

Scrutiny for Policies and Place Committee

Tuesday 30 January 2018

10.00 am Luttrell Room - County Hall,
Taunton



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

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

Issued By Julian Gale, Strategic Manager - Governance and Risk - 22 January 2018

For further information about the meeting, please contact Lindsey Tawse on 01823 355059, ltawse@somerset.gov.uk or Jamie Jackson on 01823 359040, jajackson@somerset.gov.uk

Guidance about procedures at the meeting follows the printed agenda.

This meeting will be open to the public and press, subject to the passing of any resolution under Section 100A (4) of the Local Government Act 1972.

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



RNID typetalk

AGENDA

Item Scrutiny for Policies and Place Committee - 10.00 am Tuesday 30 January 2018

****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 05 December 2017 (Pages 5 - 10)**

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 **Taunton Transport Strategy Consultation (Pages 11 - 32)**

To receive a report.

6 **SCC Response to A358 Consultation (Pages 33 - 50)**

To receive a presentation.

7 **Draft Medium Term Financial Plan (Pages 51 - 60)**

To receive a report.

8 **Scrutiny for Policies and Place Committee Work Programme (Pages 61 - 74)**

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

9 **Any other urgent items of business**

The Chairman may raise any items of urgent business.

Agenda Annexe

Guidance notes for the meeting

1. Inspection of Papers

Any person wishing to inspect Minutes, reports, or the background papers for any item on the Agenda should contact the Committee Administrator for the meeting – 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 5 December 2017 at 10.00 am

Present: Cllr T Lock (Chairman), Cllr M Lewis (Vice-Chair), Cllr P Ham, Cllr T Napper, Cllr A Wedderkopp, Cllr B Filmer, Cllr John Hunt, Cllr J Thorne and Cllr G Noel

Other Members present: Cllr C Aparicio Paul, Cllr S Coles, Cllr D Hall, Cllr L Leyshon, Cllr T Munt, Cllr L Vijeh and Cllr J Woodman

Apologies for absence: None

50 **Declarations of Interest** - Agenda Item 2

There were no declarations of interest.

51 **Minutes from the previous meeting held on 31 October 2017** - Agenda Item 3

The minutes of the meeting on 31 October 2017 were accepted as being accurate by the Committee.

52 **Public Question Time** - Agenda Item 4

Sue Osborne asked a question regarding Item 7.

I was shocked at how our call-in request was handled particularly the treatment of my elected County Councillor Linda Vijeh whose emails did not seem to be responded to by anyone. No-one to my knowledge explained why the call-in failed to meet the criteria or even what these were. The Task and Finish Group should also know that your Chairman, Cllr Philip Ham, invited me to attend the 1st November session only for me to be dis-invited by your Scrutiny Manager on 31st October.

I was even more distressed to see that Councillor Vijeh's written statement to Scrutiny on 31st October was not read out, let alone mentioned by anybody. Why was this? I find it appalling that an elected member is treated in this way. Frankly it is a disgrace. This does though beg the question as to how Member-led this Task & Finish report and its recommendations really are.

Turning to the report, I can only conclude that the recommendations amount to business as usual regarding the disposal of land, buildings and farmhouses. The rest is window dressing; there to be spun just to suit the mood in the moment and the political wish. Just like the previous policy was and we soon found out what a sham that was. By retaining very small blocks of bare land, how do you see people progressing on there too? Is the conveyor belt approach really going to grow a long-term business?

Farming in scale and nature has changed much since the 2002 review. More revolution than evolution. What are the holding plans for the four farms with leases ending in March 2018? Three of these fall in Cllr Vijeh's division. Has

she been consulted over these plans or even been told that there is such a plan. Where did you draw your evidence from that the farms are too big? What happened to progression? Why the support for Lifetime tenants? What about Farm Business tenants and their families? Why no support for them?

It was confirmed that Mrs Osborne will receive a written response to her questions.

53 Council Performance Monitoring Report Q2 2017_18 - Agenda Item 5

The Committee considered this report from the Strategic Managers for Performance and for Business Change. The report provided Members with an update on performance across the organisation.

The report summarised that overall performance is stable with two red segments (P3, C4). 50% of objectives are green, 33% are amber and 17% are red. The report was positive in that there were no downward arrows. The report was presented to Cabinet on 15 November 2017 and Members were informed that Cabinet had discussed the red segments at length and additional action was agreed with the section 161 officer with regard to addressing the revenue position.

The Committee discussed those segments which fell under the Committee's remit. Members commented that although segment C4 was red and finances were not in budget, it doesn't necessarily mean that the Council is not managing its business. It was suggested that the revenue budget be separated from the other elements of the managing our business segment (C4). The suggestion was endorsed by the Director of Finance and Officers agreed to consider this when producing revised reports following the approval of the new County Vision at the February 2018 Full Council meeting.

Members questioned the timetable for delivering improvements to segment C4. It was confirmed that each Director had been tasked to ensure that the finances were in the best position possible by the February Cabinet meeting and February Full Council meeting. Members then questioned the £3.1m of undeliverable in-year savings and the impact this was having on the overspend. It was confirmed that not delivering on the in-year position does contribute to the overspend. The work is taking place but the authority needs to decide what is achievable and what is slippage. We are significantly behind but how much we can catch up next year is a difficult question.

Members raised concerns over the dissatisfaction expressed by residents with the Connecting Devon & Somerset (CDS) Broadband programme in both rural and urban areas. It was agreed to raise this in the CDS workshop taking place after the Committee meeting.

The Committee noted the report.

54 **Revenue Budget Monitoring Report Q2 2017_18 - Agenda Item 6**

The Committee received this report from the Director of Finance which provided an update on the current Revenue Budget outturn position for the 2017/18 financial year based on the end of September (Month 6).

The Committee were reminded that figures within the report were a projection based on a prediction of the position at year end.

The Committee heard that the Authority's forecast shows a projected net overspend of £9.098m when compared to the Revenue Budget. This represents 2.92% of base budget and shows a slight decrease from the previous report. The majority of the overspend lies in the Children's Services budgets. Most other areas of the Council are within reasonable tolerance although some corporate and support budgets are under pressure. The implication of this forecast is that Cabinet and the Senior Leadership Team will need to continue to exercise more stringent control in all areas of council spend to ensure that the final outturn position is much lower than this.

The Committee then considered the forecast overspend in individual budget areas particularly children's services and aged debt analysis. They also considered the progress of the 2017/18 MTFP savings proposals. The Committee heard that 61% of savings will be delivered as predicted, 7% of savings have been classified as an amber risk meaning delivery is unsure and 32% are no longer deliverable in 2017/18.

The Committee heard that it will take time to address the overspend but that steps are being taken. The most significant overspend is in Children's Services, particularly with regard to placements. The service is taking steps to manage the market differently with regard to placements and the aim is to increase the number of Somerset placements when they become available. By the February full council the authority will have a better idea of how much of the £9.1m overspend can be reduced by.

The Committee discussed the aged debt and questioned how it is shown in the accounts. SCC is very good at collecting debt eventually with around 99.8% collection but any debt that is written off will affect the accounts. There is concern that bad debt is worsening and this largely sits with NHS colleagues.

Members asked if reassurance could be given over the 32% of savings that are no longer considered to be deliverable. As this hasn't been achieved by month 6 it would be very difficult to give this assurance. There has been a slow start but some progress should now be seen. We are taking action to achieve this and are confident that it will still be achieved but not in the timeline predicted.

Members questioned how the SCC financial position compares with other authorities. SCC does compare and this is a mixed picture. Some authorities have bigger budget gaps and in terms of overspend we are about average. We are above in some aspect and below in others.

Members questioned why only 25% of children's placements were made in Somerset with 75% being placed out of the county. The Committee heard that

the capacity in Somerset is far greater than is being used. An update on the demography of placements could be provided in future. It was clarified that Somerset placements might not necessarily be cheaper but they may be better quality. A Member highlighted to the Committee that a child may be placed out of county for complex reasons – including safeguarding reasons.

The committee noted the report.

55 **Report from the County Farms Task & Finish Group - Agenda Item 7**

The Committee received this report which was presented by Cllr Philip Ham, Chair of the Task & Finish Group.

Cllr Ham began by thanking all Members and officers that had contributed to the Task & Finish Group.

He introduced the report and gave a brief background to the history of county farms and some of the changes experienced since their introduction.

He shared the recommendations made by the Task & Finish Group and urged the Committee to support them. The recommendations were:

1. To continue to maintain a County Farms estate, based on land ownership rather than buildings. Existing farmhouses to be sold or let at market valuations as and when they become available, unless there is a strategic business need to retain them. Farm outbuildings and land, if suitable, to be marketed with planning permissions wherever possible, thus maximising financial returns. As part of this the Committee recommends the completion of a comprehensive review of the Council's lettings policy.
2. To ensure there is a sufficient provision of small blocks of bare land (roughly 5 to 20 acres, with a maximum length tenancy possibly 10 years), to provide farming opportunities for genuinely new entrants to agriculture and encourage rural diversification.
3. To champion a strong agricultural focus within Taunton and Bridgwater College and the University of Somerset, ensuring sufficient land opportunities are retained to help provide a strong agricultural focus in the county and to facilitate learning, whilst encouraging the development of an innovation centre for agriculture.

The Committee debated the recommendations in depth. A Member commented that there was no explanation in the report as to why county farms should be kept. One Member expressed disappointment with the outcome of review whilst other Members expressed support. One Member commented that it was possible to support farming in Somerset but not necessarily county farms owned by the Council. Committee Members suggested that Members should be involved with any review of the Lettings Policy and agreed that the recommendations were a starting point but that the next steps required experienced and knowledgeable advice.

The Chairman of the Scrutiny Committee proposed that the Committee should accept all of the recommendations. Following a vote this was carried.

It was clarified that the recommendations would be submitted to the Cabinet Member Resources and Economic Development for their response. Additionally, it was agreed to offer the support of Members of the Committee should there be a review of the Lettings Policy.

The Committee noted the report.

56 Scrutiny for Policies and Place Committee Work Programme - Agenda Item 8

The Committee considered and noted the Council's Forward Plan of proposed key decisions.

A suggestion was made to scrutinise recent changes to the Park & Ride Bus Service but this was rejected following clarification that the decision to withdraw this funding had already been taken.

It was clarified that any Member can suggest an item for the agenda. If made outside of a Scrutiny meeting, any suggestion would be referred to the Chairman in the first instance.

Following debate, the Committee requested the following addition to the work programme:

- Highways England acceptance of the A303 Option 1 Sparkford & Podimore Junction and its impact on local communities (ECI Operations Director to consult Highways England and advise).

The Committee also requested that the response from the Cabinet Member regarding the Task & Finish Group report & recommendations be shared with the Committee.

57 Any other urgent items of business - Agenda Item 9

There were no other items of business.

(The meeting ended at 11.30 am)

CHAIRMAN

This page is intentionally left blank

Somerset County Council
Scrutiny for Polices and Place Committee
– 30 January 2018

Draft Taunton Transport Strategy ‘Connecting our Garden Town’.

Lead Officer: Mike O’Dowd-Jones

Author: Lucy Bath

Contact Details: lbath@somerset.gov.uk, 01823 359465

Cabinet Member: John Woodman

Division and Local Member: All

1. Summary

- 1.1. This report seeks the views of the Scrutiny Committee on the draft Taunton Transport Strategy ‘Connecting our Garden Town’. The document was commissioned by TDBC (Taunton Dean Borough Council) in partnership with Somerset County Council (SCC) and prepared by consultants WSP.
- 1.2. The document links to the 2016-2020 Somerset County Plan Visions of:
 - More jobs, homes and local co-operation
 - Better heath, roads and rail.

2. Issues for consideration / Recommendations

- 2.1. The Committees are asked to consider and comment on the document prior to a period of public consultation and subsequent consideration by the Executive Portfolio Holders at TDBC and SCC.

3. Background

- 3.1. The report provides a vision for transport in Taunton and brings together investment plans and proposals from the County and Taunton Borough Councils, along with other organisations who are involved in, fund or provide transport services. The Strategy is about moving around the town itself and the connections from the town to a wider region. It covers all transport modes and a range of supporting measures.
- 3.2. It demonstrates recent progress and showcases the breadth of achievable but ambitious proposals which will be brought forward over the next 20 years. It acts as a clear evidence of the direction Taunton wants to take in respect of transport, mobility and quality of life.
- 3.3. It is specific to Taunton and its hinterland and tailored to the particular issues, changes and challenges that the town is facing over the next 20 years. For example:
 - The development of three urban extensions;
 - Town centre developments;
 - New roads that will change the way people access the town; and
 - Advances in technology

- 3.4** The document has been prepared using a wide range of existing evidence and data referred to through the document. No new studies have been undertaken at this stage.
- 3.5** The document outlines a series of proposals and policies grouped into six strategic topics:
- Roads and streets,
 - Parking and park & ride
 - Active travel (walking and cycling)
 - Bus and coach travel
 - Rail, and
 - Smarter business and smarter living.
- 3.6** The 12 key objectives of the Vision are:
- Provide a range of transport interventions that support economic growth, improve productivity and delivery of new garden communities,
 - Pursue new technology solutions wherever possible,
 - Improve health outcomes by enabling more walking and cycling (particularly capitalising on the town's green corridors), improving air quality and reducing road casualties,
 - Create better streets and places for people,
 - Ensure the needs of different groups are met such as older people, younger people and people with disabilities,
 - Improve connectivity to and within the town and provide good access to services,
 - Ensure existing highways and transport networks operate reliably and efficiently with minimal disruption,
 - Ensure people are better informed about travel choices,
 - Influence and manage demands on the transport system and on the highway network in particular, including reducing the need to travel by car,
 - Increase the capacity of highways and transport networks,
 - Minimise the adverse impacts of transport (such as noise and severance) on communities, and
 - Tackle cause and effects of climate change.
- 3.7** The key outcomes of the proposals are:
- Safer roads
 - Develop a special status as a walking and cycling town,
 - Less car use per head of population,
 - Enhanced rail connections to the rest of the UK and continued strong growth in rail use,
 - Levels of cycling journeys doubled,
 - Good air quality for the whole town,
 - Congestion held at today's levels at key problem junctions,
 - Less traffic in Taunton town centre,
 - All residents of our new garden communities to be within walking distance of main bus corridors and have easy access onto a core walking and cycling network serving the town.

4. Consultations undertaken

- 4.1.** A number of consultation exercises took place to inform the creation of the document including:
- A joint TDBC/SCC Members Sponsoring Group
 - A joint TDBC/SCC Officer Client Steering Group
 - A joint TDBC/SCC Officer Reference Group
 - Taunton Economic Advisory Board – to advise on the scope and process and provide stakeholder feedback and input
 - A Stakeholder event in March 2017
- 4.2.** It is intended to undertake a web-based public consultation of the document in February 2018.

5. Implications

- 5.1.** The financial implications of delivering the vision and outcomes described within the document are fairly complex and are described within the document (Appendix 1, Annex B).
- 5.2.** Should a mandate be given to proceed with the implementation, a full Equalities Impact Assessment will be carried out for individual schemes as required and are drawn up and developed in more details.
- 5.3.** Community safety should be improved as safer roads is a key transport outcomes described within the document.

6. Background papers

- 6.1.** Appendix 1 - Taunton: Connecting Our Garden Town.

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

This page is intentionally left blank

Taunton: Connecting Our Garden Town

DRAFT FOR APPROVAL
DECEMBER 2017

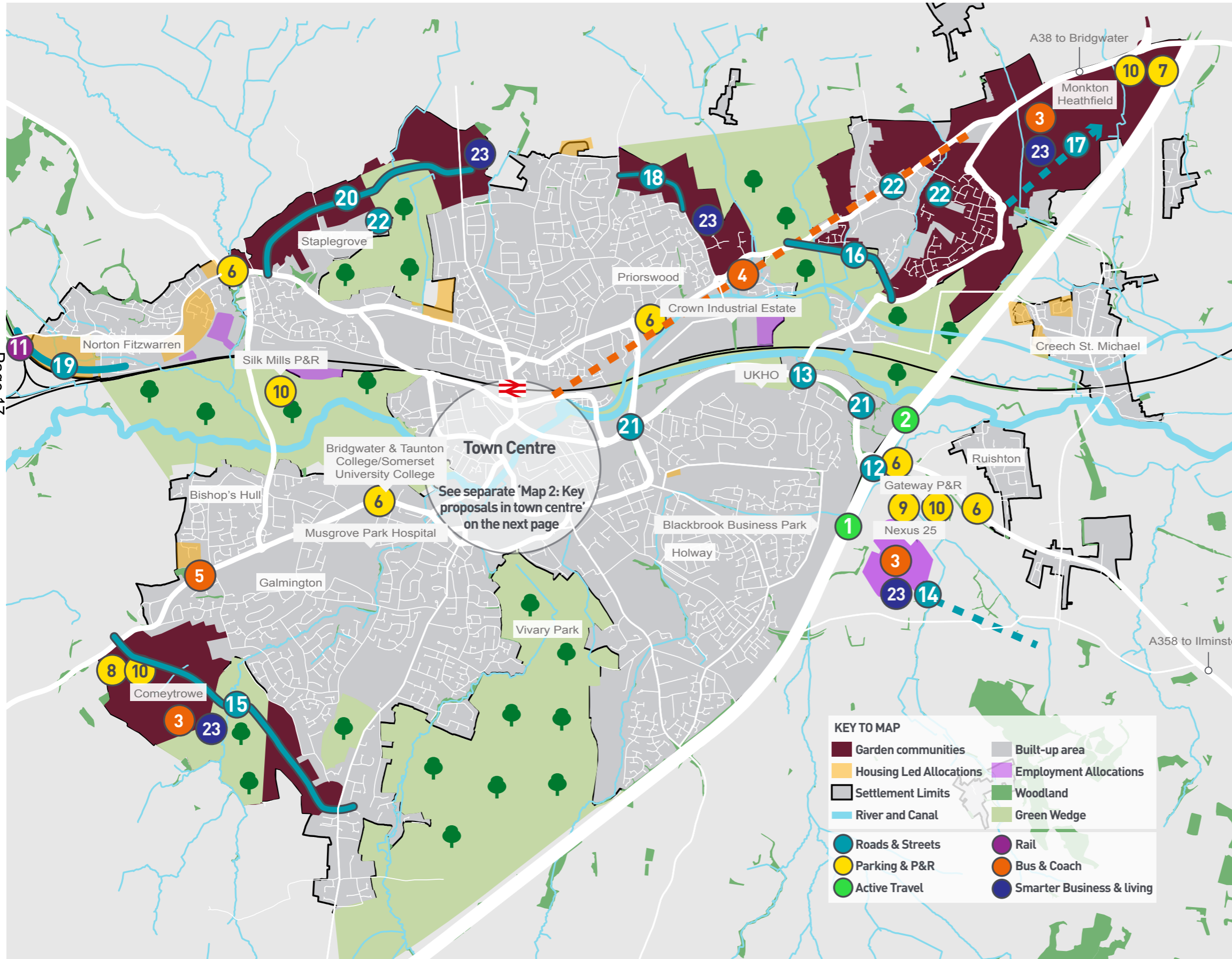


Table of Contents

	Maps.....	04
1	Summary.....	09
2	Taunton in 2037.....	10
3	Achievements.....	11
4	Context and Opportunities.....	12
5	Our Vision for Transport in Taunton.....	14
6	Our transport policies and proposals.....	16
	Roads and Streets.....	18
	Parking and Park and Ride.....	20
	Active Travel (walking and cycling).....	22
	Bus and coach.....	24
	Rail.....	26
	Smarter business and smarter living.....	28
Annex		
A	Who delivers the transport proposals and policies	
B	Funding for transport	



