists priority over motor vehicles and install signage to this effect

Summary: Calls for greater education of road users, and increasing understanding e.g. overtaking cyclists.

Safe speed

- There needs to be better enforcement of existing speed limits with the use of average speed cameras. Community speed watch schemes should be given more support. There appears to be evidence that area wide 20mph reduce severe injuries. A particular

problem for cyclists is vehicles racing to get through sections of road which are restricted in width, e.g. Cheddon Road with parking narrowing the road.

- It is the few who drive with excessive speed who endanger the others. mobile speed cameras could target roads where speeding is a problem
- Reduce urban speed limit to 20mph

Summary: Support for 20mph from two respondents, and for better enforcement of speed limits.

Post-incident response

- This is an area where Somerset CC and police can work together to identify accident hot spots and decide if there are education issues or road layout issues.

Summary: Just one response above. No respondents referred to post-incident response in relation to survivability of the injured in serious collisions, which is an important factor especially in a rural context. Nor was there any response in relation to the quality of post-collision investigation and reporting, and the need for robust data from both police and NHS sources to inform decisions on improvements that may be needed to highways.

Q2. We know that certain road users are more likely to be killed or seriously injured on the road, either due to risk taking behaviour, inexperience or due to increased vulnerability from crash forces. We would be interested to hear of any local education or interventions you are undertaking with any of these key groups.

Vulnerable road users (cyclists, pedestrians and equestrians)

- Mainly through talking to local cyclists, discussing road safety issues, but nothing formally yet.
- We work with Taunton Area cycling Campaign in their initiatives to advocate safer cycling

Older adults

- Driving assessments offered by IAM Roadsmart
- We support and promote all action that encourages walking and cycling and makes this choice of travel a healthier more pleasant and safer option.

Young drivers (16-24 years old) – none cited

Children and young people (0-15 years old) – none cited

Motorcyclists

- Advanced rider courses offered to improve safety through skill

Car users and owners

- Advanced Driver courses offered to improve safety through skill
- Employers of people who drive at work (including 'self-employed' drivers)
- As an employer, we test drivers of Council vehicles every two years with our own in-house driving test

Summary: IAM Roadsmart offers training courses for motorists. TACC appears to be intelligence gathering informally. Nothing reported aimed at employers of drivers, which could be an important area given the significant proportions of travel that are either to and from work or involve driving for work.

Q3. If there is anything that you would like to add, please use the box below.

- Changing road user attitude and behaviour is a long game but ultimately the one most likely to succeed.
- Reckless cycling on pavements is a danger to pedestrians, and pavement parking is a nuisance for pedestrians, particularly those partially sighted. Education and a sense of community responsibility can reduce this.
- We support and promote all action that encourages walking and cycling and makes this choice of travel a healthier more pleasant and safer option.

Summary: All three respondents to this question emphasise encouragement and education as the answers to problems identified, but these appear to be assertions rather than based on any evidence of effectiveness.

Overall Conclusions:

1. None of the respondents oppose the Vision Zero approach, but nor do they explicitly support it either.
2. The encouragement and education of good behaviours is a strong theme throughout.
3. Speed is recognised as a critical factor.
4. There is support for inclusive design of roads and roadsides, ensuring the needs of vulnerable users, including disabled users, are properly designed for, not secondary to motor vehicle movement.

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Scrutiny for Policies & Place Committee

Road Safety Strategy (RSS)

5th September 2017

Nick Cowling

Service Manager Transport Data & Road Safety

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Road Safety Service

Core team:

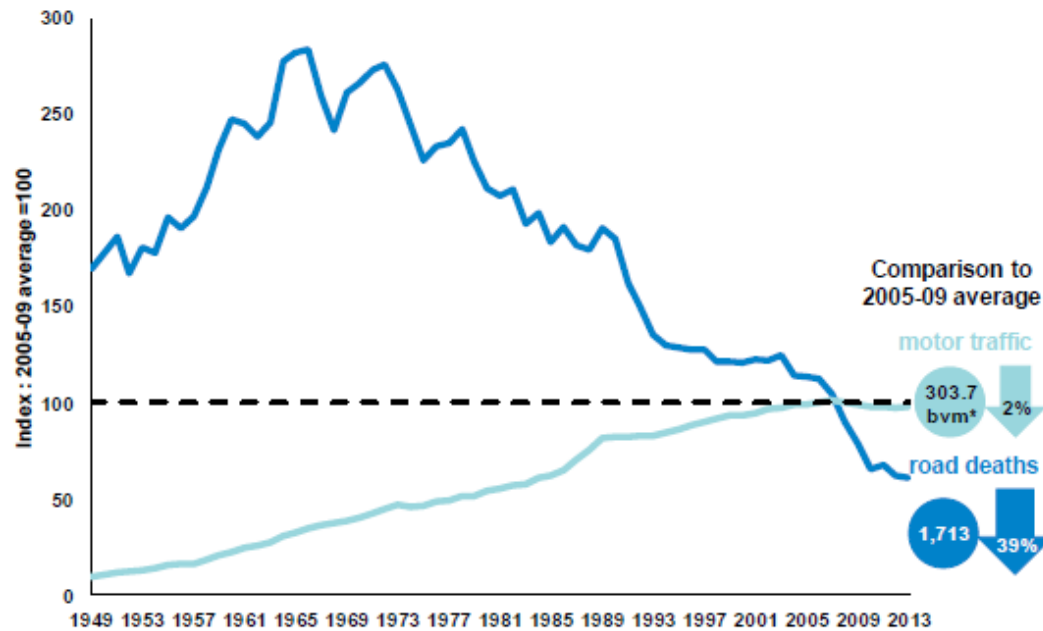
- **3 staff - Collision Investigation & Data team (plus an apprentice)**
- **7 staff - Education Training and Publicity (including overseeing School Crossing patrols)**
- **15 trainers delivering courses and Bikeability**
- **Objective – reduce injury collisions occurring on the road SCC manages, using data as recorded by Avon & Somerset Police**
- **Budget– £430,000**