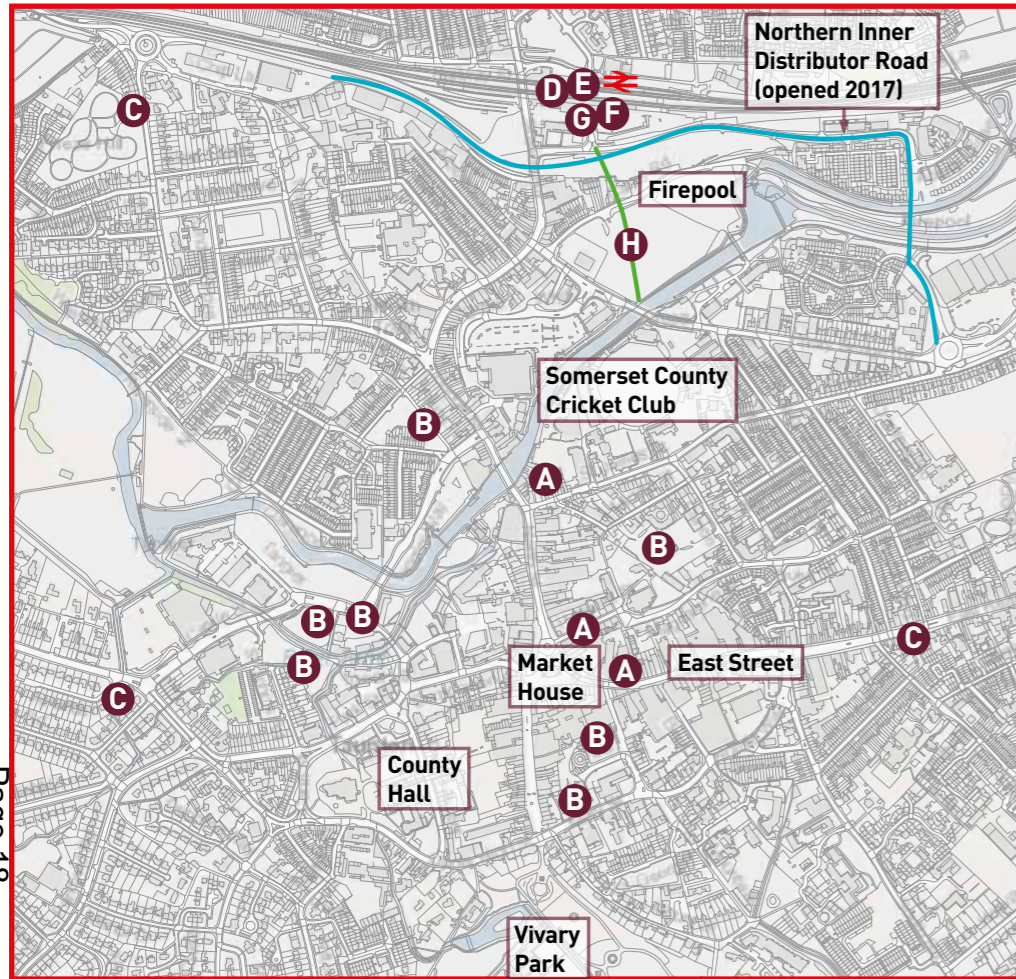
Map 1: Locations of key proposals



Page 17

KEY TO PROPOSALS		
1	Active Travel	New cycle and pedestrian bridge over M5 to Nexus25 (longer-term aspiration)
2	Active Travel	Ruishton to Hankridge Farm cycle link
3	Bus & Coach	Connecting the garden communities and Nexus25 with high-quality bus services
4	Bus & Coach	Implement A3259 corridor strategy for bus, walking and cycling infrastructure to connect Monkton Heathfield garden community
5	Bus & Coach	Wellington Road corridor - Additional bus priority lanes or infrastructure to speed up bus services
6	Parking and P&R	Variable Message Signs
7		Monkton Heathfield - new park and ride
8		Comeytrove - new park and ride
9		Taunton Gateway P&R - Customer facilities and interchange hub (longer-term aspiration)
10	Parking and P&R	Cycle infrastructure connecting park and ride sites to town (longer-term aspiration)
11	Rail	West Somerset Railway - trial of rail services from National Rail network
12	Roads and Streets	M5 J25 capacity improvements, access to Nexus25 and improved links for active travel
13		Toneway Corridor Phase 1 (Crech Castle Junction) - Additional road capacity and active travel connections
14		A358 (M5 to Ilminster) dual carriageway scheme, including M5 J25a - route not yet confirmed
15		Trull to A38 link road (Comeytrove)
16		Monkton Heathfield Western Relief Road
17		Monkton Heathfield Phase 2 spine road (route to be determined)
18		Nerrols - highway link between Bossington Drive and Lyngford Lane/Cheddon Road
19		Norton Fitzwarren - completion of bypass
20		Staplegrove spine road
21		Toneway Corridor further phases - capacity for growth and journey reliability
22	Garden communities - traffic management and street redesign on existing roads	
23	Smarter Business & Living	Workplace and residential travel plans for occupiers of new developments

Map 2: Key proposals in town centre



KEY

- A** Town Centre Public Space Improvement Project
- B** Pay on foot payments systems in strategic car parks
- C** Variable Message Signs
- D** Taunton Rail Station Upgrade
- E** Taunton Rail Station enhanced cycle hub
- F** Taunton Rail Station multi-storey car park
- G** Taunton Rail Station South Side Approach public transport interchange
- H** Firepool high quality walking and cycling route from station to town centre

KEY TO MAP

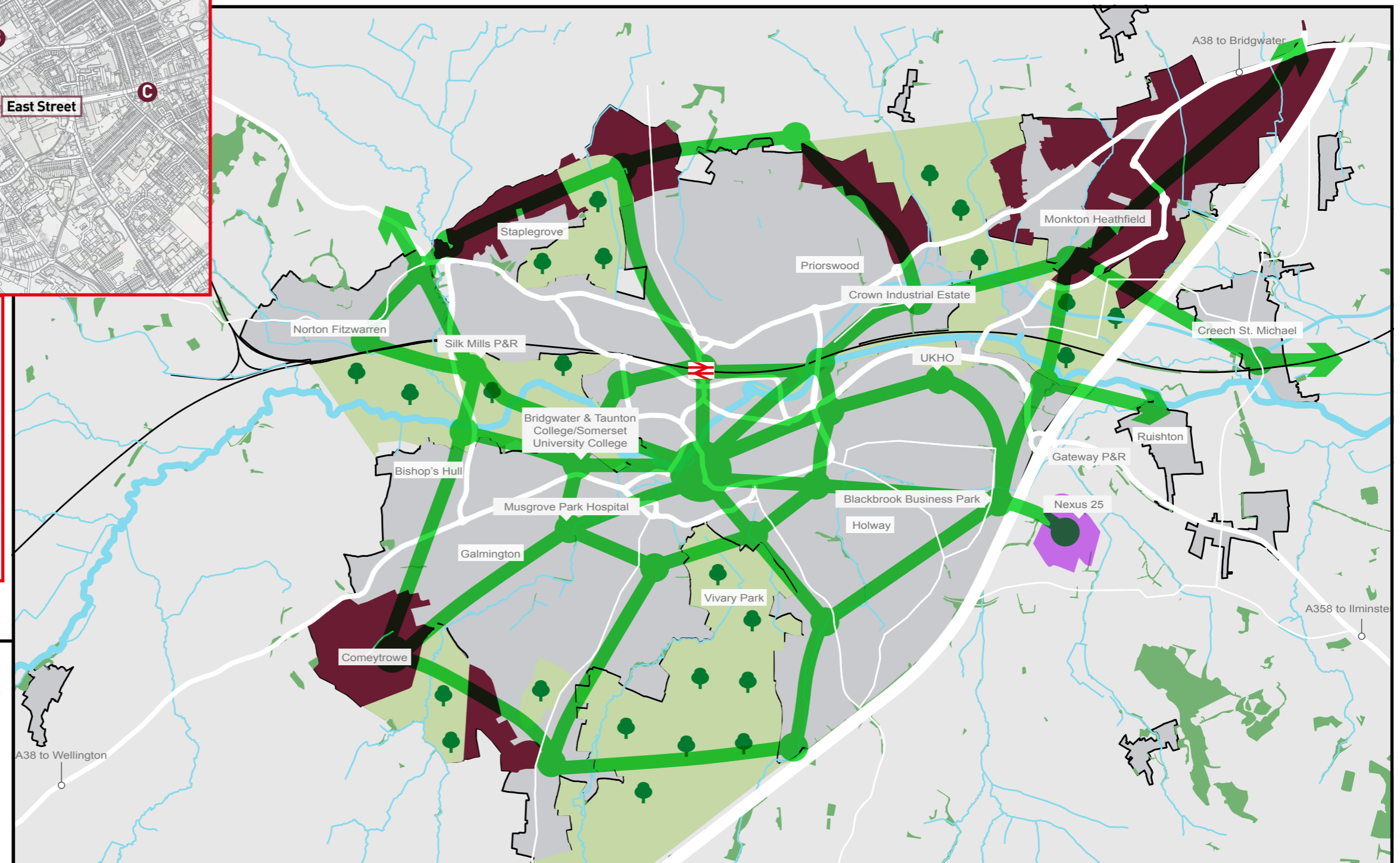
- Garden communities
- Settlement Limits
- River and Canal
- Key active travel connections (indicative potential routes)
- Roads & Streets
- Parking & P&R
- Active Travel
- Built-up area
- Woodland
- Green Wedge
- Rail
- Bus & Coach
- Smarter Business & living

Map 3: Town-wide active travel network

Routes to be determined through preparation of Local Walking & Cycling Infrastructure Plan

Some of the active travel proposals are town-wide but precise locations for investment have not yet been decided. They include:

- ➔ An ongoing programme of improvements to cycle networks and pedestrian facilities, starting with key corridors as a priority including routes to the town centre and rail station;
- ➔ A shorter-term commitment to develop and maintain a Local Cycling and Walking Infrastructure Plan, working collaboratively to identify key corridors for investment, and tackle barriers to cycling and walking. This will particularly concentrate on junctions, gyratory systems and crossing points.
- ➔ A longer-term ambition to implement the recommendations of the Local Cycling and Walking Infrastructure Plan, to create a comprehensive network of direct routes for cycling, protected from traffic where appropriate and suitable for everyone. These routes will connect the whole town, including park and ride sites, garden communities and surrounding villages, maximising the use of green corridors for the routes. Indicative corridors are suggested on the map below.



Foreword

Taunton – Somerset’s County Town - has entered a period of unprecedented growth and opportunity. The next 20 years will see new garden communities integrated into the town as part of the Garden Town initiative, a rejuvenated town centre and Nexus25, the town’s new strategic employment site, coming to fruition. Europe’s largest construction site, Hinkley Point C Power Station, has already started in earnest 20 miles from the town. How we travel, and how we manage our transport networks, will be critical to ensuring Taunton can both capitalise on these opportunities and manage their impacts.

Page 19
Transport, accessibility and connectivity are essential to our everyday lives and vital to the economic success of our town. Most activities are dependent in some way on transport – from transporting goods and deliveries, commuting to work or education or as part of our leisure time. Taunton’s strategic position on key transport routes makes it an attractive location for businesses and these good connections will continue to be an important part of the town’s success story, influencing people to live, work or visit the town. We want to capitalise on our location as a major communications hub and ensure our connections to the rest of the UK are future-ready. We also want movement within Taunton to be safe and efficient, especially on foot, by cycle and public transport.

Over the next few years technology and innovations will radically change our transport experience, from electric vehicles, to real-time updates and the emergence of connected and autonomous vehicles. However we also recognise that walking and cycling are fundamental to ensuring a healthy town with high quality of life.

Taunton’s streets and roads have other important functions, too – they are places in their own right, locations where people live, shop and socialise and where important events, such as the Remembrance Sunday Parade, take place. Transport investment can contribute to raising our quality of life and the quality of our environment.

We have produced this document for four main reasons:

- to describe the transport projects going on and already in the pipeline;
- to explain how we plan to deal with the extra demands which will be placed on the transport network from the new garden communities;
- to outline our longer-term transport aspirations; and
- to help secure funding for the initiatives set out in the strategy.

We are being creative with both funding and resources - including partnership working and seeking external funding wherever possible, to achieve our ambitious programme. We will work closely with a range of organisations, such as the education and business sectors, and the wider travelling public, to make these positive changes, particularly in terms of reducing peak time vehicle use.

Taunton: Connecting our Garden Town demonstrates our commitment to bring about a transport network to match the town’s ambitions. It makes a strong case to infrastructure funders, including central government, to invest in the outlined proposals to reinforce Taunton as a dynamic business centre and a series of connected garden communities ready for the future.

John Woodman

Cabinet Member for Highways and Transport,
Somerset County Council



Councillor John Williams

Leader of Taunton Deane Borough Council



CHAPTER 1

Introduction

Context

Taunton is committed to delivering a programme of transformational investment in transport to help the town thrive and prosper.

This update brings together investment plans and proposals from the County and Borough Councils, along with those of other organisations who are involved in, fund or provide transport services. The strategy is about moving around the town itself and the connections from the town to the wider region. It covers all transport modes and a range of supporting measures. It demonstrates our recent progress and showcases the breadth of achievable but ambitious proposals which we want to bring forward over the next 20 years. It acts as clear evidence of the direction Taunton wants to take in respect of transport, mobility and quality of life in the town as we look to the future.

The document has been prepared using a wide range of existing evidence and data, referred to through the document. No new studies have been undertaken at this stage.

It outlines a series of proposals and policies, large and small, to achieve the set of 12 objectives.

The proposals and policies are grouped into six strategy topics:

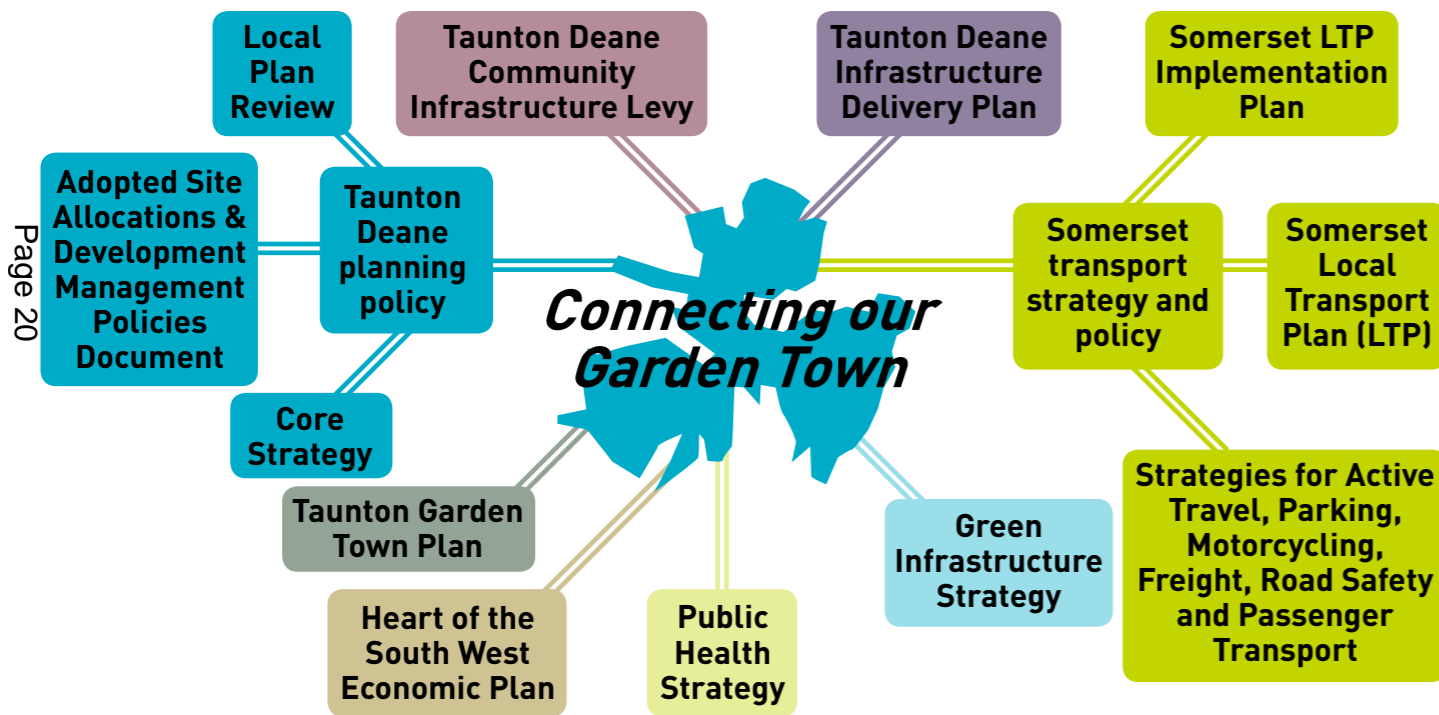
- **Roads and streets,**
- **Parking and park and ride,**
- **Active travel (walking and cycling),**
- **Bus and coach travel,**
- **Rail, and**
- **Smarter business and smarter living.**

Some proposals are already underway or are programmed to start, others are in preparation and will come on stream in future years. We have used three categories in the document - *shorter-term commitments* and *longer-term aspirations*, plus *ongoing policies and supporting proposals*. Beyond these categories we have not prioritised as we want to be ready to bring proposals forward as funding opportunities arise.

This document does not intend to describe in detail how the proposals will be delivered - separate documents such as the Infrastructure Delivery Plan, the Local Transport Plan Implementation Plan and the Garden Town Plan will cover those aspects.

HOW WE HAVE DEVELOPED THIS DOCUMENT

This document does not sit in isolation and the diagram below shows how it links to other strategies and areas of work which the Councils are currently involved in. These have all informed the preparation of Connecting our Garden Town. We have also used a wide range of evidence about travel patterns and key transport issues. Data sources are referenced throughout the document with footnotes and these are listed in Annex C at the back of the document.



Many of the documents listed above contain detail about the proposals and policies for the town. One example is the traffic modelling assessment supporting the Site Allocations and Development Management Policies Document, which lists the junctions that are likely to require an improvement scheme to accommodate planned level of growth.

FUNDING

Not all of the proposals in this strategy are currently funded and therefore this document aims to secure funding for them. Where information on timescales and funding is known, it is included in this document. However, this document does not intend to describe in detail how the proposals will be delivered - separate documents such as the Infrastructure Delivery Plan, the Local Transport Plan Implementation Plan and the Garden Town Plan will cover those aspects.

CHAPTER 2

Taunton in 2037: predicting our transport future

What will the key transport trends be? We will be capitalising on anywhere, everywhere digital connectivity, with wifi and real-time information at our fingertips. There will be a switch to electric vehicles or other cleaner fuels and away from petrol and diesel. Transport, energy, data will influence each other more strongly. Re-imagined and liveable streets and public spaces will make walking and cycling more conducive and safer. Smarter mobility will make the transition between our everyday activities easier. More flexible, on-demand travel and shared mobility services, with new ways of paying for and using transport will emerge. Connected vehicle technology will become more ubiquitous, using data to assist drivers, and moves towards autonomous vehicles. A range of formats for urban living will strengthen our position as a vibrant town with high quality environment.

When so much is changing so rapidly it's hard to know where it might ultimately lead. However,

innovation and change is likely to still be shaped by today's familiar concerns – such as public health, congestion, economy, quality of life and safety. Startup companies will still respond to customer demands. Some transport aspects will change more rapidly than others and our investment and policy responses will need to be flexible to meet changing circumstances. Technology and innovation will help us get the best contribution from every transport mode, lead to emergence of new solutions to our mobility requirements and ensure they complement each other.

Over the next twenty years the town will continue to respond to the challenges and changes as they emerge, positioning itself as a keen advocate of new concepts, best practice and piloting emerging technology. No one solution will solve all problems, but a combination of proposals and policies will help to bring about a better connected and future ready Taunton.



Image reproduced with permission from Farrells and WSP. Originally published in 'Making Better Places: autonomous vehicles and future opportunities', WSP 2016.