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Nationally

Trends over time reported road fatalities and motor traffic, GB: 1949 to 2013¹



¹ Traffic estimates from 1995 onwards were produced on a new more accurate basis and are not directly comparable with previous years.

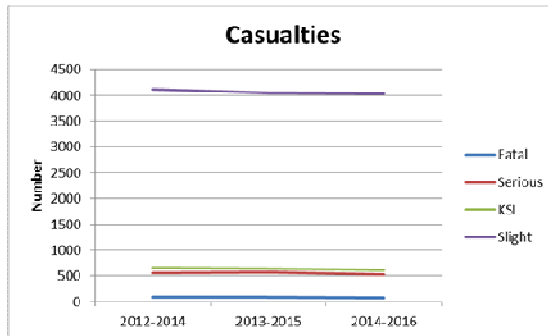
*bvm = billion vehicle miles

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Reduced Casualties

- The data suggests a very gradual decrease in the number of KSI collisions and casualties.
- When taking into account population the data suggests a very gradual decrease in the rate of KSI collisions and casualties



Three-year rolling average
trend of Somerset Casualties
and collisions numbers
resulting from Injury Collisions
(2012-2016)

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KSI trend locally

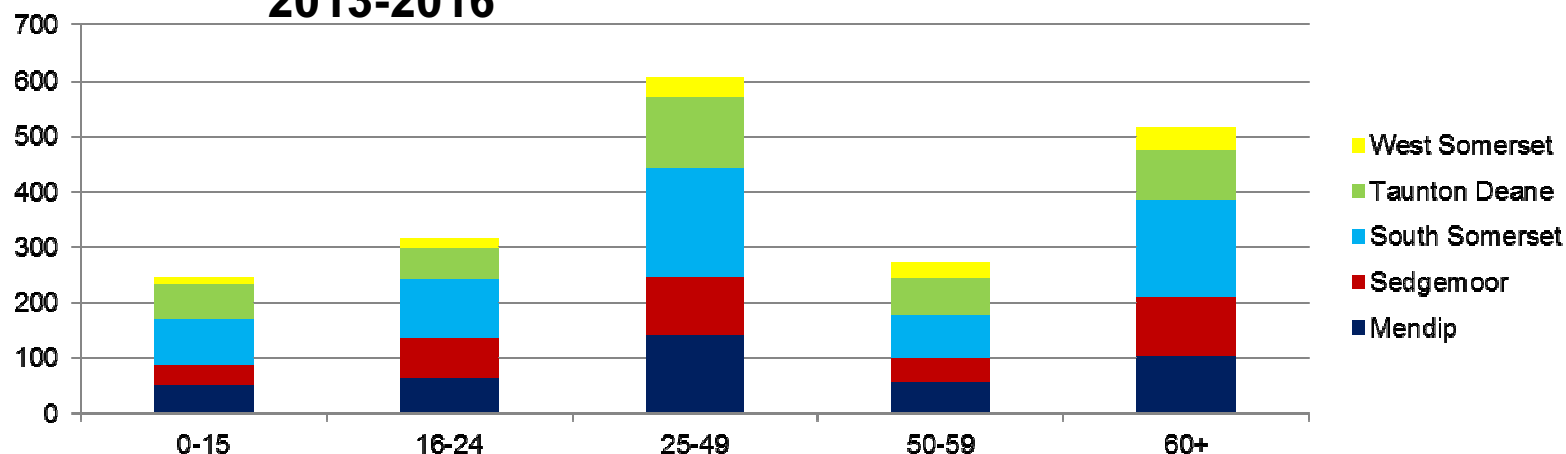
Somerset Casualties resulting from Injury Collisions (2011-2016)
(as reported by Avon & Somerset Police)

Severity	2011	2012	2013	2014	2015	2016
Fatal	27	35	28	33	22	25
Serious	197	177	190	185	188	157
Slight	1428	1317	1390	1405	1249	1365
Total	1652	1529	1608	1623	1459	1547

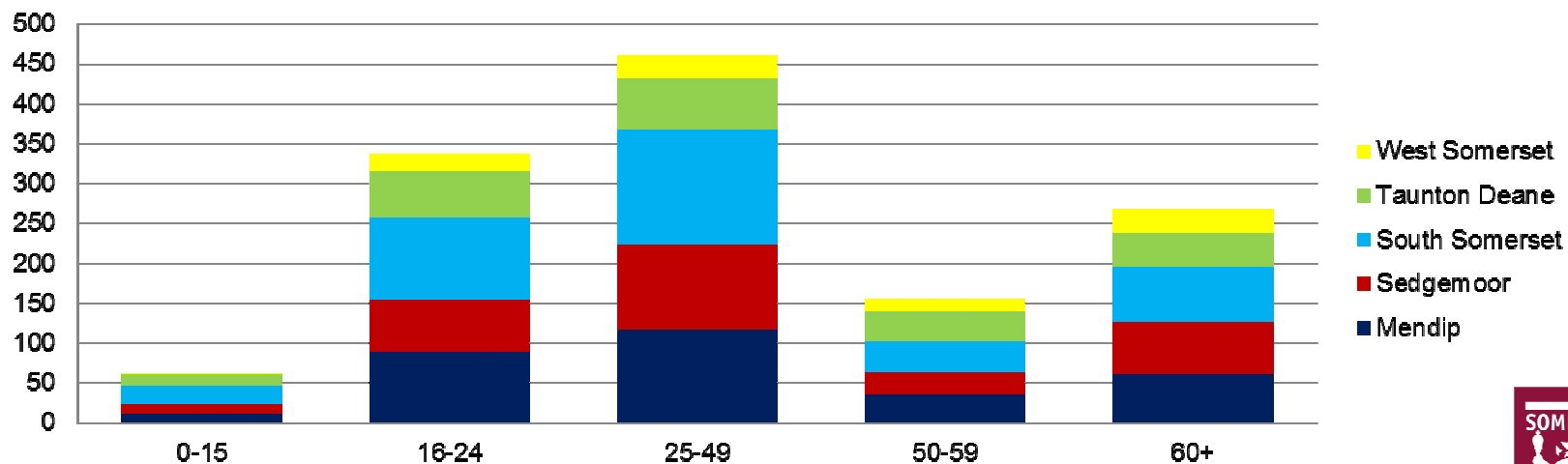
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SUS (Healthcare) Admissions Data (Road Traffic) 2013-2016



Stats 19 KSI Data (2013-2016)



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Performance against existing targets

In 2012, Somerset Road Safety set new targets to 2020 in five key categories:

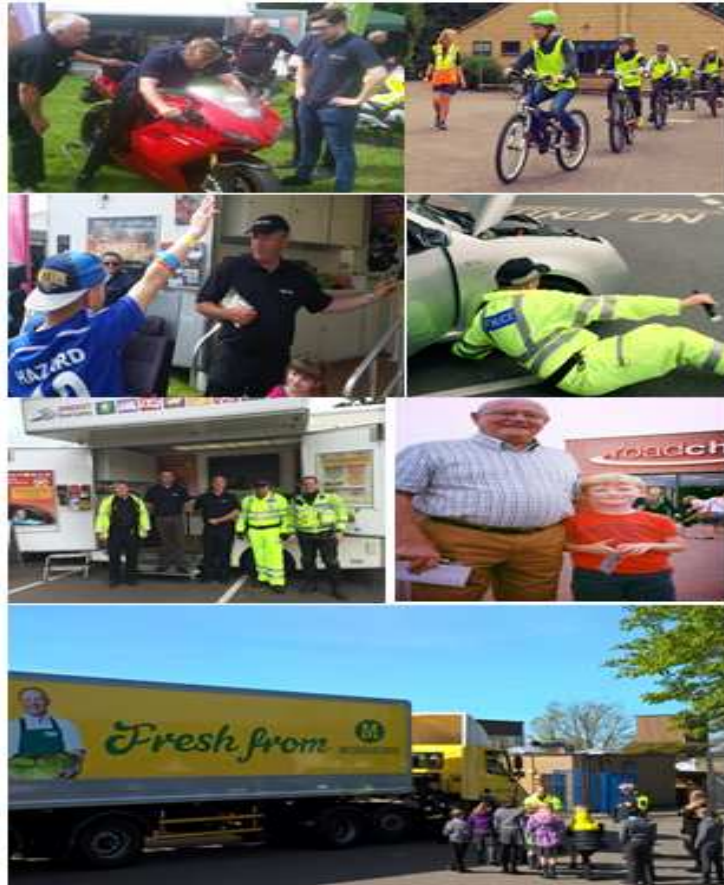
- Total number of Killed and Seriously Injured (KSI) casualties;
- Vulnerable road users KSI casualties (Pedestrian, Motorcycle or Pedal Cycle casualties);
- 60+ years KSI casualties;
- 16-24 years KSI casualties; and
- Child 0 – 15 years KSI casualties.