CHAPTER 3

Achievements

OUR ACHIEVEMENTS AND TRACK RECORD OF INVESTMENT

The last 20 years have seen major changes to transport provision in and around Taunton. Some of the key achievements are listed below.

- ✓ Tangier Way (sometimes known as the Third Way), taking traffic away from the town centre and opening up land for development;
- ✓ The opening of two park and ride sites – Silk Mills in 2005, and Taunton Gateway in 2010 next to M5 J25
- ✓ Working with bus operators to improve the quality and comfort of the bus fleet;
- ✓ The new public square at Castle Green, reclaiming a former car park as an events space;
- ✓ Transport infrastructure funded by developers, including Monkton Heathfield Eastern Relief Road and new roads and junctions serving sites at Norton Fitzwarren;
- ✓ Successful promotion and awareness campaigns, which have contributed to cycling-to-work rates more than double the national average^① and providing up-to-date travel information via the Travel Somerset website;
- ✓ Continuing to expand the network of walking and cycling routes and crossings;
- ✓ Modernising and upgrading a number of traffic signal controlled junctions such as East Street / East Reach;
- ✓ The Northern Inner Distributor Road (NIDR), to improve access to the station and take pressure off some of the town's most congested junctions; and
- ✓ Important work behind the scenes, such as:
 - £1.6m to upgrade the traffic control and information centre which monitors traffic flows and oversees all the traffic lights in Somerset
 - £4.6m from the Heart of the South West Local Enterprise Partnership (LEP) Local Growth Fund for the future upgrade to Taunton Station
 - Up to £12.9m secured for M5 J25 improvements and up to £6.7m allocated for Creech Castle Junction Improvements from the Heart of the South West LEP's Local Growth Fund



Repaving completed in Bath Place



Residents' travel information pack, Monkton Heathfield



Somerfest on Castle Green

CHAPTER 4

Context and Opportunities

Taunton's hub location at the centre of the South West along with its connectivity is a key asset to the town and its economic prosperity. A survey of businesses in 2016^② found that good transport and communication links were the top reason why respondents felt the town was a good place for them to locate their business.

THE GOOD

- ✓ The town is well-positioned on the key road and rail corridor between Bristol and Exeter and at the western end of the A303/A358 strategic corridor;
- ✓ The town's rail station is the busiest in the county. It provides direct services to Reading and London, Bristol, Cardiff, Birmingham, the North of England and Scotland, and to Exeter and the South West;
- ✓ The M5, which forms part of the national strategic road network, serves the town and the borough via J25 & J26;
- ✓ There are already substantial sections of off-road cycle routes, which often follow the canal, river and green corridors into the town centre;
- ✓ The town is home to a range of employment, medical, education, leisure and retail destinations and public services, acting as an important hub for the wider area; and
- ✓ Strong track record of securing government funding.



...THE BAD AND THE UGLY

- ✗ Road and rail connections connecting the town to the rest of the UK are vulnerable to disruption, including by extreme weather;
- ✗ Most of the town relies upon a single road corridor (Toneway) to reach the M5 motorway at J25 and to access the A358/A303 corridor, limiting options when incidents occur;
- ✗ Whilst the bus network has reasonable daytime frequencies, there is a view that the growing town should have a better level of service, especially for evenings and weekends. In addition, new bus services initially funded by developers often reduce in frequency when the developer funding comes to an end. Bus-rail interchange in the town is poor;
- ✗ Congestion at key road junctions across the town, particularly during rush hours, impacting on road safety, noise, air quality, longer journey times, and leading to traffic re-routing away from main roads and onto residential or unsuitable roads;
- ✗ The river, canal, railway and motorway can act as barriers to movement between neighbourhoods, the town centre and employment areas;
- ✗ Connections by road and public transport to and from South and West Somerset could be better.
- ✗ The road network has a higher number of injuries to vulnerable users, particularly motorcyclists and pedal cyclists, than we would like.


KEY FACTS AT A GLANCE

In 2011 Taunton's workforce travelled to work as follows:

 **56%** drove a car or van

 **19%** walked—double the national average

 **9%** cycled—3 times the national average

 **6%** travelled as a car or van passenger

 **3%** travelled by bus, coach or train

 **7%** used other modes or worked from home

Of all the Taunton working residents who travel to work:

72% travel to locations in the town

7% travel to locations elsewhere in the borough


21% travel to work outside the borough

40% of trips to work in Taunton are less than 2km in length

A further **30%** are between **2km** & **5km** in length

Many of these journeys could be cycled by many people if the conditions were right

1 in 5 

 Taunton households has no access to a car or van

TAUNTON IS A MAJOR EMPLOYMENT CENTRE

19,700 EMPLOYEES commute in from elsewhere

8,300 RESIDENTS commute out


440 METRES

most new homes are within this distance of a principal bus corridor

77,000 vehicles per average weekday travel on the M5 north of Taunton

45,000 vehicles per average weekday travel on the Toneway east of Creech Castle

Rush Hour traffic reduces by **30-40%** on some key roads during school holidays – this shows the impact if everyone travelled by a different mode to the car one or two days a week

1 in 10  vehicles on the M5 and A358 at Henlade is a heavy goods vehicle

4000 car parking spaces serving the town centre, with additional spaces proposed at Firepool

1.376 MILLION passengers used Taunton's rail station in 2015/16

The **65+** age group is growing the fastest and the **75+** age group will double by **2039**

£20bn per year estimated cost to UK economy of inactivity

5% of deaths in the borough are estimated to be caused by long-term exposure to man-made particulate air pollution

44% of the borough's carbon emissions are thought to come from transport sources

CHAPTER 5

Our Vision for Transport in Taunton

Taunton will have a high quality transport system that supports its ambitions for economic growth and excellent quality of life, as one of a new family of UK Garden Towns. Transport networks will have been improved to keep pace with new development. More sustainable forms of travel will be the first choice for an increasing proportion of the community. More town centre streets will have been transformed into vibrant and attractive public space. We will use advances in technology to improve access to travel information, our mobility and the ways we use vehicles, our use of roadspace, the ways we manage parking, access services and deliver goods.

Technology will have reduced the need to travel to work, and mobility solutions will be more flexible and shaped around user requirements. Vehicles will be increasingly connected and autonomous, providing safety benefits. The investment will make Taunton a healthier, more active place and will improve the quality of the environment. Taunton will be better connected into national highways and transport networks and will have strong transport connections within the town. A range of proposals and policies will connect our garden town and enable Taunton to be future ready.

OBJECTIVES:

Page 23

We have identified a number of objectives that support our Vision and will enable us to monitor progress:

→ Provide a range of transport interventions that support economic growth, improved productivity and delivery of new garden communities

→ Pursue new technology solutions wherever possible

→ Improve health outcomes by enabling more walking and cycling (particularly capitalising on the town's green corridors), improving air quality and reducing road casualties

→ Create better streets and places for people

→ Ensure the needs of different groups are met such as older people, younger people and people with disabilities

→ Improve connectivity to and within the town and provide good access to services

→ Ensure existing highways and transport networks operate reliably and efficiently with minimal disruption

→ Ensure people are better informed about travel choices

→ Influence and manage demands on the transport system and on the highway network in particular, including reducing the need to travel by car

→ Increase the capacity of highways and transport networks

→ Minimise the adverse impacts of transport (such as noise and severance) on communities

→ Tackle causes and effects of climate change

KEY OUTCOMES

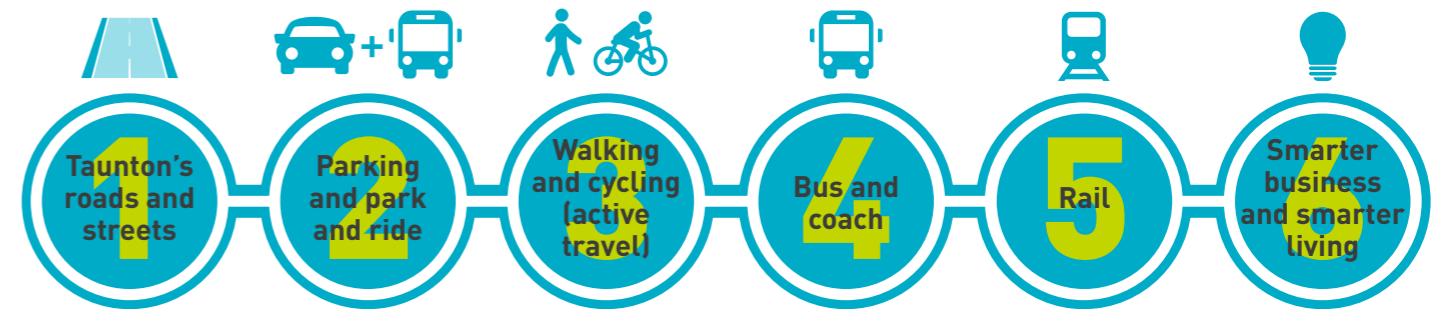
Through the policies and proposals in this strategy we want to see a thriving economy and great quality of life for residents. In particular we have identified a series of ambitious transport outcomes we want to achieve, which are set out in the boxes below. The outcomes may widen following consultation.

→ Safer roads	→ Good air quality for the whole town
→ Develop a special status as a walking and cycling town	→ Congestion held at today's levels at key problem junctions
→ Less car use per head of population	→ Less traffic in Taunton town centre
→ Enhanced rail connections to the rest of the UK and continued strong growth in rail use	→ All residents of our new garden communities to be within walking distance of main bus corridors and have easy access onto a core walking and cycling network serving the town
→ Levels of cycling journeys doubled	

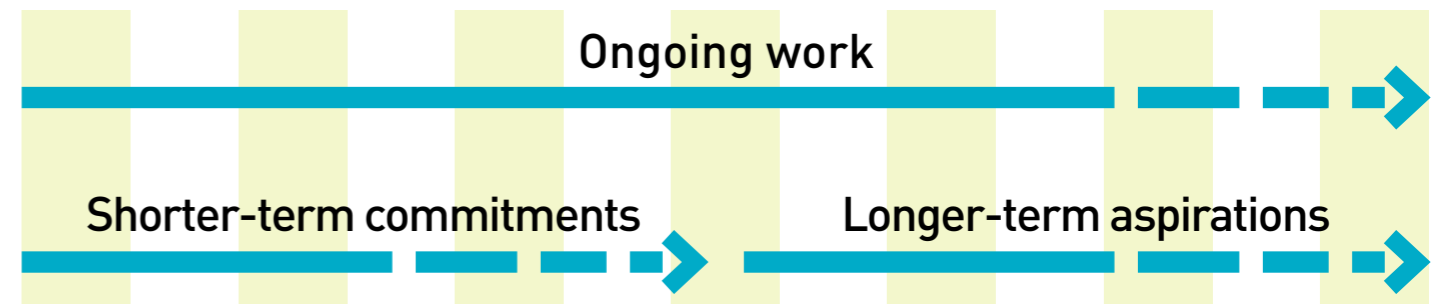
The transport challenge arising from the additional new homes over the next 20 years cannot be underestimated. If people continue to travel in the same ways as today, congestion, road safety and public health problems will worsen and the town's economic performance may suffer. Whilst there will be investment in a range of transport proposals, use of technology and innovative solutions, Taunton residents and businesses will need to help make a difference, too. A few extra journeys made on foot, by bike or public transport by a number of Tauntonians would add up to make a large difference in how well the transport network operates.

PROPOSALS AND POLICIES

The rest of this document outlines our proposals and the supporting policies we intend to use to achieve these objectives. We have grouped them into the following six strategy topics covering:



We have categorised the proposals and policies in the document in the following way:



CHAPTER 6

Our transport proposals and policies



PROPOSALS AND POLICIES FOR

Taunton's roads and streets

Our roads and streets have a complex and competing set of transport demands placed on them. They are variously used to transport freight and deliveries for businesses, provide routes for bus services, cars, motorcycles, and journeys on foot or by cycle. They also host town events, space for parking and loading, provide the setting for some of the town's key heritage assets.

Page 24
Roads can shape the first impression visitors and investors have of Taunton, whether walking from the rail station or driving in from the motorway.

The growth of the town will add pressure onto our road network. Whilst additional capacity can be provided in some places, especially around the garden communities, in many parts of the town, widening roads to overcome congestion is not practicable, feasible, desirable or cost-effective. We will need to make more efficient use of the roadspace we have. Technology will provide some solutions; however, many short distance journeys currently made by car could be made in other ways. Without that change, congestion could hamper the local economy and damage the town's reputation. Town streets are currently dominated by vehicles, compromising their attractiveness as places to visit, shop and spend leisure time walking and cycling less attractive.

Our vision is for our roads and streets to balance the competing demands from different road user groups and cater for them flexibly, according to the location and circumstances. We want the town's roads and streets to function well and be pleasant and attractive spaces too.

Connected vehicles (which communicate with their surroundings, such as via smartphones or

the internet) and autonomous vehicles (which use technology to require less driver input for some or all of the journey) could substantially transform the way our roads and streets are used and managed in the future. Their capabilities, benefits and design requirements will become clearer in the next five years. However, they do not offer a total transport solution, and we are not yet sure how they will impact on public transport or future uptake of walking and cycling. There will be an acceleration towards cleaner, less-polluting types of vehicle (including electric vehicles) during the next 20 years, aided by national government support and manufacturer innovation. We will need to facilitate this with the provision of electric vehicle charging points.

In particular through the proposals overleaf we want to see [safer roads and good air quality for the whole town, less traffic in the town centre and congestion held at today's levels at key problem junctions](#).

How about a Taunton ring road?

Many people have suggested that the Councils should seek funding for a ring road around parts of the town. Traffic surveys¹⁸ have found that 90% of inbound vehicles on the radial routes into Taunton at peak times have a destination in the town itself, rather than passing through to reach destinations beyond it. This suggests that bypass options would not address the needs of the majority of vehicle movements and is not considered to offer the best solution or value for money. However, each of the garden communities will be providing new road links to better connect parts of the town. Subject to funding priorities and a review of need in the light of new technology, other sections of ring road could be constructed in the future.

Ongoing proposals and supporting policies

Categorise streets according to their varying roles as (a) routes for movement and (b) places in their own right, and use this categorisation to guide investment priorities and street design

Ongoing programme of targeted street improvements across the town, based on best practice design to (i) create safer streets and (ii) enable efficient and reliable movement for different road users and (iii) implement cycle priority at appropriate locations / on appropriate routes

Integrate garden communities into the transport network with new road and street connections suitable for all road users

Work with operators to enhance taxi infrastructure tailored to requirements

Encourage, where appropriate, Mobility as a Service - flexible, on-demand forms of travel, new ways of paying and shared mobility services

Support ongoing training and education for drivers, bikers and cyclists to enhance and improve road skills

Implement further junction or corridor scheme improvements to provide road capacity for growth and improved journey reliability and road safety

Remove unnecessary street furniture as part of a clutter-free streets programme

Improve incident management and make better use of technology to inform drivers i.e. provision of Variable Message Signs

Review and revise delivery and HGV access routes to minimise disruption through the town

Ensure the infrastructure is in place to support transport technology solutions, including for connected and autonomous vehicles

Tackle non-local traffic in residential areas

Locate major industrial and warehousing development where it can be served by efficient, safe and sustainable freight transport

Shorter-term commitments

M5 J25 - Implement a scheme to add road capacity and reduce delays to prevent queuing onto the M5 motorway. Includes access to Nexus25 and improvements for active travel (£18.02m)

Toneway Corridor - Phase 1 (Creech Castle) - to provide road capacity for growth and improved journey reliability (£9.4m)

A358 (Taunton to Ilminster Southfields Roundabout dual carriageway scheme) - Highways England to find the most appropriate long-term option for this committed scheme and ensure it is constructed, in collaboration with partners

Promote the town as a research testbed for connected and autonomous vehicles

Introduce advanced traffic signal technology at key congested junctions to maximise efficient and reliable movement for road users

Provide electric vehicle charging infrastructure across the town, adopting cleaner vehicles for the Councils' fleets and continue to encourage charging infrastructure in new developments

Review and simplify direction signage, including to visitor destinations (brown signs) to ease navigation

Work with developers to minimise traffic impact of new developments to ensure timely delivery of:

- Trull to A38 link road (Comeytrowe)
- Completed bypass for Norton Fitzwarren
- Completion of Western Relief Road for Monkton Heathfield
- Staplegrove spine road from Kingston Road to connection onto A358
- new highway link between Bossington Drive and Lyngford Lane
- Highway infrastructure accessing phase 2 of development at Monkton Heathfield

Implement traffic management and street redesign techniques on existing roads as part of the delivery of garden communities (including A3259 / A38 through Monkton Heathfield and Corkscrew Lane / Manor Road at Staplegrove)

Introduce a rolling programme of schemes to upgrade the quality of our streets and public spaces

Identify the potential to redistribute / reuse roadspace and car parking for other purposes as a result of changes in mobility (e.g. uptake of connected and autonomous vehicles and higher levels of active travel)

Our longer-term aspirations

Access to the M5 - work with Highways England to assess the long-term need for an additional motorway junction to reduce reliance on J25, and, if appropriate, develop proposal

2

PROPOSALS AND POLICIES FOR

Parking and park and ride

Providing space for parking and loading are both important aspects of transport. A combination of off-street car parks and on-street parking and loading bays are available in the town. Two park and ride sites provide a total of 1,600 parking spaces with a dedicated weekday bus service running every 12 to 15 minutes through the day for shoppers, visitors and commuters from outside of Taunton.

Demand for parking spaces is at its highest in the late morning and weekday surveys in June 2017 found use of town centre car parks was uneven - some were full whilst some had spare capacity, even at peak times. A proportion of traffic in the town centre are drivers searching for a parking space. Balancing the demand for the finite number of spaces and accommodating different users' parking and loading needs is complex and can be controversial. In broad terms the Councils use their powers to encourage parking in certain locations and prohibit it in other places. Using land for parking or loading means it is not available for other uses (for

example wider footways, for traffic lanes, or to be redeveloped for other uses such as homes or business space). The cost and availability of parking can influence how people choose to travel, and may influence their choice of destination choice.

The Councils tend to use a combination of charging, regulations and enforcement to manage and influence parking demand, to reduce obstructions caused by inconsiderate parking, or to prioritise parking spaces for particular users (blue badge holders, parking for residents or shoppers, for example). A new parking strategy for the town is currently in development and will lead to a set of more focused and specific proposals and policies.

Future changes in mobility and travel patterns may radically change how and where parking is provided. The park and ride sites could eventually become locations where people change from traditional cars to autonomous vehicles for onward connections to the town centre.



Silk Mills Park and Ride from the air

Ongoing proposals and supporting policies

Provide appropriate parking, in terms of quantity and quality, to serve the town centre, potentially consolidating the number of parking locations and maximising the use of park & ride

Implement proposals from the new parking strategy and undertake periodic reviews

Visitor management plans for major events - work in partnership to provide parking, park and ride and travel solutions to serve major events such as with Somerset County Cricket Club

Review on-street loading and parking to ensure a balance between efficient movement and business / logistics needs

Review and ensure appropriate parking is provided in the right locations for specific user groups, including blue badge holders, users of powered two wheelers, electric vehicles and bicycle users

Install electric vehicle charging points, including in off-street car parks

Our longer-term aspirations

Enable drivers to reach parking spaces more efficiently, such as using technology solutions to match drivers to car parking spaces

Further reduce antisocial parking on residential streets, including considering potential requirements for new or revised residential or controlled parking zones

Use emerging technology to flexibly manage roadspace for parking and loading uses

Maximise the role of Taunton Gateway, with customer facilities and as an interchange hub served by intercity coach services, airport connections and interurban bus services

Enable, and make special provision for, cycling from park and ride sites into the town

Shorter-term commitments

Open new car parks at Comeytrowe (Wellington Road) and Monkton Heathfield (Walford Cross) to be served by existing inter-urban bus services into Taunton town centre, as part of the development of the garden communities

Introduce pay on foot payment systems at strategic town centre car parks

Install digital signage (Variable Message Signs) to guide and inform drivers on available spaces in the core town centre car parks

Car park maintenance and upgrade programme to give a better welcome to, and experience of, the town (e.g. surfacing, signage, information, wayfinding and environmental improvements)

Dedicate each town centre car park for either short-stay or long-stay users, to give clarity to customers and ensure spaces are prioritised for short stay visits

Use technology to provide live information on availability of car park spaces on the Borough Council website or via an app

Introduce measures to encourage use of Orchard multi-storey and High Street car parks, such as an upgrade of their appearance or a special pricing tariff

Carry out survey of park and ride users and non-users to gain a full understanding of customer usage and their requirements, as well as why people choose not to use the services



PROPOSALS AND POLICIES FOR

Active travel (walking and cycling)

Incorporating more active travel into daily life – walking and cycling and including these as part of a journey by public transport – is an easy and affordable way for people to live healthier lives and combat obesity. Two ten-minute periods of brisk walking or cycling a day is enough to get the recommended level of physical activity to avoid the greatest health risks associated with inactivity⁽¹⁹⁾. More people travelling on foot or by cycle tackles road congestion, improves air quality, reduces noise pollution and gives reliable journey times.