In 2016 Somerset Road Safety met all of its targets except 60+ KSI's

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Road Safety Delivery



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Instagram
Press Releases

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Road Safety Delivery



Road Safety Delivery



Ghost Street

Too Soon to Die



Bike Safety

Up to Speed



Route 60+



Younger Drivers & Virtual Reality

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Partnerships (External)



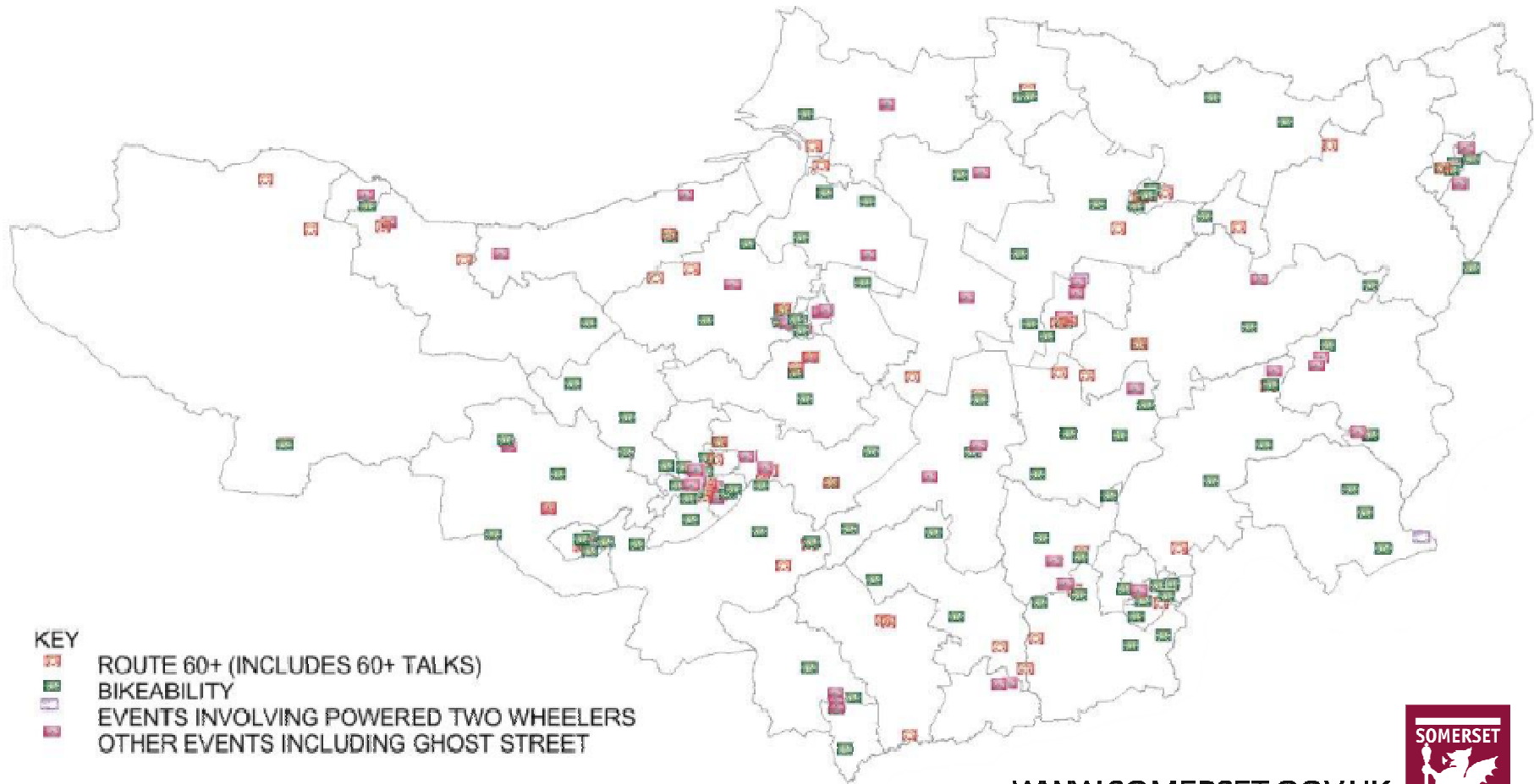


Somerset 2015 Casualties/Road Safety Education by Age Group

Somerset 2015 Casualties/Road Safety Education by Road User Type
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Somerset Road Safety Education Delivery 2016



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EUROPEAN COUNTRY PROFILES AND THE GLOBAL STATUS REPORT ON ROAD SAFETY 2015



UNITED NATIONS

TRANSFORMING OUR WORLD:



THE 2030 AGENDA FOR
SUSTAINABLE DEVELOPMENT

Global Forum



Department
for Transport

Working Together to Build a Safer Road System British Road Safety Statement

Moving Britain Ahead

SUMMARY




GLOBAL STATUS REPORT ON ROAD SAFETY 2015



Protecting and Improving


Working
Active Transport
A briefing for local authorities





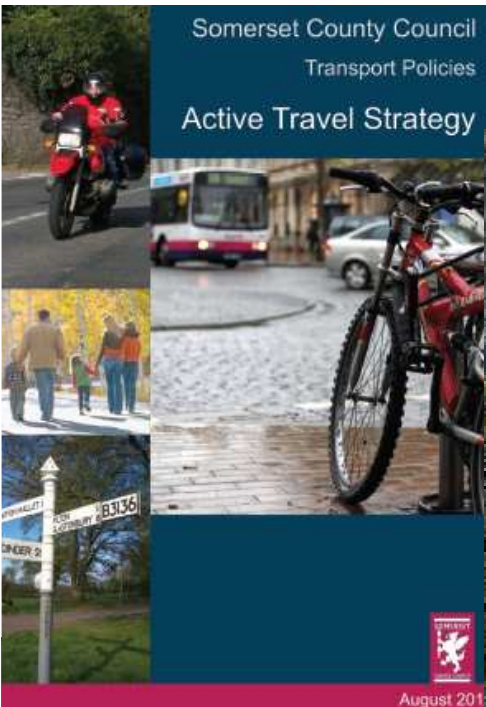
Somerset's Future Transport Plan 2011 - 2026

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JSNA

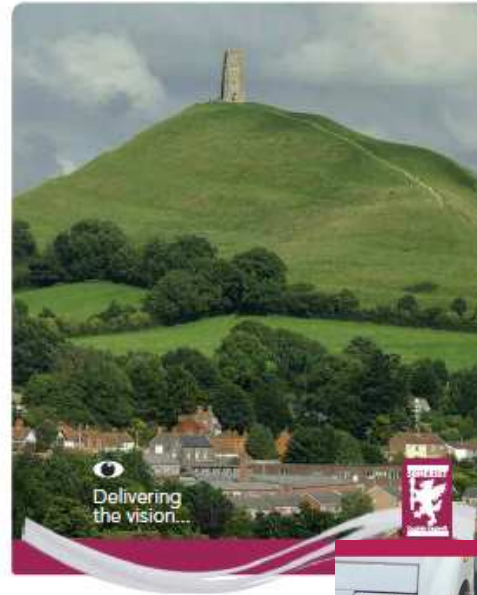
**Somerset County Council
Transport Policies
Active Travel Strategy**




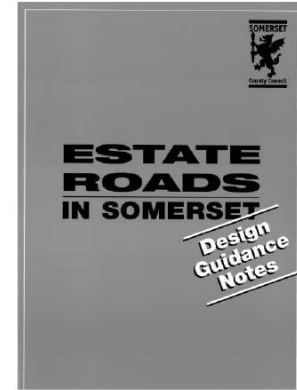
August 2011



**THE COUNTY PLAN
2016-2020**




Delivering the vision...

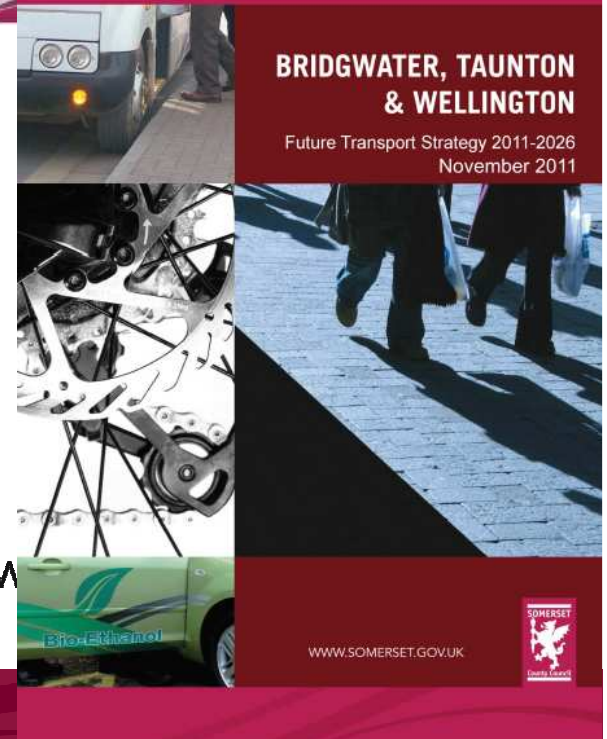
**ESTATE
ROADS
IN SOMERSET**

Design
Guidance
Notes




**BRIDGWATER, TAUNTON
& WELLINGTON**

Future Transport Strategy 2011-2026
November 2011



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Safe System

Four guiding principles of a safe system;

- People make mistakes
- The human body has a known, physical limit to tolerate crash forces before harm occurs
- Individuals have a responsibility to act with care and within traffic laws; however a shared responsibility exists with those who design, build, manage and use roads/vehicles and provide post-crash care
- All parts of the system must be strengthened in combination to multiply their effects ensuring that road users are protected if one part fails

**Safe roads
and
roadsides**

**Safe
vehicles**

Safe speeds

How are we going to get there?

**Safe road
users**



**Post-crash
response**

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Emerging issues and future trends

- (1) Young drivers (16-24 year olds)
- (2) Children and young people (0-15 year olds)
- (3) Car users (all ages)
- (4) Older drivers
- (5) Motorcyclists
- (6) Rural roads (specifically A roads)
- (7) Vulnerable road users

Purpose of the strategy

- **Have a clear modern vision for road safety in Somerset via a Safer System approach (Vision Zero)**
- **Build on partnerships to improve road safety outcomes in Somerset**
- **Promote and support the adoption of evidence based road safety policy across the county including wider data sources**
- **Share road safety work and successes in Somerset and beyond**
- **Highlight and address any emerging themes and areas of concern**
- **Strengthen and focus our combined resource and capability for maximum impact on road safety, ensuring long-term sustainability of positive outcomes**

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Key Challenges

- Demographics & Traffic Growth
- Economic situation limits investment across the system
- Need for wider road safety delivery within and beyond SCC
- Encouraging active travel
- Road safety initiatives success difficult to quantify
- Public complacency (It won't happen to me/I don't need to slow down)

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Development of the Strategy

- Finalise draft Strategy and consult November 2017
- Set up Project Board – ongoing
- Develop Action and Transition Plans - ongoing

Questions?