Investing in cycling usually offers very good value for money and provides substantial local economic benefits⁽²⁰⁾ to businesses – the levels of spending by people walking and cycling to the shops tends to be underestimated by retailers.

Taunton is well-suited for walking and cycling – much of the town is relatively flat and most destinations are within walking or cycling distances of people's homes. The network of green infrastructure – the town's attractive open spaces – along with the river and canal make many journeys attractive and pleasant.

However, currently many people choose not to walk or cycle for journeys around the town. Reasons range from concerns and perceptions about road safety and driver behaviour, the volume of traffic, poor quality routes and gaps in the cycle network to travel habits and cultural factors. A recent Taunton Area Cycling Campaign survey found more cycle friendly road design and more or better cycle paths were the two most popular factors which respondents felt would encourage them to cycle more. A quality active travel network needs to be designed for, and accessible to, everyone, including those with mobility impairments.

Our plan is to enable more people to choose to walk or cycle for more of their journeys, by improving the network and making the experience more pleasant. In particular the cycle network needs to be suitable for new and inexperienced cyclists, as well as existing riders, and also provide sufficient space for pedestrians. Through our proposals we want to see **levels of cycling journeys doubled** and to develop **a special status as a walking and cycling town**.



Segregated cycleway, London



Continuous footway across side street, Clapham



Ongoing proposals and supporting policies

Programme of improvements to cycle networks and pedestrian facilities, starting with key corridors as a priority including routes to the town centre and rail station

Build awareness of walking and cycling routes (such as by publishing updated maps) and communicate key strategy messages, such as sharing the space with other road users (courteous road behaviour) and changing perceptions

Encourage workplaces to enhance on-site facilities for cycle users

Embed new and innovative design techniques for walking and cycling infrastructure, including cycle priority low driving speeds, into local design guidance

Ensure the garden communities are designed with connected streets suitable for cycling and walking

Protect disused canal and railway routes for potential reuse as footpaths and cycleways

Link garden communities to existing active travel corridors in the green wedges, including along the canal and river

Shorter-term commitments

Develop and maintain a Local Cycling and Walking Infrastructure Plan, working collaboratively to (i) identify key corridors for investment, (ii) tackle barriers to cycling and walking particularly at junctions, gyratory systems and crossing points, (iii) and implement cycle priority at appropriate locations / on key routes.

Town centre public space improvements to achieve people-friendly streets and less traffic in the retail heart of the town

Implement appropriate and effective measures such as 20mph speed limits, traffic calming or changes to road layouts as appropriate to reduce noise and vehicle speeds and improve road safety

More high-quality cycle parking spaces provided at key destinations, including across the town centre, the rail station, hospital and shops and businesses. Locations to be identified in the Local Cycling and Walking Infrastructure Plan

Update and improve the wayfinding and information network to cover more parts of the town, ensuring it is simple and intuitive to use

Enhanced cycle hub facility at Taunton Station to include greater quantity of secure cycle parking, along with bike hire, maintenance and repair services

Our longer-term aspirations

Implement the recommendations of the Local Cycling and Walking Infrastructure Plan, to create a comprehensive network of direct routes for cycling, protected from traffic where appropriate and suitable for everyone. These routes will connect the whole town, including park and ride sites, garden communities and surrounding villages, such as Bishop's Lydeard, maximising the use of green corridors for the routes

Increase walking journeys by improving the quality of key routes, including from the station

to the town's retail heart and Vivary Park, and alongside the River Tone

Enable more local business functions to take place by bike, such as local deliveries by cargo bike.

Provision of improved cycle connectivity across M5 – a new pedestrian and cycle bridge to connect Nexus25 to existing residential areas and town, plus cycle links from Ruishton to Hankridge Farm

4 PROPOSALS AND POLICIES FOR Bus and coach

Taunton's bus network provides for a wide range of everyday journeys enabling people to access education, jobs, training and healthcare. Coaches provide interurban travel connections to London, the Midlands, North of England and the South West as well as to London Heathrow and Bristol Airports.

Emerging innovations could challenge our view and experience of traditional road-based public transport over the next 10-20 years. Changes may include on-demand services, booking journeys using apps, sharing journeys in minibuses or smaller vehicles.

Different solutions will be required on the busiest transport corridors, such as between Bridgwater and Taunton. Paying for travel using mobile phones, contactless bank cards or smartcards is likely to become standard in the next 5 years, making journeys easier and faster. The Councils will be monitoring developments in this sector closely to ensure the town can respond to fast-changing markets.

Regular weekday daytime bus services radiate out from the town centre, but evening and Sunday services only operate on a limited number of routes and at reduced frequencies. Bus punctuality remains a key issue with, traffic congestion, inconsiderate parking and roadworks contributing to one in every five buses monitored in the county running more than five minutes late⁽²¹⁾.

The majority of services are run on a commercial basis by bus companies who can respond to changes in customer demand by changing or withdrawing services at two months' notice. The County Council currently spends around £2m to enable 'socially necessary' bus services to run which would otherwise not be provided by bus companies. However, government regulations limit the scope of Councils to influence routes, frequencies, standards or ticketing arrangements of commercial services.

Our proposals for bus and coach travel are set out over the page.



On-street bus interchange, Bavaria

Ongoing proposals and supporting policies

Work with bus operators to:

- maintain an appropriate bus network based around customer needs;
- enhance the customer experience; and
- raise the quality of the bus fleet through measures such as smart ticketing, on-board wifi, leather seats, audio-visual announcements of next stop
- introduce technology to facilitate smartphone apps
- Move towards a cleaner fuel bus fleet, such as hybrid electric vehicles, by bidding with bus companies for funding from government

Introduce additional bus priority lanes or infrastructure to speed up bus services and prioritise their journeys over general traffic, including in connection with garden communities

Periodically review whether entering into formal partnerships with bus operators would offer useful ways to create a suitable bus network for the town in terms of routes, timetabling and other quality standards. Monitor emerging models of public transport provision and respond as appropriate

Ensuring garden communities have direct and safe walking routes to existing bus services

Shorter-term commitments

Implement A3259 Corridor Strategy for bus, walking and cycling infrastructure to connect Monkton Heathfield garden community

Ensure garden communities are designed in ways which allow new local bus services to route through them

Work with neighbouring authorities and stakeholders to develop the bus rapid transit route to link Bridgwater, Taunton and Wellington

Explore options for future bus and scheduled coach passenger boarding and alighting arrangements in the town centre, taking account of key destinations and the planned public transport interchange at Taunton Rail Station

Provide real-time and other service information at bus stops and using digital technology (websites and apps)

Introduce quality waiting infrastructure – seating, shelters and step-free bus boarding – at bus stops across the town

Develop a strategy for visiting coaches and implement priority proposals

Work with developers and bus operators to connect the garden communities and Nexus25 with high-quality bus services

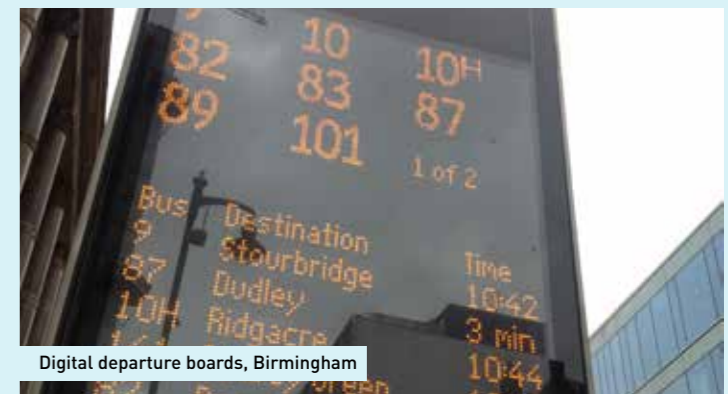
Our longer-term aspirations

Construct infrastructure for a rapid transit route connecting Bridgwater, Taunton and Wellington and serving garden communities including a link from Comeytrowe

Work in partnership with operators to shape the bus network to meet passenger requirements, including removing the need for buses to terminate in the town centre and instead provide cross-town services (particularly covering a core area between Musgrove Park Hospital, Taunton Station and extending to Nexus25)

A new high frequency dedicated public transport link from Comeytrowe to the town centre via Musgrove Park and Bridgwater & Taunton College

Use new models of public transport and emerging connected and autonomous vehicle technology to enhance accessibility in Taunton



Digital departure boards, Birmingham



Electric bus in service, Dorchester



PROPOSALS AND POLICIES FOR Rail

Taunton is strategically located on the rail network, which provides important connections to London, the South West and the wider UK, and encourages businesses to locate and stay in the town. Funding is already in place for the rail station upgrade which will create a much improved gateway to the town. From 2018 trains to and from London, Somerset, Devon and Cornwall will be upgraded, bringing a higher frequency of service, increasing capacity by 25% and decreasing journey times.

Network Rail's projections forecast that passenger traffic will increase by at least 47% between 2013 and 2023⁽²²⁾ and there is concern that existing rail industry plans are not sufficiently ambitious to address capacity

and connectivity issues in Somerset. There is substantial variation between long-distance and local train services in terms of train comfort and quality, journey times and the hours and frequency of their operation.

Somerset County Council is a member of the Peninsula Rail Task Force, a rail improvement campaign group of Councils and LEPs, and which published the 20-year plan entitled *Closing The Gap – The South West Strategic Rail Blueprint*, in 2016⁽²³⁾.

Through the proposals overleaf we are seeking to achieve [enhanced connections to the rest of the UK and the strong growth in rail use](#).



Artist's impression of upgraded approach to Taunton Rail Station

Ongoing proposals and supporting policies

Close working with Network Rail, train operating companies and other partner organisations to develop and lobby for rail improvements

Engage in, and influence, the rail franchising process to ensure better outcomes for Taunton

Shorter-term commitments

Taunton Rail Station Upgrade – enhance facilities and provide a better welcome to the town and consolidate station parking into multi-storey car park/s to provide more spaces (£8.97m)

Upgraded trains between London - Somerset - Devon - Cornwall to provide 25% more capacity, hourly frequencies and shorter journey times

Taunton Rail Station South Side Approach - create improved public transport interchange, drop-off/pick-up and taxi waiting areas

New, direct, high-quality pedestrian and cycle route from station to town centre through Firepool

Develop business case for new station at Wellington

Lobby for flood protection and prevention works to the two rail lines across the Somerset Levels and at Exeter and Dawlish

Encourage the rail industry to trial rail services from the national rail network to West Somerset Railway's station at Bishop's Lydeard

Lobby DfT to require rail franchise winners to provide quality (continuous) wifi connectivity on rail services to meet customer demands and enable business productivity

Our longer-term aspirations

Lobby for improvements to local rail services for communities between Exeter, Taunton, Bridgwater and Bristol to be included in Network Rail's future rail strategies

Deliver new Wellington station, including interchange with other transport modes, to maximise its appeal and catchment

Support the rail industry in formulating a long-term plan for reintroduction of regular passenger train services from the national rail network at Taunton onto the West Somerset Railway to Minehead

Work with Peninsula Rail Task Force to secure government commitment to the electrification of the mainline to London and Bristol

Work collaboratively with Network Rail to plan and engineer schemes to increase linespeeds to reduce rail journey times, as set out in the 20 year rail plan

Liaise with rail organisations to lengthen crowded peak time train services

Increase frequency of long-distance express rail services to the North of England and the South West

Reduce interchange waiting times and enhance connections at key interchange stations (Castle Cary, Westbury, Exeter)





PROPOSALS AND POLICIES FOR

Smarter business and smarter living

Our strategy is not solely about getting people from A to B. We also want to put in place the conditions which enable people to live and work more flexibly, be better informed about their journeys and avoid the need for travel when it's not required. Technology will continue to emerge to fill these requirements and the Digital Taunton initiative seeks to stimulate developments in the field and ensure the town is a leader in emerging digital innovation.

However, digital connectivity is seen as a current weakness by Taunton businesses. For example, the speed of broadband connections are not uniform across the borough which can hamper economic growth and limit the usefulness of new technology. Conventional methods of conveying travel information also need to be maintained – one in ten adults surveyed neither have the internet nor intend installing it at home²⁴.

As Taunton rapidly grows, and with its garden town status, we have an opportunity to shape the design of the new garden communities. We can plan to ensure they are well-connected and well-served by facilities and provide attractive places for people to move around, and by active travel modes in particular. Similarly, we want to promote development in the town centre to

make it vibrant and economically successful. Moving home, starting a new job or moving school tend to cause us to change our travel habits and we want to roll out a range of transport tools and proposals to ensure the town has the right connectivity and retains its high quality of life.

Through our proposals overleaf we intend for **all residents of our new garden communities to be within walking distance of main bus corridors and have easy access onto a core walking and cycling network serving the town and for less car use per head of population.**



Artist's impression of Firepool development



Attractive route through new mixed use development - Wapping Wharf, Bristol

Ongoing proposals and supporting policies

Involve Taunton businesses and residents in identifying transport improvements. Examples include using data held by public bodies or collected by the public (crowdsourced) on problems, opportunities and finding solutions such as community development of transport applications

Continue the ongoing programme of robust and high achieving workplace and residential travel plans and initiatives for occupiers of new developments, including in garden communities

Continue to proactively identify and introduce technology solutions to the town's transport issues

Undertake targeted programmes of travel promotion and advice in new developments

Encourage the provision of infrastructure and spaces to enable people to be more productive on the move, e.g. wifi on public transport or at interchanges, and at new flexible forms of workplaces

Support further development of local hubs where online deliveries can be securely stored until collection by residents (e.g. at local shops)

Promote and enable home working and teleconferencing and ensure good quality broadband across the Borough

Continue to focus new development in locations which have, or can have, good accessibility, including by public transport, walking and cycling

Enable a greater proportion of transactions with the two Councils to be carried out digitally

Our longer-term aspirations

Be a town open to innovation and new technology to improve the travel experience, making it easier to get around and reducing the need to travel for work and education

Enhance mobile phone connections and speeds, such as through 4G and 5G

Shorter-term commitments

Provide superfast broadband to at least 95% of premises in the Borough

Work collaboratively to improve mobile phone coverage – and the quality of mobile broadband coverage in particular

Work with developers to revitalise the town centre with retail, leisure, community, sporting and cultural uses, so residents don't have to travel to other towns and cities to access these services and amenities along with new homes

Make key transport datasets available to enable apps and other technology solutions to be developed for the travelling public

Use the free town centre public wifi as a catalyst for sharing and making available travel information widely available

Undertake a comprehensive programme of travel promotion and advice (using personalised journey planning) and using new technology to better inform travellers. Work with those communities and people who are receptive to, or who can realistically change their travel patterns, including those whose are moving house, starting a new job or making journeys for the first time such as travelling for work or visiting the town (subject to securing suitable funding)

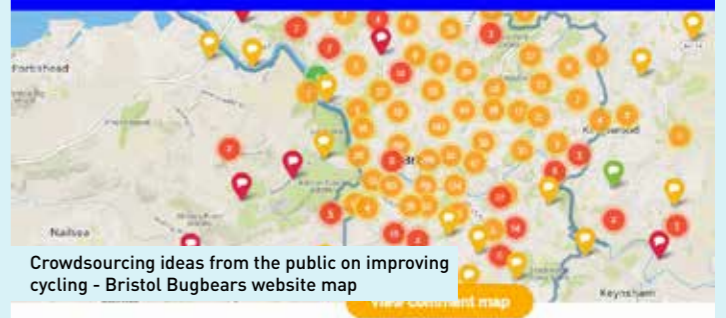
Collaboratively work with schools to identify and implement solutions to address issues including peak time congestion and road safety

Bristol Bugbears

Bristol City Council has been awarded funding to make small improvements to cycling and walking facilities around the city. Help us spend it well.

[View comment map](#)

[Learn more about the project](#)



Crowdsourcing ideas from the public on improving cycling - Bristol Bugbears website map

Annex

ANNEX A

WHO DELIVERS THE TRANSPORT STRATEGY PROPOSALS AND POLICIES

Both Somerset County Council (SCC) and Taunton Deane Borough Council (TDBC) both play key roles in enabling an effective transport network. They have the following responsibilities:

Somerset County Council is responsible for maintaining the adopted highway network, including footways, public rights of way and street lighting, preparing a countywide transport plan, bidding for funds for transport improvements, building new transport infrastructure and supervising transport improvements provided as part of new development, providing school and college transport, park and ride, non-emergency health transport, some subsidised public transport, on-street parking enforcement, traffic management, road safety and providing transport advice to TDBC on planning applications.

Taunton Deane Borough Council prepares the local plan, is responsible for many off-street car parks and makes the decisions on planning applications, including collecting the Community Infrastructure Levy for strategic infrastructure and securing other funding for transport improvements from developers.

Whilst the Councils have freedoms over some aspects of their work, other areas are ultimately controlled by government, such as whether funds from Vehicle Excise Duty is devoted to transport investment, or national planning policy, which influences how planning applications are decided.

Other Organisations

Responsibility for other key aspects of transport provision, particularly public transport, rests with a range of organisations, some of which are private companies. These bodies include:

- Department for Transport, which provides funding for significant transport improvements and innovation, often allocated through funding competitions;
- Highways England, who maintain and operate the M5 motorway, the A303 and A36 in Somerset (and, when constructed, the new A358 route between the M5 and A303);
- Network Rail, responsible for infrastructure on the national rail network;
- Great Western Railway, operates the railway franchise awarded by government to operate local and long-distance rail services in the South West and to London and Bristol. They also manage Taunton station;
- CrossCountry is the current rail franchise holder of long-distance rail services to the South West, Midlands and Northern England;
- Bus and coach companies, including Buses of Somerset (FirstGroup), Berry's Coaches, Hatch Green Coaches, National Express and Stagecoach all provide services within Taunton and beyond; and
- Heart of the South West Local Enterprise Partnership (LEP) which prepares a Strategic Economic Plan and makes decisions on funding for major transport schemes allocated through a prioritisation process across the four authority areas.

ANNEX B

FUNDING FOR TRANSPORT

It is our ambition, through collaborative working, to bring all of the proposals and policies to fruition during the lifetime of this strategy. However, not all of the elements of this strategy are currently funded and one of the purposes of this document is to help secure funding for the initiatives set out in the strategy. Funding for transport services and infrastructure is currently extremely complex.

Funding for infrastructure (such as new roads or cycleways) tends to come either from developers or capital grant funding from Government. Some of the Government funding is devolved to regional bodies such as Local Enterprise Partnerships to manage. Government favours allocating many grant funds through competitive bidding processes which can make future funding streams unpredictable, and funds usually needing to be spent in a relatively short period of time once a business case has been made for a particular project. The criteria for suitable projects also changes according to Government priorities.

Funding for ongoing services such as grass cutting or socially necessary local bus services comes from a continually reducing annual government grant, and from Council Tax (which also funds other crucial services such as adult social care or children's services); so difficult decisions continually need to be made about what can be funded.