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Scrutiny for Policies and Place Committee Work Programme

Agenda item	Meeting Date	Details and Lead Officer
	5 September 2017	
Highways Terms Maintenance Contract		Alyn Jones/Andrew Turner
Strategic Roads Update		Mike O'Dowd-Jones
Parking Services update		Steve Deakin
Road Safety Strategy		Nick Cowling
Asset Rationalisation: A Refreshed Approach and County Farms Task & Finish Group		Richard Williams/Claire Lovett
	3 October 2017	
Council Performance Monitoring report Q1 – 2017/18		Emma Plummer/ Louise Day
Flood + Water Management – to include Bridgwater Tidal Barrier update		Barry James + Dan Martin
	31 October 2017	
Medium Term Financial Plan		Kevin Nacey
	5 December 2017	
Council Performance Monitoring report Q2 – 2017/18		Emma Plummer/ Louise Day
County Farms update		Richard Williams
	2018	
Property Disposals update (May/June)		Steve Gale

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. jajackson@somerset.gov.uk 01823 359040

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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
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>

Weekly version of plan published on 7 August 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
FP/17/07/11 First published: 26 July 2017	Not before 29th Aug 2017 Cabinet Member for Resources and Economic Development, Cabinet Member for Highways and Transport	Issue: Hinkley C Corridor Improvement Scheme Programme Decision: To approve the delivery of corridor improvement schemes associated with the Hinkley C development	Notification report for proposed decision regarding Hinkley Point C Corridor Improvement Scheme Programme		Andy Coupe, Acting Strategic Manager - Major Programmes Tel: 01823 355145
FP/17/06/10 First published: 30 June 2017	Not before 29th Aug 2017 Cabinet Member for Children and Families	Issue: Capital Funding Investment Expansion of Bridgwater College Academy Decision: Approval to fund expansion of Bridgwater Academy to meet Local Authority Statutory Duty to provide sufficient school places	School Place Planning Infrastructure Growth Plan for Somerset 2017		Elizabeth Smith, Service Manager – Schools Commissioning Tel: 01823 356260
FP/17/07/09 First published: 24 July 2017	Not before 4th Sep 2017 Finance & Performance Director, Director of Commissioning for Economic and Community Infrastructure	Issue: Wiveliscombe Enterprise Centre (WEC) – Approval to start a procurement process, to accept ERDF/LEP funding and to sign the grant funding agreements Decision: Approval to accept the ERDF/LEP funding and sign the grant funding agreements for the WEC development. Approval to start the procurement process to find a suitable supplier for the development of the WEC.	ERDF grant funding agreement LEP grant funding agreement Equalities Impact Assessment Key Decision to authorise the purchase of the land at Wiveliscombe	Part exempt	Nathaniel Lucas, Senior Economic Development Officer Tel: 01823359210

Weekly version of plan published on 7 August 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
FP/17/06/07 First published: 26 June 2017	Not before 4th Sep 2017 Director of Commissioning for Economic and Community Infrastructure	Issue: Authorise the purchase of Land at Cathedral Park, Wells for the development of Wells Technology Enterprise Centre. Decision: Authority to: • Purchase of land at Cathedral Park, Wells for the development of the Wells Technology Enterprise Centre	Any relevant decision paper which have acted as precursors to this decision paper.		Nathaniel Lucas, Senior Economic Development Officer Tel: 01823359210
FP/17/07/10 First published: 24 July 2017	Not before 4th Sep 2017 Director of Commissioning for Economic and Community Infrastructure, Finance & Performance Director	Issue: Wells Technology Enterprise Centre (WTEC) – Approval to start a procurement process, to accept ERDF/LEP funding and sign the grant funding agreements Decision: Approval to accept the ERDF/LEP funding and sign the grant funding agreements for the WTEC development. Approval to start the procurement process to find a suitable supplier for the development of the WTEC.		Part exempt	Nathaniel Lucas, Senior Economic Development Officer Tel: 01823359210
FP/17/02/01 First published: 14 February 2017	Not before 4th Sep 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