Despite this challenging environment Taunton has been extremely successful in securing a range of funds to improve the highways and transport infrastructure. Having a clear plan is an important step in securing further funding.

The successful operation of the local transport network as a whole relies on a close working relationship between the Councils and a wide range of private sector organisations who control, provide and fund aspects of transport investment in Taunton. Consequently we alone will not be able to achieve all of the proposals and policies set out


in this strategy. Successful schemes usually rely on cooperation and funding contributions from several sources. The Councils are committed to working closely with these organisations to influence their investment decisions and ensure they support local projects rather than those elsewhere in the country.

Taunton's Garden Town status means that transport infrastructure to support the growing town will continue to be a key issue over the next 20 years. We share the frustration of local communities that the current funding arrangements often make it very difficult to ensure that the infrastructure needed to support new development is put in place before development commences. This means often some development needs to occur to generate the finance necessary for developers to fund infrastructure improvements. Government planning policy accepts that new development may cause more congestion.

In line with government regulations the Borough Council introduced the Community Infrastructure Levy (CIL) in 2014⁽²⁵⁾. CIL is a compulsory tariff which must be paid by developers of certain types of development to fund improvements, including strategic transport improvements associated with the growth of Taunton (and Wellington). Planning applicants are also required to provide, or fund, site-specific matters needed to make development acceptable in planning terms, such as access junctions (such as through section 106 or section 278 agreements). Whilst there are different ways of seeking funding from developers, government guidance emphasises that local authorities should ensure that the combined total impact of such funding requests does not threaten the financial viability of developing the sites. As CIL is compulsory, the ability to secure funding from developers through other means to support other categories of infrastructure can be limited.

Key funding sources and funding bodies are set out on the next page.

Funding source	Description
Local authority core funding, including Council Tax	Used to support the operation of the existing transport system, including County Council responsibilities such as highway maintenance, providing the concessionary travel scheme and supporting some bus services, and Borough Council responsibilities including car park maintenance and management. From 2020 the revenue from business rates will be retained locally but the core grant given from central government will end.
Local Growth Fund 	Budget given by central government and controlled by the Local Economic Partnership to fund major transport infrastructure investment in their areas
Large 'Local Majors' Fund 	This new fund for 'local major transport schemes' was announced in the Government's 2015 Spending Review. It is designed to help local areas 'pay for projects that are too expensive to fund by themselves'
Funds allocated by Department for Transport	Separate allocations are given to the County Council for 1) highway maintenance, including a specific pothole action fund, 2) smaller-scale capital schemes and one-off National Productivity Investment Fund for 2017/18
Funds managed by Department for Transport 	Local highway authorities can bid for money from various funds, including the Low Emission Bus Scheme, and National Productivity Investment fund (for 18/19 – 19/20), Local Highways Maintenance Challenge Fund
Funds managed by Department for Communities and Local Government 	Local authorities can bid for money from funds including the Housing Infrastructure Fund, to pay for infrastructure to unlock new homes in the areas of greatest demand. Government will either fund the final, missing element of infrastructure funding, or provide initial funding, to kick-start the process.
Developers (through Community Infrastructure Levy - CIL)	Payable by planning applicants towards the cost of providing or improving infrastructure across the borough required to support new development, and to operate or maintain it. 15% of money from CIL is passed directly to the town or parish councils within whose boundaries development takes place; communities with an adopted neighbourhood plan receive 25% of CIL revenue. Much of Taunton does not have a parish or town council so Taunton Deane Borough Council must ask the community how they wish the 15% of monies to be spent.
Developers through planning obligations (s106 agreements) and highway agreements (s278 agreements)	Used to secure transport infrastructure to enable a development to proceed (eg highway accesses) and limit the significant impacts of the development. Planning applicants can either give financial contributions or construct the physical infrastructure itself.
Highways England	Delivers DfT Road Investment Strategy projects, including for the A303/A358/A30 corridor and at M5 J23, or other programmes such as the queue protection system proposed between M5J22 and J25. Also manages 'Designated funds' to tackle specific issues including a Growth & Housing Fund (to part-fund schemes on the motorway or trunk road network which enable housing and employment sites to progress with a £4m allocation to M5 J25)  , A Walking and Cycling Fund, an Air Quality Fund, and Innovation Funds
Other sources	Includes funding by Network Rail, train operating companies and bus operators, for example. Some of the other sources require bids to be made

 **Competitive funding** - Funding not guaranteed; requires bid to be submitted.

Annex C: REFERENCES

1	National Statistics 2013 Census 2011 statistics table QS701EW Method of travel to work (Taunton Built-up area) https://www.nomisweb.co.uk/census/2011/qs701ew
2	Taunton Deane Borough Council 2016 Survey of Taunton Businesses, 2016
3	National Statistics 2014 Census 2011 statistical table WU03EW Location of usual residence and place of work by method of travel to work (MSOA level)
4	For the purposes of this strategy Taunton defined as middle super output areas Taunton Deane 002, 004, 006-011 https://www.nomisweb.co.uk/census/2011/wu03ew
5	National Statistics 2014 Census 2011 statistics table QS702EW Distance travelled to work for Taunton Built-Up Area https://www.nomisweb.co.uk/census/2011/qs702ew
6	National Statistics 2013 Census 2011 statistical table KS404EW Car or van availability https://www.nomisweb.co.uk/census/2011/ks404ewl
8	Taunton Deane Borough Council 2015 Authority Monitoring Report for 2014-2015 https://www.tauntondeane.gov.uk/media/1130/authority-monitoring-report-2014-2015.pdf
9	Department for Transport 2017 Traffic counts (Annual average daily traffic data for 2016 quoted) https://www.dft.gov.uk/traffic-counts/
10	Somerset County Council automatic traffic counts (unpublished)
11	Somerset County Council 2016 Somerset Traffic Data 2015 http://www.somerset.gov.uk/EasySiteWeb/GatewayLink.aspx?allid=119112
12	Taunton Car Parking Strategy (to be published shortly)
13	Office of Rail and Road 2016 Estimates of Station Usage 2015-2016 time series http://orr.gov.uk/statistics/published-stats/station-usage-estimates
14	Somerset Intelligence 2017 Population Estimates and Projections http://www.somersetintelligence.org.uk/population-estimates-and-projections/
15	All Party Commission on Physical Activity 2014 Tackling Physical Inactivity – A Coordinated Approach https://parliamentarycommissiononphysicalactivity.files.wordpress.com/2014/04/apcopa-final.pdf
16	Public Health England 2014 Estimating local mortality burdens associated with particulate air pollution https://www.gov.uk/government/publications/estimating-local-mortality-burdens-associated-with-particulate-air-pollution
17	National Statistics 2016 UK local authority & regional carbon dioxide emissions national statistics: 2005-2014 https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-2014
18	Taunton Strategic Transport Model (TSTM3) 2011 base model
19	Transport for London 2017 Healthy Streets http://content.tfl.gov.uk/healthy-streets-for-london.pdf
20	The value of cycling: rapid evidence review of the economic benefits of cycling, 2016 https://www.gov.uk/government/publications/the-value-of-cycling-rapid-evidence-review-of-the-economic-benefits-of-cycling
21	DfT Statistics Table 2016 BUS0902 Non-frequent bus services running on time, by local authority: England (data quoted for 2015/16) https://www.gov.uk/government/collections/bus-statistics
22	Network Rail 2015 Long-term planning process: Western Route Study https://www.networkrail.co.uk/running-the-railway/long-term-planning/
23	Peninsula Rail Task Force 2016 Closing the Gap – The South West Peninsula Strategic Rail Blueprint https://peninsularailtaskforce.co.uk/closing-the-gap-the-south-west-peninsula-strategic-rail-blueprint/
24	Ofcom 2016 Communications Market Report 2016 https://www.ofcom.org.uk/__data/assets/pdf_file/0024/26826/cmr_uk_2016.pdf
25	Taunton Deane Borough Council 2014 Community Infrastructure Levy https://www.tauntondeane.gov.uk/planning-policy/community-infrastructure-levy/



M5 Taunton to Southfields

2nd Non-statutory consultation by Highways England



A358
Taunton to Southfields Dualling Scheme
Public consultation
16 January - 27 February 2018



**Presentation to Scrutiny for Policies and Place
Committee 30 January 2018**

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

WWW.SOMERSET.GOV.UK



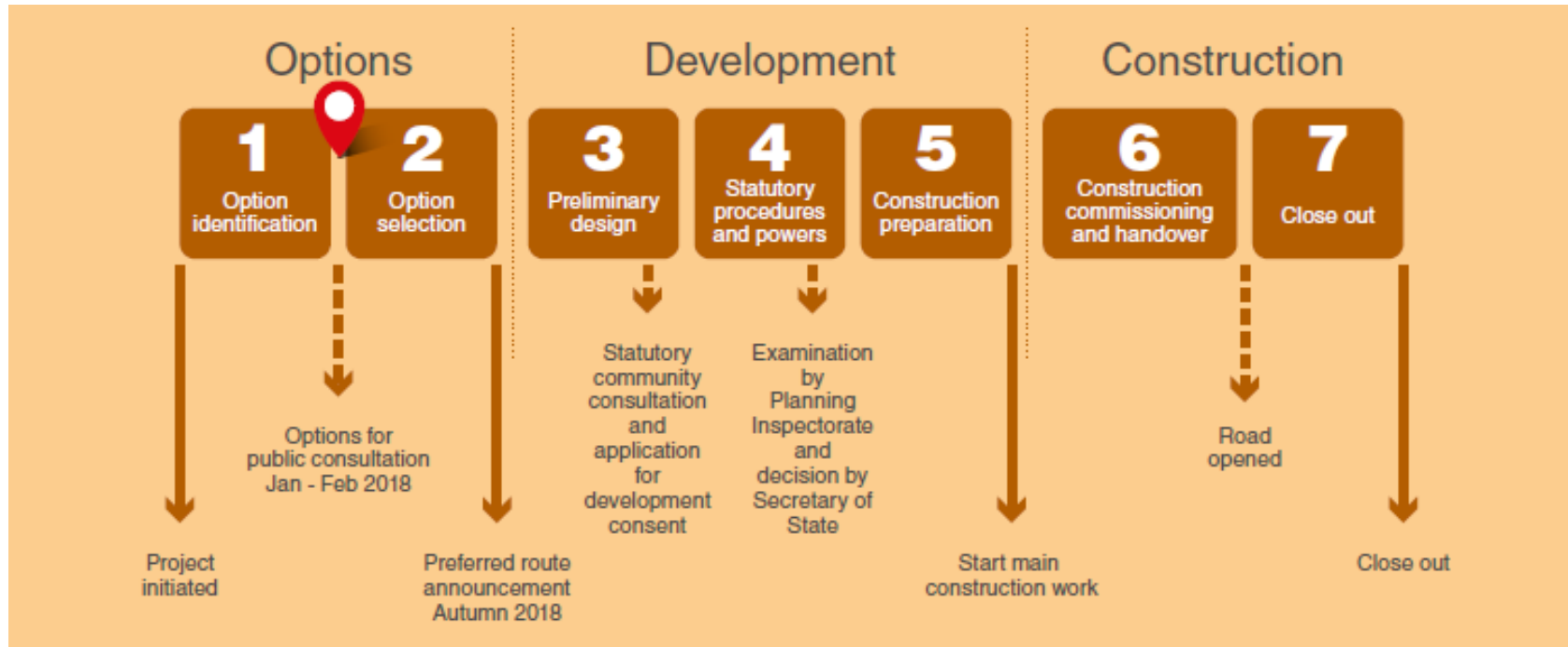
Background

- Sustained campaign to secure improvements to the whole A303/A30/A358 corridor. Huge economic benefits to the area if designed appropriately.
- Strong support for a dual carriageway improvement from the M5 at Taunton to Southfields as part of the wider programme.
- Highways England responsible for design, delivery and operation of the route as a new link in the national road network. SCC are only a consultee.
- Scheme to be consented through the 'DCO' process for nationally significant infrastructure projects.
- HE's initial 'non-statutory' consultation contained only a single option and following community concern, three options are now being consulted on. Consultation closes on 27 February 2018.

WWW.SOMERSET.GOV.UK



Process and timescales

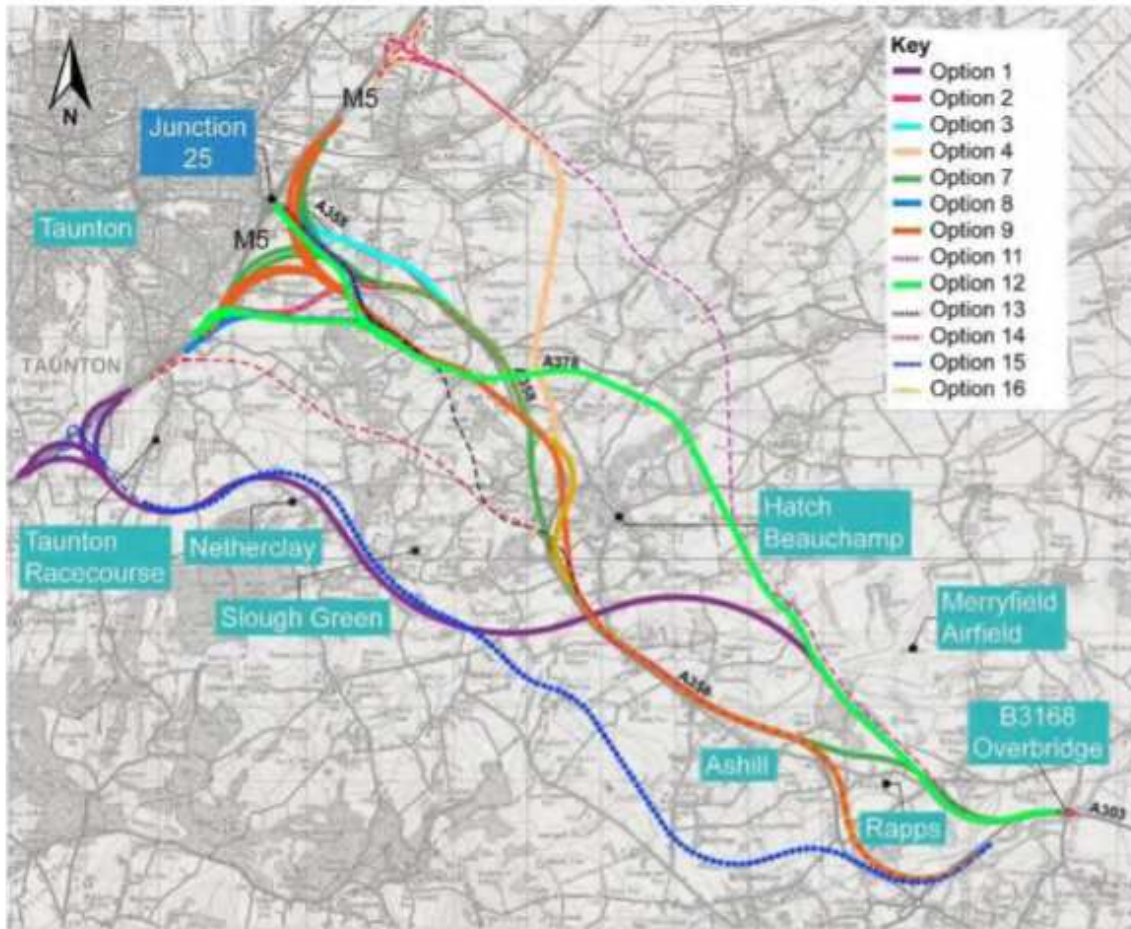


Local Authority Role

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

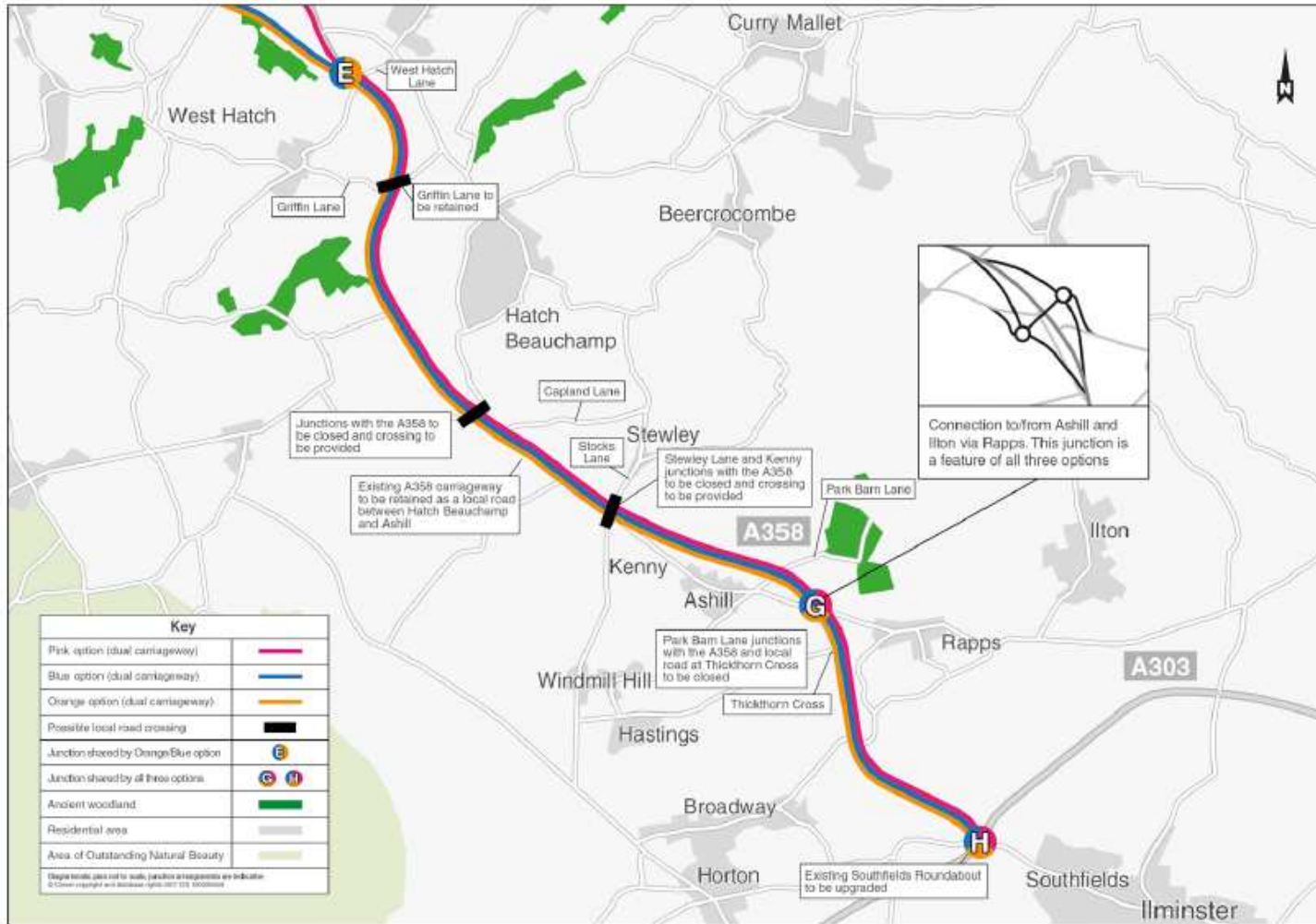
Options Considered:

Figure 5.1: Routes considered as a part of the options identification stage

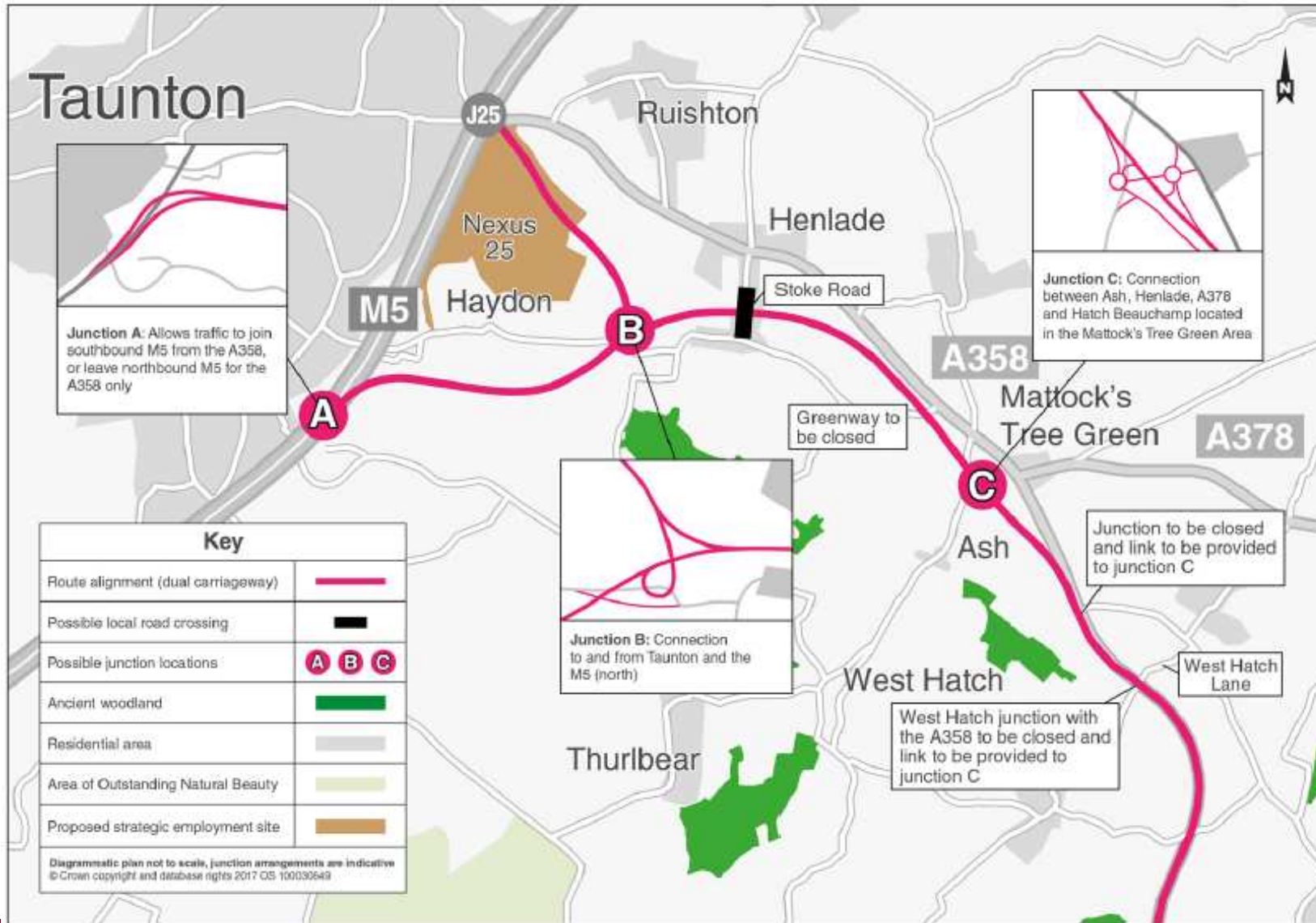


MMSJV. This Map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Highways England 100030649 2016.

'Section 2' Consultation Option - Southfields to West Hatch



Section 1: Consultation Options: Pink (Previously Option 2A/2B)

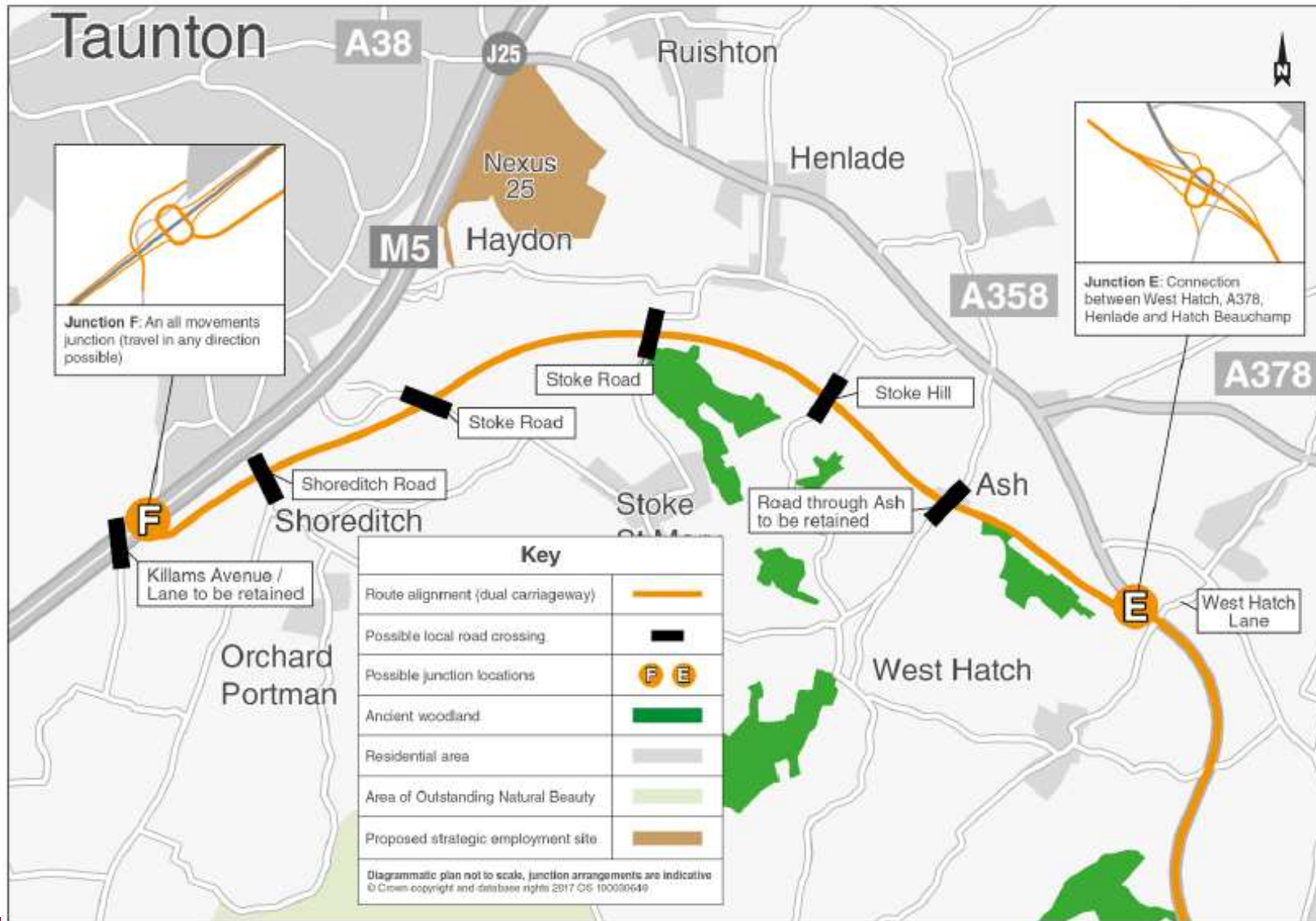


Key	
Route alignment (dual carriageway)	
Possible local road crossing	
Possible junction locations	
Ancient woodland	
Residential area	
Area of Outstanding Natural Beauty	
Proposed strategic employment site	

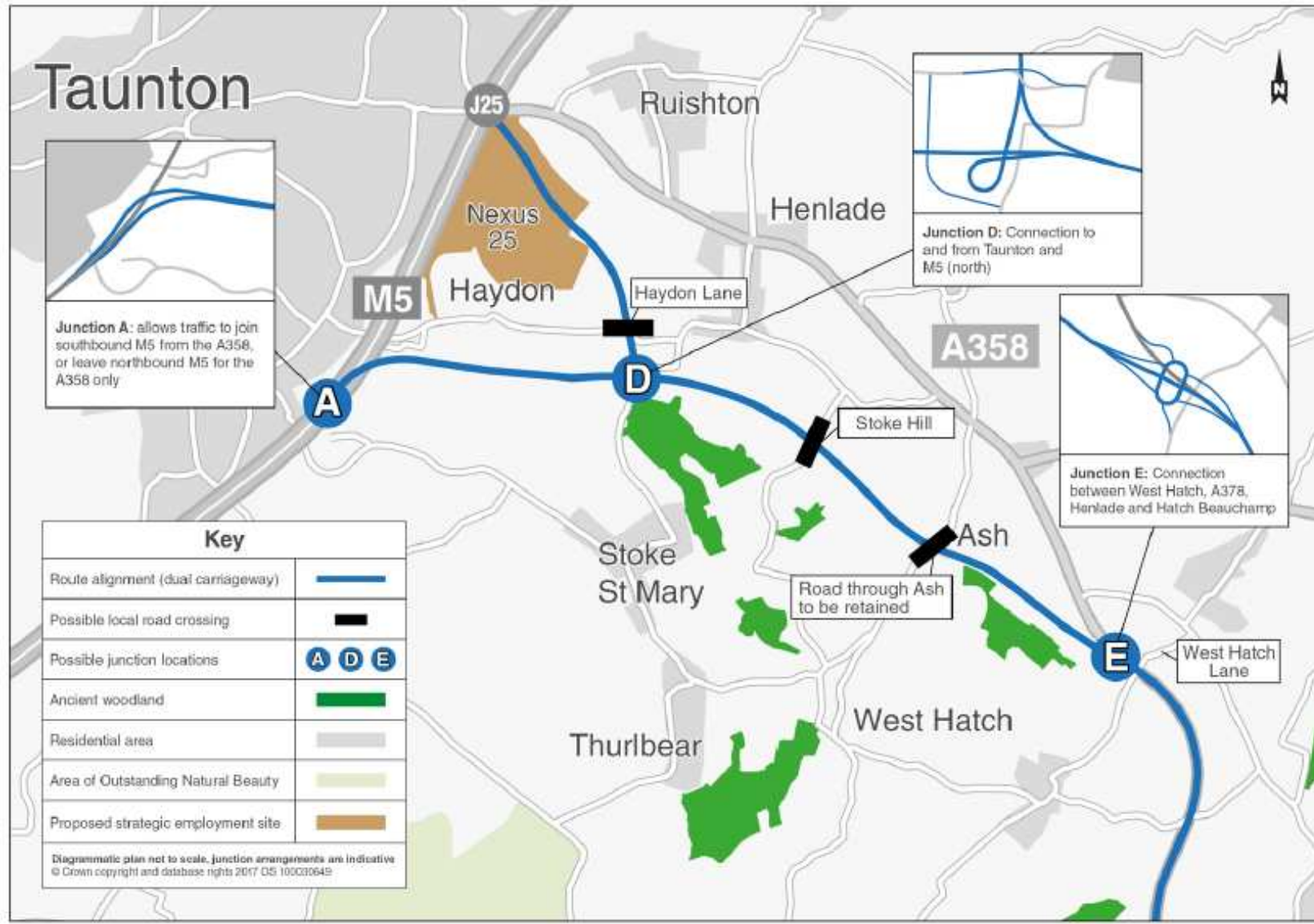
Diagrammatic plan not to scale, junction arrangements are indicative
© Crown copyright and database rights 2017 OS 100030649



Section 1: Consultation Options: Orange (Previously Option 8/8B + NFS)

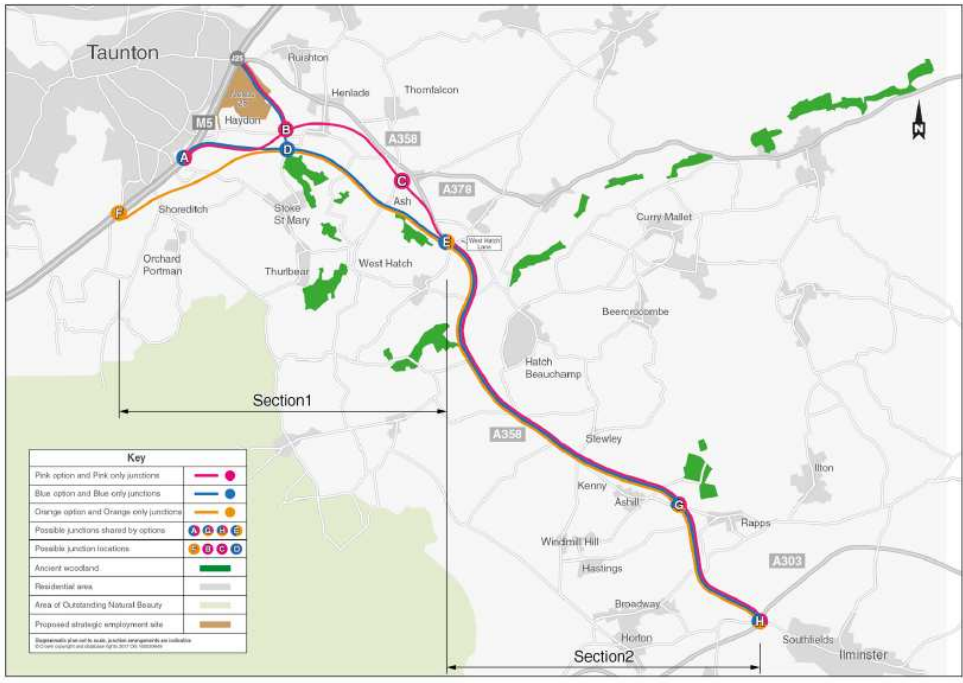


Section 1: Consultation Options: Blue (Previously Option 8/8B + J25)



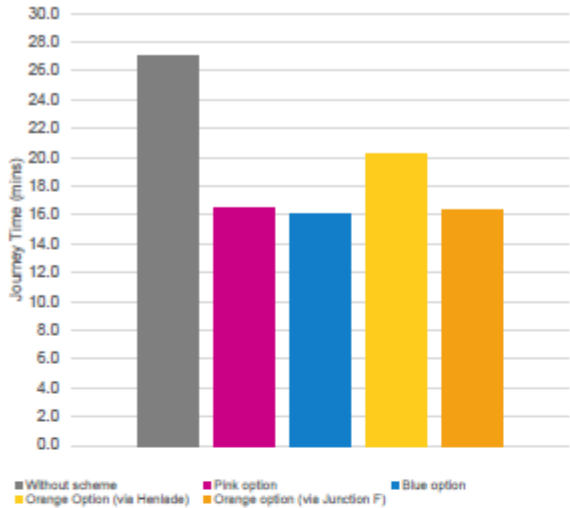
Option Performance: Whole route

Route Performance	Pink (2A2B)	Orange (8 NFS)	Blue (8+J25)
Cost	£452m	£366m	£401m
Benefit to Cost Ratio	2.084 (High)	1.636 (Medium)	1.872 (Medium)
Accident Savings	£10.1m	£-314k	£9.6m
Journey Time Efficiency Savings	£566m	£395m	£475m
Traffic flow on section 1 of new route (AADT 2038)	54600 (40100 on J25 link)	26000	45900 (33400 on J25 link)
Traffic flow remaining on old A358 at Henlade (AADT 2038):			
• Without scheme	39700	39700	39700
• With Scheme	5300	26800	10000

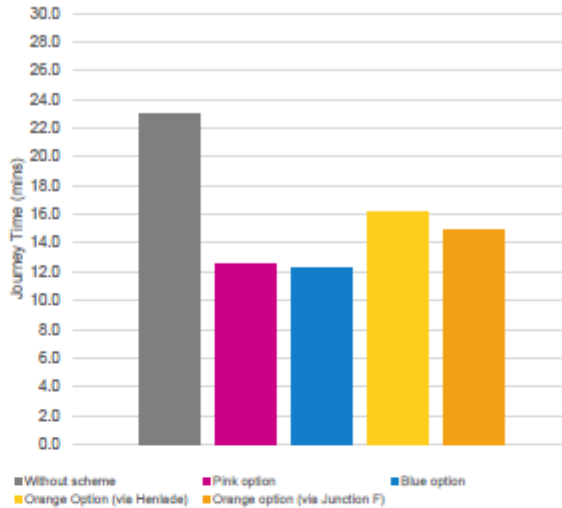


Option Performance: Whole route

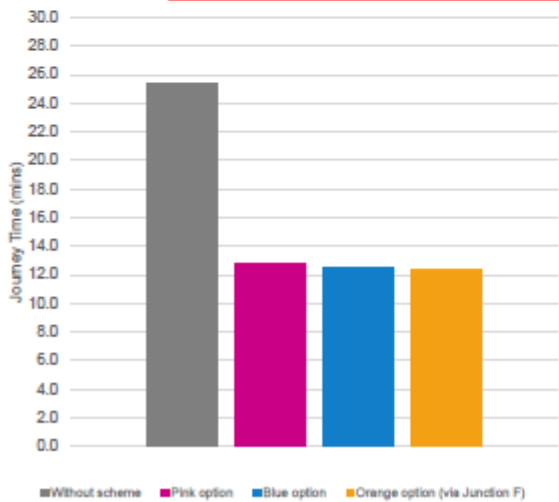
Southfields to M5 junction 24 (Bridgewater)



Southfields to M5 junction 25 (Taunton)



Southfields to M5 junction 26 (Wellington)



These graphs present results from our traffic modelling which show that each of the options being proposed will improve journey times on the A358 compared to doing nothing.

The figures also indicate that for the Orange option, journey times are shorter travelling via the new route and new junction on the M5, than through Henlade.

Note:
Times given are an average of morning peak periods in 2038.

Note: Journey times averaged across 3 hour AM peak period 07:00 to 10:00 in 2038.

(Journey times on routes through J25 would be longer in the most intensive peak hour 08:00 to 09:00).

Average Monday to Thursday weekday.

WWW.SOMERSET.GOV.UK



Option Performance: Junction 25

J25 Performance AM Peak Hour (2038)	Pink	Orange	Blue
J25 Capacity (%)	138%	82%	132%
Average delay on A358 entering J25 (s/pcu)	567s (9.5 mins)	28s (0.5 mins)	477s (8 mins)
Congested arms of the junction	A358 w/b (137%) M5 n/b ahead left (96%)		A358 w/b (131%) M5 n/b ahead Left (97%) M5 s/b left (118%)

J25 Performance PM Peak Hour (2038)	Pink	Orange	Blue
J25 Capacity (%)	89%	88%	93%
Average delay on A358 entering J25 (s/pcu)	24s (0.4 mins)	20s (0.33 mins)	16s (0.26 mins)
Congested arms of the junction			Toneway e/b (93%)

Note this assessment has modelling limitations:

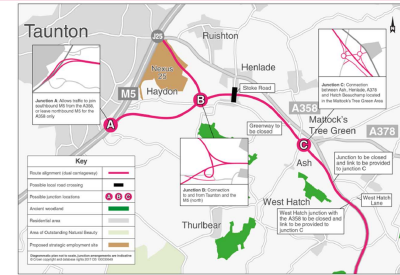
- Impact of the capacity constraints needs further consideration.
- Limited network which does not model any upstream constraints & associated profile of traffic arrivals.
- Real world signal optimisation techniques likely to improve on the modelled capacity.

Note: Peak hours as follows :
 AM: 08:00 to 09:00
 PM 17:00 to 18:00

WWW.SOMERSET.GOV.UK



Pink Route: Strengths and Weaknesses



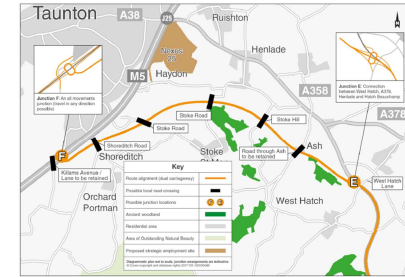
Strengths

- Shows the greatest reduction in traffic through Henlade.
- Better connectivity to Nexus 25 employment site removes need to travel via the M5 and J25 to get to the site from the expressway.
- A junction is proposed in close proximity to the existing A358 / A378 Thornfalcon junction which would encourage more traffic to use the new road links.
- Significant journey time reductions.
- Highest value for money.