Weekly version of plan published on 7 August 2017

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<p>FP/17/07/02 First published: 3 July 2017</p>	<p>Not before 4th Sep 2017 Cabinet Member for Highways and Transport</p>	<p>Issue: To award procurement contract for the replacement of tail-lift vehicles with low-floor buses and people carriers. Decision: The purchase of replacement passenger transport vehicles that will improve accessibility for elderly, frail or disabled users across Somerset and facilitate future financial savings</p>	<p>Low Floor Minibus / People Carrier Procurement Business Case</p>		<p>Jane Newell, Service Commissioning Manager Highways and Transport Tel: 01823 6738</p>
<p>FP/17/04/08 First published: 24 April 2017</p>	<p>Not before 11th Sep 2017 Finance & Performance Director, Director of Commissioning for Economic and Community Infrastructure</p>	<p>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</p>	<p>Copy of the funding agreement to be signed.</p>		<p>Sunita Mills, Service Commissioning Manager Tel: 01823 359763</p>
<p>FP/17/08/01 First published: 9 August 2017</p>	<p>Not before 11th Sep 2017 Cabinet Member for Resources and Economic Development</p>	<p>Issue: Disposal of Surplus Land at Castle Cary Decision: Authority to conclude negotiations for the disposal of surplus (former) farm land (13 acres, land only) at Castle Cary. Authority to conclude negotiations for the disposal of surplus (former) farm land (13 acres, land only) at Castle Cary.</p>			<p>Richard Williams, Commercial & Business Services Director Tel: 01823 359007</p>

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<p>FP/17/06/04 First published: 13 June 2017</p>	<p>Not before 11th Sep 2017 Commercial & Business Services Director</p>	<p>Issue: Disposal of Surplus Land and Farms Decision: Authority to conclude negotiations for the disposal of surplus land and farms including those disposals to be conducted via public auction, as appropriate.</p>	<p>Cabinet Minutes June and July 2010: County Farm Review Cabinet Member Key Decision 18 October 2010: County Farm Estate – Outcome of farm by farm reviews Notification of proposed decision for Disposal of Surplus Land and Farms Appendix A - List of proposed surplus assets for disposal Chilton Polden land Edington Middle Thrupe Farm Willets and Paul's Copse, Donyatt Donyatt Oxenford Farm</p>	<p>Part exempt</p>	<p>Charlie Field, Estates Manager, Corporate Property Tel: 01823355325</p>
<p>FP/17/07/03 First published: 10 July 2017</p>	<p>Not before 11th Sep 2017 Cabinet Member for Highways and Transport</p>	<p>Issue: To agree to the purchase of the land for the construction of the M5 Junction 25 Highways Improvement Scheme. Decision: The Cabinet Member for Highways and Transport agrees to: • the acquisition of land required for the construction of the M5 Junction 25 highways scheme • the continued development of the scheme.</p>	<p>Cabinet Member Key Decision - M5 Junction 25 – decision to proceed with consultation, design, planning and procurement – 19 Aug 2016 Cabinet Member Key Decision - To agree to enter into a funding agreement with the Heart of the South West Local Enterprise Partnership (HotSW LEP) for the M5 J25 Improvement scheme – 13 Jan 2017</p>	<p>Part exempt</p>	<p>Sunita Mills, Service Commissioning Manager Tel: 01823 359763</p>

Weekly version of plan published on 7 August 2017

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FP/17/08/01 First published: 14 August 2017	Not before 18th Sep 2017 Director of Children's Services	Issue: AdoptSW, Regional Adoption Agency (RAA) virtual Adoption Panel Decision: Operating an AdoptSW adoption panel is a first step to regionalisation ahead of the move to full regionalisation on 1st April 2018.			Suzanne Lyus, Operations Manager, Resources - Fostering Adoption Placements Tel: 01823357146
FP/17/08/04 First published: 15 August 2017	Not before 18th Sep 2017 Cabinet Member for Resources and Economic Development	Issue: To approve the inclusion of the Welsh Government in the existing SME Business Support for HPC Supply Chain & Nuclear South West Inward Investment Expertise Cross-LEP Contract for which SCC is the accountable body. Decision: Approve the acceptance of £500,000.00 from the Welsh Government to extend the SME Business Support for HPC Supply Chain element of the Contract to include Wales			Julie Wooler, Economic Development & Strategic Tourism Officer
Fp/17/03/11 First published: 29 March 2017	Not before 25th Sep 2017 Cabinet Member for Resources and Economic Development	Issue: Asset Rationalisation : A refreshed approach Decision: Sets out our principles for a refreshed approach to assets and disposals with a more proactive approach working with services in order to deliver the council's priorities			Claire Lovett, Head of Property Tel: 07977412583

Weekly version of plan published on 7 August 2017

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FP/17/07/05 First published: 13 July 2017	Not before 25th Sep 2017 Cabinet Member for Highways and Transport	Issue: Award of specialist traffic signals contract. Decision: To approve the procurement of specialist Traffic Signals design services via a Framework contract.	Confidential tender appendix	Part exempt	Bev Norman, Service Manager - Traffic Management, Traffic & Transport Development, John Kitchen, Traffic Control Engineer, Traffic Control, Traffic & Transport Development Tel: 01823358089, Tel: 01823358140
FP/16/05/02 First published: 9 January 2017	27 Sep 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
Fp/17/07/04 First published: 12 July 2017	27 Sep 2017 Cabinet	Issue: Development of a Family Hub approach for Somerset Decision: To outline the proposed approach and consultation arrangements			Philippa Granthier, Assistant Director - Commissioning and Performance, Children's Services Commissioning Tel: 01823 359054
Fp/17/07/07 First published: 19 July 2017	27 Sep 2017 Cabinet	Issue: End of July 2017 Performance Monitoring Report Decision: To consider the latest quarterly performance monitoring report			Emma Plummer, Strategic Manager Performance Tel: 01823 359251