Weaknesses

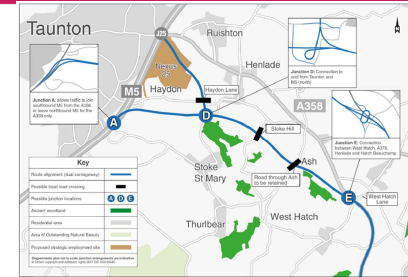
- Potentially visually intrusive elevated junction with M5.
- M5 junction close to residential properties.
- M5 junction likely to require acquisition of some public open space land.
- The most expensive scheme (£86m more than the lowest cost).
- Majority of traffic still routes into existing M5J25 and Nexus25 access junction which has insufficient capacity for the traffic in the AM Peak hour.
- Modelling shows considerable delays on A358 approach to J25 in the AM Peak hour.
- Creates congestion concerns on M5 Northbound slip road in the AM Peak hour.

Orange Route: Strengths and Weaknesses



Strengths	Weaknesses
<ul style="list-style-type: none">• New all-movement junction on M5 has around 55% spare capacity so will accommodate long-term traffic growth.• Removes traffic from M5 J25 enabling J25 to operate within capacity (i.e. without significant queues and delays).• Significant journey time reductions.• The least cost option.	<ul style="list-style-type: none">• Not a free-flow access to M5.• The road through Henlade will still carry a large amount of traffic.• Westbound traffic from A378 likely to still travel through Henlade as access to the expressway would require a detour in the wrong direction.• M5 junction close to residential properties.• No incentive for eastbound traffic from M5 north or Taunton to use the new J25a as it is likely to feel shorter and more direct to travel through Henlade.• No direct link to Nexus 25 employment site from new Expressway. Nexus 25 less accessible under this option.• Medium value for money.

Blue Route: Strengths and Weaknesses



Strengths

- Shows a better reduction in traffic through Henlade than the Orange route.
- Better connectivity to Nexus 25 employment site removes need to travel via the M5 and J25 to get to the site from the expressway.
- Significant journey time reductions.

Weaknesses

- Westbound traffic from A378 likely to still travel through Henlade as access to the expressway would require a detour in the wrong direction.
- Potentially visually intrusive elevated junction with M5.
- M5 junction close to residential properties.
- M5 junction likely to require acquisition of some public open space land.
- Cost £35m more than the lowest cost scheme.
- Majority of traffic still routes into existing M5J25 and Nexus25 access junction which has insufficient capacity for the traffic.
- Modelling shows considerable delays on A358 approach to J25 in the AM Peak hour.
- Creates congestion concerns on M5 Southbound and Northbound slip roads and Toneyway eastbound in the AM Peak hour.
- Medium value for money.

Environmental and social impacts

- Early work undertaken with much more detail required as scheme develops:
 - Flood Risk and Drainage
 - Rights of Way
 - Landscape and Visual Impact
 - Air Quality & Emissions
 - Archaeology and Cultural Heritage
 - Biodiversity and Ecology
 - Noise and Vibration
-
- TAR concludes variable results across the different route options at this stage:
 - **Noise:** Pink runs closest to some properties in Henlade. Orange leaves most traffic in Henlade & provides least degree of noise relief.
 - **Air Quality:** Marginal differences in vehicle emissions but orange route leaves the most traffic travelling through the Air Quality Management Area.
 - **Landscape:** Pink has least impact on open countryside.
 - **Historic Environment & Biodiversity:** Nothing to discriminate between the options at this stage.

WWW.SOMERSET.GOV.UK



Key Issues

- All options provide benefits over doing nothing in terms of improved journey times and reducing traffic in Henlade.
- Journey time reductions are considerable.
- Pink and blue options provide greater traffic relief to Henlade.
- Pink and blue options show large delays on the A358 approach to J25 in the AM peak hour due to capacity constraints, and create congestion problems on some other arms of J25 in the AM peak hour. Further work needed to establish if this can be improved on.
- Direct link to the A378 reduces traffic travelling through Henlade but increases traffic on the A378.
- Suggestions can be made for hybrid options.
- Both alternative M5 junctions may impact on nearby communities.
- If the orange route is chosen, more work will be needed to establish how to ensure a greater proportion of traffic uses the new road rather than travel through Henlade.
- Limited junctions between Southfields and West Hatch.
- Seasonal traffic still to be modelled.

WWW.SOMERSET.GOV.UK



SCC process going forward

- 30 January: Scrutiny consideration of HE proposals and key points of SCC response.
- 2 February: Draft written response and Cabinet Member non-key decision published for comment.
- 16 February: Deadline for community views on proposed SCC response to be communicated to SCC via consultation portal.
- 19 February: Cabinet Member non-key decision to agree SCC's response.
- 27 February: Deadline for submission to Highways England.
- It is important to note that Highways England is consulting on this scheme, not SCC so consultation responses should go to HE at <https://highwaysengland.citizenspace.com/he/a358-taunton-to-southfields/>

WWW.SOMERSET.GOV.UK



2018/19 Medium Term Financial Plan, Capital Investment Programme and Provisional Local Government Finance Settlement

Lead Officer: Kevin Nacey – Director of Finance, Legal, and Governance
Author: Marcus Venn – Finance Manager
Contact Details: 01823 359014 or kbnacey@somerset.gov.uk
01823 359676 or mzvenn@somerset.gov.uk
Cabinet Member: Cllr David Hall - Cabinet Member for Resources and Economic Development
Division and Local Member: All

1. Summary

- 1.1. This report updates Members of the Scrutiny for Policies and Place Committee on the Medium Term Financial Plan, the 2018/19 Capital Investment Programme and includes an overview of the Provisional Local Government Finance Settlement.

2. Provisional Local Government Finance Settlement 2018/19

- 2.1. On 19 December 2017 the Secretary of State for Communities and Local Government Sajid Javid MP announced the Provisional 2018/19 Local Government Finance Settlement. The announcement set out provisional funding allocations for 2018/19 which were originally announced in December 2015 as part of the multi-year settlement offer. The final settlement announcement is scheduled for the 5th February 2018 and will therefore not be known before Cabinet papers are issued.

- 2.2. The main announcements from the settlement are

- An “aim” to localise 75% of business rates from 2020-21 and implementation of the new needs assessment;
- Confirmation of the continuation of the Adult Social Care precept including the additional flexibility to raise the precept to 3% this year but by no more than 6% over the 17-18 to 19-20 period;
- Increased council tax referendum principle from 1.99% to 2.99% for 2018-19 and 2019-20;
- Continuation of the Capital Receipts flexibility programme for a further three years until 2021/22;
- Rural Services Delivery Grant reduction for 2018/19 has been cancelled, providing a £500k increase in our expected funding;

- Revisions to the calculations for business rates baselines and New Homes Bonus that for Somerset County Council (SCC) effectively reduce our available funding by £475,000;
- In addition to those already announced; ten 100% business rates retention pilots have been approved for 2018-19 but Somerset was not successful in its bid;
- Consultation in Spring 2018 on “fair and affordable options” to tackle negative Revenue Support Grant in 2019-20. This does not affect SCC but it does affect some district councils in Somerset.

3. Business Rates Pilot / Pool

- 3.1. Along with the 5 Somerset District Councils, the County Council submitted a bid to government to be one of the pilots for 100% Business Rates Retention. A successful bid would have meant SCC could gain between £3.5m to £4.0m to support its revenue budget pressures. In addition, the pilot would create a fund to invest in economic development projects in Somerset of a similar amount.
- 3.2. As part of the provisional finance settlement the successful pilots were announced and Somerset was not successful.
- 3.3. Despite not being successful in the Pilot application, the County Council will be part of a Pool with the 5 Somerset District Councils and this should generate over half a million pounds towards our revenue gap.

4. Current Forecast Position

- 4.1. The MTFP gap increases and decreases constantly as various factors affect our budgetary position. On the positive side, the increased levels of funding received via the Improved Better Care Fund along with a stabilisation of costs in Adult Social Care and Learning Disabilities have helped to reduce forecasted pressures in these services.

In terms of our funding, estimates have been received from District Councils for Taxbase numbers and collection fund surplus and these are sufficiently buoyant to include in our base as additional income, £0.550m regarding the taxbase and £1m in terms of the collection fund.

- 4.2. However, on the negative side, as part of the annual roll-over process of the MTFP, we have reviewed the existing and future delivery of savings agreed for the 2017/20 MTFP, and it is clear that some of those savings are no longer considered to be deliverable. In line with setting a robust budget we have taken these into account and had to re-adjust savings values required to balance the budget. In addition, the probable pay award pressure at 2% on average will add to SCC costs by approximately £2.2m and this has been included in our estimates at present. These factors have resulted in the overall gap in 2018/19 being £13m.
- 4.3. Recommendations to Cabinet to close the gap and to ease the budgetary pressure will include increasing the basic council tax by 2.99% and increasing

the Adult Social Care precept by 3%. This will help reduce the pressure to make sufficient savings and provide much needed funding to Adult Social Care to meet service demand and increasing Learning Disabilities costs.

4.4. In summary, therefore, the estimated £13m gap will be closed by raising an additional 1% than previously assumed on the general council tax (£2.1m), some corporate revisions to non-service budgets (£2m) and £8.8m of service savings as per Appendix C. This gives a total savings value of £10.866m.

4.5. The Band D charge last year for SCC was £1,124.79
The 2.99% increase for basic Council Tax will add £33.63
The 3% Adult Social Care precept will add a further £33.64

The total Council Tax bill will therefore be £1,192.16 for SCC. The £67.37 increase represents an increase of £1.30 per week.

4.6. All of the above figures are subject to slight variation when we finalise the Cabinet and Full Council papers.

5. 2018/19 Revenue Budget Approach

5.1. In July 2017, the Cabinet agreed to continue with the new approach adopted in February for 2017/18 of identifying savings across themes. This is an outcome-led approach aimed at redefining services to meet resident's needs and maximise available resources for the Council's priorities. It remains critical that the Council takes a longer term, strategic approach, despite the uncertainty over funding beyond 2020 which makes that more challenging.

5.2. The Council's officers have developed savings proposals required to close the gap of £13m. The focus for delivering savings will be primarily through a comprehensive review of all existing and planned contracts reducing our third party spend. Some of the savings in our contractual expenditure will be made via better procurement, working with our supply chain to reduce rates and unit costs but we must also try to reduce demand and the volume of activity put through those contracts. In some instances, we will have the opportunity to revisit contracts about to expire and this provides the chance to rethink how we approach the market for the provision required and really examine what outcomes are most needed.

5.3. The second area of focus will involve trying to identify a number of smaller projects that will manage demand or find efficiencies within services. This will entail looking at our staffing and particularly management levels throughout the organisation to see if we can use technology better to try and see where any further efficiencies can be made. Inevitably, with the pressures we face, having lost a further £10m in government grant with no permanent solution likely until 2020/21, we need to look to fund services through a combination of these savings and by increasing council tax to ensure we meet our statutory functions.

5.4. Members of the committee are invited to comment on any individual matter arising from these papers. As in previous years, any alternative savings proposals the Committee would like to recommend to Cabinet would be considered in the context of achieving a balanced and robust Revenue Budget position.

6. Policy and Place Services Savings Proposals

- 6.1.** Those savings that relate to service budgets within the remit of the Committee are highlighted on Appendix C and are towards the top of the page. All of the proposed savings to balance the budget are included in this list so again the Committee can see the context these are taken in. The savings are grouped within service areas.
- 6.2.** The lead directors for these services will be present at committee to answer any questions members have on the savings.

7. Capital Investment Programme

- 7.1** The recommended capital investment programme includes a number of investments that relate to services within the remit of this Committee. The whole capital programme is shown in Appendix A as context and it includes for 2018/19 a significant investment in our schools. The funding of this investment is subject to further announcements by government either in our final settlement or separately as the DfE and other government departments announce their capital allocations. It is not clear how much resource SCC will have towards funding its needs. Appendix B shows an indicative 4 year programme to demonstrate the scale of the need to invest in years to come.
- 7.2** The scale of the schools' programme is considerable but we do not know how much we can expect in DfE grant. We have also submitted a bid to the Housing Infrastructure Fund in conjunction with Taunton Deane and Sedgemoor councils that would fund around £80m of infrastructure projects supported by the three councils. If this bid is successful, the resources to support the capital investment programme for SCC could be increased by £15m.
- 7.3** At present, we have been advised of our highways grant at around £24m and some other smaller educational grants which gives a total known funding through grant of £29m. If we can secure further grant via the DfE for basic need and some specific projects and we are successful in our Housing Infrastructure Fund bid, we may have as much as £50m towards our investment needs. The range of possible funding is therefore considerable and so we will need to wait until we have more security of funding before we can allocate it to the evaluated bids.
- 7.4** The shortage of capital funds is a known issue for all county councils and representations have been made to DCLG through the consultations on the Fairer Funding Review last summer that government has to recognise the pressures on councils to meet the growing need.

The national push to increase the number of houses built is being addressed in Somerset but the consequence is a need to match this with highways and schools' infrastructure. Of course, there is a lag between the investment required by councils and the additional council tax that ensues from the new housing. The increase in the taxbase eventually may be as much as £2m if the scale of development goes ahead as planned.

The developer contributions have never been enough to cover this up-front investment and it seems the viability in some developments is putting a downward pressure on their willingness or ability to agree to sufficient s106 contributions. This only serves to create a bigger pressure on SCC and other councils to meet the infrastructure costs themselves.

- 7.5** In summary, the likely scale of the capital investment needed will exceed our available resources but we have to wait for the outcome of announcements by government before we can gauge the real gap. The provisional programme may therefore be amended when presented to the February Cabinet and Full Council meetings. The Council is committed to building new schools and improving capacity and will need to borrow funds from the Public Works Loans Board to do so. This may be up to £120m for the programme ahead but we will of course only borrow what is needed when it is needed.

8. Background papers

- 8.1.**
- County Council 15 February 2017: [Report of the Leader and Cabinet](#);
 - Cabinet 10 July 2017 [MTFP Development report](#)
 - Cabinet 15 November 2017: [Medium Term Financial Plan 2018/19 – Proposed Capital and Revenue Savings](#);
 - [Provisional local government finance settlement](#): England, 2018 to 2019.

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

This page is intentionally left blank

Appendix A

Service	Scheme	2018.19		
		SCC Resources	3rd Party	Total
Children's and Families	St Augustine's School	9,000,000	0	9,000,000
Children's and Families	Schools Basic Need	9,900,900	0	9,900,900
Children's and Families	Schools Condition	990,000	0	990,000
Children's and Families	Schools Access Initiative	385,000	0	385,000
Children's and Families	Schools Safeguarding & Security	1,700,000	0	1,700,000
Children's and Families	Early Years Basic Need	1,400,000	0	1,400,000
Children's and Families	Early Years Condition	604,098	0	604,098
Children's and Families	Get Set	250,000	0	250,000
Children's and Families	Special Provision	572,131	0	572,131
	Education and Skills	24,802,129	0	24,802,129
Economic and Community Infrastructure	Colley Lane Southern Access Road	2,000,000	6,000,000	8,000,000
Economic and Community Infrastructure	M5 Junction 25	0	11,172,000	11,172,000
Economic and Community Infrastructure	Yeovil Western Corridor	2,373,358	6,193,000	8,566,358
Economic and Community Infrastructure	Vehicle Incursions to Network Rail Infrastructure	150,000	150,000	300,000
	Infrastructure	4,523,358	23,515,000	28,038,358
Economic and Community Infrastructure	Highway Structural Maintenance	22,750,000	0	22,750,000
Economic and Community Infrastructure	Highway Lighting - Basic Need	250,000	0	250,000
	Structural Maintenance	23,000,000	0	23,000,000
Children's and Families	Somerset Outdoor & Residential Learning Service Improvement Programme	288,750	0	288,750
Economic and Community Infrastructure	Gritter Replacement Programme	333,000	0	333,000
Economic and Community Infrastructure	Fleet Vehicle Replacement	980,000	0	980,000
Economic and Community Infrastructure	Traffic Signals Recovery Programme	1,000,000	0	1,000,000
Corporate and Support Services	Dillington House Improvement Programme	163,060	0	163,060
	Replacement Asset Programme	2,764,810	0	2,764,810
Economic and Community Infrastructure	Bridgwater - Taunton Canal and River Corridor	20,000	0	20,000
Economic and Community Infrastructure	Heritage Conservation	50,000	0	50,000
Economic and Community Infrastructure	Public Rights of Way	213,000	0	213,000
Corporate and Support Services	Corporate Property Investment (Major R&M)	325,000	0	325,000
Corporate and Support Services	Corporate Property Investment (County Farms)	150,000	0	150,000
Corporate and Support Services	A Block Priority 1 Improvements	6,441,500	0	6,441,500
	Structural Maintenance	7,199,500	0	7,199,500
Economic and Community Infrastructure	Business Growth Fund	400,000	400,000	800,000
	Economic Development	400,000	400,000	800,000
Economic and Community Infrastructure	Library Service Redesign	203,250	0	203,250
Corporate and Support Services	Corporate ICT Investment	4,794,600	0	4,794,600
	Transformation	4,997,850	0	4,997,850
Corporate and Support Services	Corporate Property Investment (Fire Precaution)	150,000	0	150,000
Corporate and Support Services	Corporate Property Investment (Asbestos)	50,000	0	50,000
Corporate and Support Services	Corporate Property Investment (Accessibility)	50,000	0	50,000
Adult Social Care	Extra Care Housing Adaptation	70,000	0	70,000
	Other	320,000	0	320,000
		68,007,647	23,915,000	91,922,647

This page is intentionally left blank

Appendix B

Indicative four year Impact of 2018/19 Programme

Service Area	2018.19	2019.20	2020.21	2021.22	Total
Schools - Primary and Secondary Sector	22,463,031	68,684,531	20,642,332	5,442,200	117,232,094
Highways and Traffic Management	24,000,000	0	0	0	24,000,000
Economic Development	800,000	0	0	0	800,000
Highways Engineering Projects	28,038,358	23,131,642	0	0	51,170,000
Support Services	11,961,100	3,750,000	0	0	15,711,100
Schools - SEN and Access	385,000	245,000	70,000	0	700,000
Heritage	50,000	0	0	0	50,000
Adult Social Care and Learning Disabilities	70,000	0	0	0	70,000
Early Years and Community Services	2,496,098	3,426,277	271,625	857,000	7,051,000
Other Services	1,709,060	130,000	197,500	97,000	2,133,560
	91,972,647	99,367,450	21,181,457	6,396,200	218,917,754
Financing					
Financing	2018.19	2019.20	2020.21	2021.22	Total
Borrowing	(38,355,439)	0	0	0	(38,355,439)
Government Grants	(29,702,208)	(572,131)	(572,132)	0	(30,846,471)
3rd Party Contributions	(23,915,000)	(23,131,642)	0	(2,468,200)	(49,514,842)
To be Determined	0	(75,663,677)	(20,609,325)	(3,928,000)	(100,201,002)
	(91,972,647)	(99,367,450)	(21,181,457)	(6,396,200)	(218,917,754)

The levels of borrowing between 2019/20 and 2021/22 will be determined when we know more about our grant allocations
 Similarly the levels of highways and traffic management expenditure are dependant on grant allocations

This page is intentionally left blank

Service	Area	Proposal Title	Description	£
Economic and Community Infrastructure	Traffic Management and Road Safety	Staffing review and Traffic Management	A number of proposals related to income and charging to support traffic management activity such as congestion management, highway safety and parking demand. In addition there will be a need to reduce the teams by 2 posts.	(470,200)
Economic and Community Infrastructure	Economic Development	Reduce Inward Activity Levels to a minimum level	Savings could be made by reducing the campaigning and marketing work done with the district councils and the LEP; some savings would also be made in associated staffing.	(55,000)
Economic and Community Infrastructure	Commissioned services	Commissioning Team Service Redesign and Restructure	A mixture of charging increases, service reductions, including flood and water management, staff reductions in the infrastructure commissioning function, combining roles and restructuring the teams.	(144,000)
Economic and Community Infrastructure	Highways and Infrastructure delivery	Staffing review and delivery of Highways Contract Savings	These savings were planned as part of the new contract.	(114,800)
Corporate and Support Services	Legal Services	Reduction in the use of external legal capacity	This may on occasion slow down the response of legal services to other services. We would not let this affect urgent care proceedings and we would maximise use of trainee roles and existing staff.	(320,000)
Corporate and Support Services	Finance services	Reduction in service manager post serving corporate services	This work will need to spread amongst existing service and strategic managers both within finance and within those services.	(50,000)
Corporate and Support Services	Corporate Affairs	Staffing reductions	This will be achieved by managing vacancies and a staff restructure of the teams.	(305,000)
Corporate and Support Services	HR	A mixture of third party and staffing expenditure savings	Various proposals including third party contract savings e.g. Occupational Health. In addition, a review of staffing levels will be carried out.	(210,000)
Corporate and Support Services	IT Services	A mixture of third party and staffing expenditure savings	This will be achieved by deleting a number of posts currently vacant, some contract efficiencies (notably through our Cloud first approach), and targeted service reductions.	(477,600)
Corporate and Support Services	Corporate Business Support	Reduction in support capacity to SLT	This will be delivered by deleting a vacant post in the Executive PA support team	(20,000)
Corporate and Support Services	Commercial and Business Services	Staffing reductions	Removal of a couple of posts that will further reduce procurement capacity.	(80,300)
Corporate and Support Services	Core Council (Change Programme)	Staffing reductions	This will be delivered by deleting two permanent posts	(120,000)
Corporate and Support Services	Property	Facilities Management savings	There will be a focus on office based services and resources both in County Hall and area hubs, resulting in more staff self service.	(298,500)
Corporate and Support Services	SSE	Efficiencies across trading activities	Working with our partners and customers to make efficiencies in all our activities.	(400,000)
Adults and Health	Adults and Health	Demand Management	Continuing with the demand management approach adopted in West Somerset in 17/18 and rolling this model out across Somerset. The approach to promote independence and enable the elderly to do more for themselves has reduced costs in west Somerset and is predicted to help deliver savings. The total budget for Adults' Services is £137m and the aim is to save £3.1m (2.3%)	(3,100,000)
Children and Families	Children's Services	Savings in cost of placements	A detailed analysis of spend across the main areas of expenditure within Children's Services shows that we are higher than average in residential placements. For example, Somerset has the second highest unit costs for residential care placements (external provision) compared to the five authorities most similar to us nationwide. We also have the second highest for usage of this type of provision. Given this and the pressure on the in-year placements budget, we are working on this area of the service to identify how we can both improve outcomes and spend less in this area. The saving can be made by converting 3 or 4 new or existing placements into fostering placements rather than residential but of course the risk is the timing, demand and of course matching the need to the provision as best we can.	(723,000)
Children and Families	Children's Services	Making efficiencies in our transport operations;	Much of the spend is in a statutory area of service in school transport but we know there is a higher than average cost in this service area. Working with the suppliers and given the difficult current market conditions, we need to be more innovative in how we redesign services, processes and behaviours that will help bring overall costs down. This will be done by working more closely with them, understanding their cost bases and in some cases establishing contracts that help the sustainability of supply but provide some reduction in the costs we need to bear.	(535,000)
Children and Families	Children's Services	Reducing the levels of business support to some operations;	There is terrific support provided by business support staff to front-line children's services but there is also opportunity to streamline some of the social work practice that drives the level of support. By increasing the use of technology and reviewing process through a comprehensive end to end review of the support provided this should generate significant savings in productivity in social workers and in other parts of the Council that interact with business support. This saving is very much linked with the Technology and People workstream.	(505,000)
Children and Families	Children's Services	Reviewing management levels in some areas of service.	In the last few years the priority to improve outcomes and service performance has meant that we have had to increase managerial input into design, development and management of service provision. We will now review the existing resources mostly to ensure we have the right skills and expertise in the right areas to improve the entire service further. This will mean however that there is opportunity to reduce in some areas the level of management we have needed previously.	(810,000)
Public Health	Public Health	Reduction in the Public Health training programme	The savings proposal for this budget is to reduce it by £107,000, through small reductions to a number of project budgets, including training. The initial view therefore is that this will only be a one-off saving for next year. This saving is considered to be achievable for the 2018/19 financial year but we will review subsequently whether other savings are possible.	(107,000)
			Service Savings Proposals	(8,845,400)
Non Service	Contingency	Reduction in the central contingencies budget	Reduction in the central contingencies budget from £7.6m to £7.1m.	(520,600)
Non Service	Collection Fund	Council Tax Collection surplus - proportion to be included in the base budget	£1m of an estimated £3m.	(1,000,000)
Non Service	Business Rates Pool	Expected gain from Business rates pooling with district councils	Expected Gain from the Business Rates Pool.	(500,000)
			Non Service Savings Proposals	(2,020,600)
			Total Savings Proposals	(10,866,000)

Appendix D

2018-19 Savings Proposals

Theme	2018.19	2019.20	2020.21	Total
Technology and People	0	0	0	0
Productivity and Culture	(2,278,300)	0	0	(2,278,300)
Commercial and Third Party Spend	(1,280,600)	0	0	(1,280,600)
Stronger Communities	0	0	0	0
Partnership and Integration	(400,000)	0	0	(400,000)
Service Redesign	(4,786,500)	0	0	(4,786,500)
Transport	(100,000)	0	0	(100,000)
Total	(8,845,400)	0	0	(8,845,400)

Prior Year Savings Proposals

Theme	2018.19	2019.20	2020.21	Total
Technology and People	(765,000)	(3,740,000)	(2,575,000)	(7,080,000)
Productivity and Culture	(150,400)	(21,600)	(21,600)	(193,600)
Commercial and Third Party Spend	(1,215,000)	(274,000)	0	(1,489,000)
Stronger Communities	(45,000)	(400,000)	0	(445,000)
Partnership and Integration	(330,000)	(300,000)	(300,000)	(930,000)
Service Redesign	(337,500)	(60,000)	0	(397,500)
Transport	(229,400)	(1,000,000)	(300,000)	(1,529,400)
Total	(3,072,300)	(5,795,600)	(3,196,600)	(12,064,500)

Total Savings Proposals	(11,917,700)	(5,795,600)	(3,196,600)	(20,909,900)
--------------------------------	---------------------	--------------------	--------------------	---------------------

Scrutiny for Policies and Place Committee Work Programme

Agenda item	Meeting Date	Details and Lead Officer
	06 March 2018	
Council Performance Monitoring report Q3 – 2017/18		Emma Plummer/ Louise Day
Revenue Budget Monitoring report Q3 – 2017/18		Elizabeth Watkin
Update on Library Service Consultation		Ollie Woodhams
Temporary Labour Contract Review		Paul Skuse
LTP Implementation Plan		Lucy Bath
Public Transport Strategy		Lucy Bath
Rail Strategy		Lucy Bath
Property Disposal - tbc		Claire Lovett/Charlie Field
	24 April 2018	
Highways Terms Maintenance Contract (March/April)		Andrew Turner/Alyn Jones
Parking Services update (to include data on the use of surplus) (March/April)		Steve Deakin/Ollie Woodhams
County Vision		Simon Clifford
	22 May 2018	
Property Disposals update (May/June)		Steve Gale
	19 June 2018	
	10 July 2018	
	11 September 2018	
	09 October 2018	
	13 November 2018	
	11 December 2018	

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

This page is intentionally left blank

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 Michael Bryant in the Democratic Services Team by telephoning (01823) 357628 or 359500.

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 1 January 2018

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/17/12/01 First published: 5 December 2017	15 Jan 2018 Cabinet Member for Resources and Economic Development	Issue: Proposed disposal of land and buildings at Sandy's Moor, Wiveliscombe Decision: The proposed sale of SCC land at the Sandy's Moor site, Wiveliscombe for commercial and residential development	Proposed disposal of land at Sandys Moor Wiveliscombe Appendix 2 site plan Appendix 3 site plan showing access road	Part exempt	Charlie Field, Estates Manager, Corporate Property Tel: 01823355325
FP/17/09/05 First published: 26 September 2017	17 Jan 2018 Cabinet	Issue: South West Peninsula Framework Contract for Independent Fostering Decision: Cabinet will be asked to agree Officer recommendations on award of the contract			Louise Palmer, Strategic Commissioner
FP/17/11/07 First published: 22 November 2017	17 Jan 2018 Cabinet	Issue: Schools National Funding Formula Decision: to confirm funding allocations following confirmation from DfE			Martin Young, Finance Strategy Manager Tel: 01823 359057
FP/17/12/13 First published: 18 December 2017	18 Jan 2018 Cabinet Member for Children and Families	Issue: Yeovil Milford SEN Extension, Structural repairs & provision of new modular nursery building Decision: Approval to award contract	Notification of Yeovil Milford Decision Report	Part exempt	Ian Baker

Weekly version of plan published on 1 January 2018

FP Refs	Decision Date/Maker	Details of the proposed decision	Documents and background papers to be available to decision maker	Does the decision contain any exempt information requiring it to be considered in private?	Contact Officer for any representations to be made ahead of the proposed decision
<p>FP/18/01/02 First published: 3 January 2018</p>	<p>Not before 22nd Jan 2018 Cabinet Member for Children and Families</p>	<p>Issue: West Somerset Opportunity Area - Decision to accept funding from the DFE Decision: That funding is secured from the DFE to deliver the plan through section 31 grants is allocated to the West Somerset Opportunity Area and the Essential life skills programme to deliver the plans as designed by the DFE</p>			<p>Julia Ridge, Strategic Manager - Early Years & Schools Commissioning Tel: 01823357633</p>
<p>FP/17/11/05 First published: 16 November 2017</p>	<p>Not before 29th Jan 2018 Cabinet Member for Strategy, Customers and Communities</p>	<p>Issue: Customer Feedback Annual Reports 2016/17 Decision: Sign off of the annual customer feedback reports for year from 1 April 2016 – 31 March 2017</p>			<p>Rebecca Martin Tel: 01823 356257</p>
<p>FP/18/01/01 First published: 3 January 2018</p>	<p>Not before 29th Jan 2018 Cabinet Member for Children and Families</p>	<p>Issue: Prescribed Alterations to Holway Park Community Primary School and Oaklands Primary School - Implementation Decision: To implement the proposals relating to ASD Resource Bases at the two schools</p>			<p>Phil Curd, Service Manager: Specialist Provision and School Transport Tel: 01823 355165</p>

Weekly version of plan published on 1 January 2018

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/17/12/04 First published: 20 December 2017	29 Jan 2018 Commercial & Business Services Director, Director of Commissioning for Economic and Community Infrastructure	Issue: Fleet Maintenance Contract Award Decision: To consider the proposed contract award		Part exempt	Alyn Jones, ECO Operations Director Tel: 01823 359003
FP/17/12/06 First published: 28 December 2017	29 Jan 2018 Commercial & Business Services Director	Issue: Hardware Reseller and Support Services funding for 2018-19 Decision: To consider revised funding arrangements for the hardware reseller and support services contract			Richard Williams, Commercial & Business Services Director Tel: 01823 359007
FP/17/12/02 First published: 14 December 2017	Not before 5th Feb 2018 Cabinet Member for Highways and Transport	Issue: Contract for Provision of Bus Lane Enforcement Infrastructure Decision: To award the contract for the enforcement of bus lane enforcement infrastructure		Part exempt	Bev Norman, Service Manager - Traffic Management, Traffic & Transport Development Tel: 01823358089
FP/17/09/04 First published: 11 September 2017	Not before 5th Feb 2018 Finance & Performance Director, Director of Commissioning for Economic and Community Infrastructure	Issue: iAero (Yeovil) Aerospace Centre (2,500 sq m) Acceptance of ERDF Funding Decision: The acceptance of the offer of ERDF funding (£3.5 million), for the iAero (Yeovi) Aerospace Centre			Lynda Madge, Commissioning Manager – Economy & Planning Tel: 01823 356766

Weekly version of plan published on 1 January 2018

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/17/09/16 First published: 10 October 2017	Not before 5th Feb 2018 Commercial & Business Services Director, Cabinet Member for Children and Families	Issue: Creation of a new Academy in Somerset Decision: West Buckland Community Primary School - This is a technical decision to facilitate the transfer of land and non fixed			Elizabeth Smith, Service Manager – Schools Commissioning Tel: 01823 356260
FP/18/01/03 First published: 5 January 2018	7 Feb 2018 Cabinet Member for Children and Families	Issue: Heathfield School, Taunton - Award of Contract for the Proposed ASD Base Decision: To seek approval to award the contract for the delivery of the proposed new base			Carol Bond, Project Manager, Property Programme Team Tel: 01823 355962
FP/17/08/01 First published: 9 August 2017	Not before 12th Feb 2018 Cabinet Member for Resources and Economic Development	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.	Disposal of Surplus Land	Part exempt	Richard Williams, Commercial & Business Services Director Tel: 01823 359007
FP/17/10/03 First published: 19 October 2017	Not before 12th Feb 2018 Cabinet Member for Children and Families	Issue: Proposed ASD Base at Holway Park Primary School, Taunton Decision: To approve the appointment of a contractor			Carol Bond, Project Manager, Property Programme Team Tel: 01823 355962

Weekly version of plan published on 1 January 2018

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/17/08/09 First published: 16 August 2017	12 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/17/08/08 First published: 16 August 2017	12 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/17/12/05 First published: 28 December 2017	12 Feb 2018 Cabinet	Issue: Strategy for the Management of the County Farms Estate Decision: To consider the proposed strategy for the management of the County Farms Estate, taking into account the recommendations from Scrutiny Committee Policies & Place			Claire Lovett, Head of Property Tel: 07977412583
FP/17/08/08 First published: 16 August 2017	12 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 1 January 2018

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/17/09/17 First published: 10 October 2017	12 Feb 2018 Cabinet	Issue: Proposed new secondary provision for Selworthy School on the former St Augustine's School site Decision: To approve the appointment of a contractor at gross maximum expenditure	Financial Report Capital Programme Paper		Carol Bond, Project Manager, Property Programme Team Tel: 01823 355962
FP17/08/14 First published: 29 August 2017	12 Feb 2018 Cabinet	Issue: Retendering for insurance cover for all external policies Decision: To approve the appointment of the successful tenderer following an OJEU procurement process for insurance cover. To approve the tender for an all-encompassing insurance policy for academies in the South West (to be administered by SCC but full external cover).	CIPFA Insurance Benchmarking Club 2017 Report Gallagher Bassett Audit for Somerset County Council May 2017	Part exempt	Martin Gerrish, Strategic Manager - Financial Governance and Finance Officer for SWP Tel: 01823 355303
FP/17/08/13 First published: 25 August 2017	12 Feb 2018 Cabinet	Issue: Family support services for Somerset - Final report on recommendations for the service model Decision: to consider the consultation results, business case and the proposed service model			Philippa Granthier, Assistant Director - Commissioning and Performance, Children's Services Commissioning Tel: 01823 359054

Weekly version of plan published on 1 January 2018

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/17/11/06 First published: 22 November 2017	12 Feb 2018 Cabinet	Issue: Family support services for Somerset - Final report on recommendations for how the service will be delivered Decision: to consider the consultation results and the proposals for how the service will be delivered			Philippa Granthier, Assistant Director - Commissioning and Performance, Children's Services Commissioning Tel: 01823 359054
FP/17/11/01 First published: 6 November 2017	12 Feb 2018 Cabinet	Issue: Treasury Management Strategy 2018/19 Decision: Recommend the proposed Treasury Management Strategy 2018/19 to Council for approval			Alan Sanford, Principal Investment Officer Tel: 01823 359585
FP/17/11/02 First published: 6 November 2017	12 Feb 2018 Cabinet	Issue: Admission Arrangements for Voluntary Controlled and Community Schools for 2019/20 Decision: seeks authority for Cabinet to determine the Local Authority admission arrangements for all VC and community schools for 2019/20 as required by the School Admissions Code			Jane Seaman, Access and Admissions Manager Tel: 01823 355615
FP/17/11/03 First published: 9 November 2017	Not before 19th Feb 2018 Director of Commissioning for Economic and Community Infrastructure	Issue: Decision to approve the appointment of a supplier to deliver the Wiveliscombe Enterprise Centre Decision: To approve the appointment of a supplier to deliver the Wiveliscombe Enterprise Centre			Nathaniel Lucas, Senior Economic Development Officer Tel: 01823359210

FP Refs	Decision Date/Maker	Details of the proposed decision	Documents and background papers to be available to decision maker	Does the decision contain any exempt information requiring it to be considered in private?	Contact Officer for any representations to be made ahead of the proposed decision
<p>FP/17/04/08 First published: 24 April 2017</p>	<p>Not before 19th Feb 2018 Director of Commissioning for Economic and Community Infrastructure, Finance & Performance Director</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/17/11/04 First published: 9 November 2017</p>	<p>Not before 19th Feb 2018 Director of Commissioning for Economic and Community Infrastructure</p>	<p>Issue: Decision to approve the appointment of a supplier to deliver the Wells Technology Enterprise Centre Decision: To approve the appointment of a supplier to deliver the Wells Technology Enterprise Centre</p>			<p>Nathaniel Lucas, Senior Economic Development Officer Tel: 01823359210</p>
<p>FP/17/07/03 First published: 10 July 2017</p>	<p>Not before 19th Feb 2018 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 1 January 2018

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/17/08/12 First published: 6 November 2017	21 Mar 2018 Cabinet	Issue: County Vision 2017-2021 Decision: to consider the proposed County Vision to recommend to February's Full Council			Simon Clifford, Customers & Communities Director Tel: 01823359166
FP/17/08/12 First published: 17 August 2017	21 Mar 2018 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/17/12/07 First published: 29 December 2017	21 Mar 2018 Cabinet	Issue: Somerset Rivers Authority Programme of Works 2018/19 Decision: To consider the SRA's Programme of Works and approve funding for 2018/19			Sarah Diacono, Somerset Rivers Authority Senior Manager Tel: 01823 355194
FP/17/01/04 First published: 11 January 2018	21 Mar 2018 Cabinet	Issue: Award of contract for the provision of Temporary Labour Decision: To approve the award of the temporary labour contract to the preferred supplier under ESPO MSTAR2 framework, as detailed in the appended confidential report			Paul Skuse, Service Manager, Commercial & Procurement - Business

Weekly version of plan published on 1 January 2018

FP Refs	Decision Date/Maker	Details of the proposed decision	Documents and background papers to be available to decision maker	Does the decision contain any exempt information requiring it to be considered in private?	Contact Officer for any representations to be made ahead of the proposed decision
<p>FP17/09/07 First published: 13 September 2017</p>	<p>Not before 26th Mar 2018 Cabinet Member for Children and Families, Commercial & Business Services Director</p>	<p>Issue: Creation of two new Academies in Somerset Decision: The Secretary of State for Education has directed via an Academy Order, the conversion to Academy Status for the following two schools - King Alfred School and Pawlett Primary School. This is a technical decision to facilitate the transfer of land and non fixed assets</p>			<p>Elizabeth Smith, Service Manager – Schools Commissioning Tel: 01823 356260</p>
<p>FP/18/01/05 First published: 15 January 2018</p>	<p>Not before 26th Mar 2018 Cabinet Member for Children and Families</p>	<p>Issue: Changes to the Education Travel Policy Decision: To implement the changes to the Policy as described in the report</p>			<p>Debbie Reed Tel: 01823 355804</p>