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FP/17/07/08 First published: 19 July 2017	27 Sep 2017 Cabinet	Issue: Revenue and Capital Budget Monitoring Report End of July 2017 Decision: to consider the latest quarterly budget monitoring report and any proposed decisions			Elizabeth Watkin, Service Manager - Chief Accountant Tel: 01823359573
FP/17/07/12 First published: 27 July 2017	Not before 2nd Oct 2017 Cabinet Member for Children and Families	Issue: Creation of a new Academy in Somerset Decision: The Secretary of State for Education has directed via an Academy Order, the conversion to Academy Status for Ashill Community School. This is a technical decision to facilitate the transfer of non fixed assets.	Acadmies Act 2010		Elizabeth Smith, Service Manager – Schools Commissioning Tel: 01823 356260
Fp/17/08/12 First published: 16 August 2017	18 Oct 2017 Cabinet	Issue: County Plan 2017-2021 Decision: to consider the proposed County Plan to recommend to November's Full Council			Simon Clifford, Customers & Communities Director
FP17/7/06 First published: 19 July 2017	18 Oct 2017 Cabinet	Issue: Medium Term Financial Plan 2018/19 - proposed revenue savings Decision: To consider the proposed revenue themed savings and proposed approach			Kevin Nacey Tel: 01823 359014

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FP/17/08/03 First published: 15 August 2017	18 Oct 2017 Cabinet	Issue: Updated policy in respect of the introduction of Resident Parking Schemes Decision: To agree the new policy of how resident parking schemes are introduced.			Steve Deakin, Parking Services Manager, Parking Services, Community and Traded Services Tel: 01823355137
FP/17/08/05 First published: 16 August 2017	15 Nov 2017 Cabinet	Issue: Quarter 2 Revenue and Capital Budget monitoring reports Decision: to consider the Quarter 2 position in relation to the Council's revenue and capital budgets for 2017/18			Elizabeth Watkin, Service Manager - Chief Accountant Tel: 01823359573
FP/17/08/12 First published: 17 August 2017	15 Nov 2017 Cabinet	Issue: Full Business Case for proposed Joint Strategic Commissioning Function Decision: to consider the full business case for establishing a new Joint Strategic Commissioning Function with NHS England and Somerset CCG			Trudi Grant, Public Health Director Tel: 01823 359015
Fp/17/08/06 First published: 16 August 2017	15 Nov 2017 Cabinet	Issue: Quarter 2 2017/18 Performance monitoring report Decision: to consider the quarter 2 update against the council's performance targets			Emma Plummer, Strategic Manager Performance Tel: 01823 359251

Weekly version of plan published on 7 August 2017

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FP/17/08/07 First published: 16 August 2017	15 Nov 2017 Cabinet	Issue: 2018/19 Proposed Capital Programme Decision: to consider and recommend to November's Full Council the proposed Capital Programme for 2018/19			Elizabeth Watkin, Service Manager - Chief Accountant Tel: 01823359573
FP/17/08/11 First published: 16 August 2017	15 Nov 2017 Cabinet	Issue: 2017/18 Treasury Management mid-year report Decision: to consider and recommend to November's Full Council the mid-year report			Alan Sanford, Principal Investment Officer Tel: 01823 359585
FP/17/08/08 First published: 16 August 2017	7 Feb 2018 Cabinet	Issue: Quarter 3 2017/18 Revenue and Capital budget monitoring report Decision: to consider the quarter 3 update for the 2017/18 revenue and capital budgets			Elizabeth Watkin, Service Manager - Chief Accountant Tel: 01823359573
FP/17/08/08 First published: 16 August 2017	7 Feb 2018 Cabinet	Issue: 2017/18 Quarter 3 Performance Update Decision: to receive the quarter 3 performance update			Emma Plummer, Strategic Manager Performance Tel: 01823 359251

Weekly version of plan published on 7 August 2017

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FP/17/08/09 First published: 16 August 2017	7 Feb 2018 Cabinet	Issue: 2018/19 - 2021/22 Medium Term Financial Plan Decision: to consider and recommend the 2018/19 MTFP and Annual Revenue Budget proposals to February's Full Council meeting			Elizabeth Watkin, Service Manager - Chief Accountant Tel: 01823359573
Fp/17/08/10 First published: 16 August 2017	13 Jun 2018 Cabinet	Issue: 2018/19 Revenue and Capital Budget Outturn reports Decision: to receive the outturn reports for the 2017/18 revenue and capital budgets			Elizabeth Watkin, Service Manager - Chief Accountant Tel: 01823359573
Fp/17/08/11 First published: 16 August 2017	13 Jun 2018 Cabinet	Issue: 2017/18 Performance Outturn report Decision: to receive the 2017/18 performance outturn report			Emma Plummer, Strategic Manager Performance Tel: 01823 359251