

Decision Report

Committee: Executive

Forward Plan Reference – FP/24/03/05

Meeting Date – 5 August 2024

Key Decision – yes



A38 Bridgwater Northern Corridor– Dunball Junction Delivery Contract Award and Reallocation of Funds within LUF Programme

Chair of Committee: Cllr Bill Revans - Leader of the Council

Executive Member(s): Cllr Richard Wilkins - Lead Member Transport and Digital.

Local Member(s) and Division(s) affected: Cllr Leigh Redman, Cllr Hilary Bruce, Cllr Suria Aujla, Cllr Mark Healey, Cllr Bob Filmer, Cllr Tony Grimes

Executive Director: Mickey Green - Executive Director Climate and Place

Executive Summary

This decision will enable Somerset Council to sign contracts for delivery of the Dunball Roundabout Improvement scheme. The works at Dunball roundabout are strategically vital and will enable continued development in northern Bridgwater.

This decision also proposes amending the scope of works proposed at Cannon/Cross Rifles junction and delegating to the Service Director for Infrastructure and Transport the ability to reallocate funds from the Cannon/Cross Rifles project to Dunball Roundabout scheme, which are both funded within the same programme of works by the DfT Levelling Up Fund. These actions are essential to ensure the delivery of Dunball Roundabout scheme, which holds strategic importance, especially in relation to Agratas/Gravity Gigafactory, while still delivering improvements at the Cannon/Cross Rifles junction in Bridgwater.

This decision also proposes that, in the event that funding is approved for the A38MRN programme of works, the delivery may be achieved via a contract change to the Dunball delivery contract, and that decision to approve the contract change be delegated to the Service Director for Infrastructure and Transport.

Summary

In 2021 the Council was successful in bidding for just over £10m under round 1 of the Levelling Up Fund, for investment in transport infrastructure to unlock growth on the Bridgwater A38 Northern Corridor running from M5 Junction 23 Dunball roundabout to the Cannon/Cross Rifles junction. A map of the LUF programme of works is attached as Appendix B.

We have subsequently been in dialogue with the Department for Transport due to inflationary cost increases since the funding was awarded, as well as significant project risks around land acquisition and delivery challenges for the Cross/Rifles project. We are working with DfT to be able to swiftly reallocate funding should decision makers agree, to ensure delivery of the strategically important improvements at Dunball roundabout. We propose re-scoping the works at

Cannon/Cross Rifles to deliver a safety scheme at the roundabout and active travel improvements which will facilitate walking and wheeling away from the roundabout itself. This change of scope will de-risk land acquisition and delivery and substantially reduce the risk of inflationary cost increases impacting the works.

The open tender process for the works at Dunball roundabout improvements has now concluded, with tender negotiations underway and contracts will be ready to be signed in August, for delivery of the works from Autumn 2024 to Winter 2025.

This decision paper will enable Somerset Council to award the contract for delivery of that critical work, while re-scoping the Cannon/Cross Rifles scheme to de-risk and ensure that our resources are utilised where they are most needed strategically.

A Tender Evaluation Report is will be available as confidential Appendix A at the conclusion of tender negotiations.

A project adjustment request (PAR) has been submitted to DfT requesting approval for the change of scope at Cannon/Cross Rifles. Contracts will **only** be signed for the commencement of delivery of works at Dunball roundabout upon both approval of this decision paper and DfT's approval of the PAR.

Somerset Council reserves the right to not proceed with the award of a contract should new information come to light during the standstill period and/or before entering into a contract. In this instance, it is recommended that the Service Director for Infrastructure and Transport be given delegated authority to take any necessary action in relation to the conclusion of the contract to protect the Council interests - this could include a decision not to enter into a contract and go back out to market.

In addition, as part of the procurement process for the Dunball Roundabout, the A38MRN project has been included as an Option in the tender to potentially be delivered through the same contract, subject to approval by Somerset Council. The A38MRN project bid is currently being developed and funding is not yet approved by DfT. Due to the location and similar nature of the works, it is considered that it would be good value for money to reduce the procurement process for this project by utilizing the Dunball contract for both schemes. This decision will delegate approval for that contract change to the Service Director for Infrastructure and Transport.

Recommendations

The Executive are requested to:

1. Approve the award of the contract for Dunball Roundabout Improvement scheme to the supplier identified in the attached Appendix A (confidential information), following a competitive tender process. Total contract value of £6,626,216.00.
2. Approve the re-scoping of Cannon/Cross Rifles scheme.
3. Consent to delegate to the Service Director for Infrastructure and Transport, the decision to apportion the funding within the Levelling Up Fund pot to deliver the Dunball and re-scoped Cannon/Cross Rifles schemes.

4. Consent to delegate to the Service Director for Infrastructure and Transport, the decision to deliver the A38MRN project through the Dunball delivery contract, subject to funding approval.
5. Agrees the case for applying the exempt information provision as set out in the Local Government Act 1972, Schedule 12A and therefore to treat the attached confidential Appendix A in confidence, as it contains commercially sensitive information, and as the case for the public interest in maintaining the exemption outweighs the public interest in disclosing that information.
6. Agrees to exclude the press and public from the meeting where there is any discussion at the meeting regarding Appendix A (to be treated as exempt information).

All recommendations are contingent upon a favourable outcome from DfT regarding the PAR submitted. No contracts will be signed unless and until approval is received from DfT to amend the scope of the Cannon/Cross Rifles scheme.

Reasons for Proposals

Strategic importance of Dunball Roundabout Improvement Scheme

- This project is vital for our organization's strategic objectives and its successful delivery is imperative to ensure further development can come forward in the vicinity of the roundabout and surrounding areas.
- This decision will allow the Council to award a contract, following the competitive tender process which has identified the most economically advantageous tender for the works.
- The Levelling Up Funding is time-bound and the spend deadline is 31st March 2025. The decision needs to be taken to award the contract so works can commence and ensure timely delivery on the ground.
- Appendix A will contain commercially sensitive information relating to the tender submissions. Detailed commercial reasons for these recommendations are set out in that Appendix.

Funding shortfall for Dunball Roundabout Improvement Scheme

- Without the reallocation of funds, this project faces a significant funding gap, jeopardising its completion.

Cannon/Cross Rifles Status

- Work on the original capacity project has been paused and a PAR form has been submitted to DfT to allow Somerset Council to re-scope the scheme. We are changing the focus of the project away from a capacity scheme which requires significant land-take to deliver and to instead work within existing highway boundaries to deliver safety improvements at the junction, along with active travel links which will facilitate walking and wheeling via safer and quieter streets, away from the junction itself and in line with the council priorities around active travel.

- Re-scoping this project will also allow funding to move from the Cross Rifles project to fund delivery of Dunball Roundabout Improvements.
- The three new projects proposed at Cross Rifles are a safety scheme at the roundabout signalling pedestrian crossings, an active travel link at The Clink/The Leggar junction, and development of proposals for a cycle bridge over the railway on Bath Road which would link the Bridgwater Way to Bridgwater and Taunton College.

A38MRN Delivery

- The A38MRN is a joint funding bid with North Somerset Council seeking funding from the DfT's Major Road Network fund. SC elements are in detailed design and the joint Full Business Case is due to be submitted to DfT in the first half of 2025. The improvements at Edithmead roundabout are very similar to those being undertaken at Dunball and as such the SC A38MRN projects were included as an addendum in the procurement process for Dunball. At SC's discretion, a contract change can be applied to include the A38MRN works in the Dunball contract. This would significantly streamline the procurement phase for the project and allow both earlier delivery and efficiency savings.

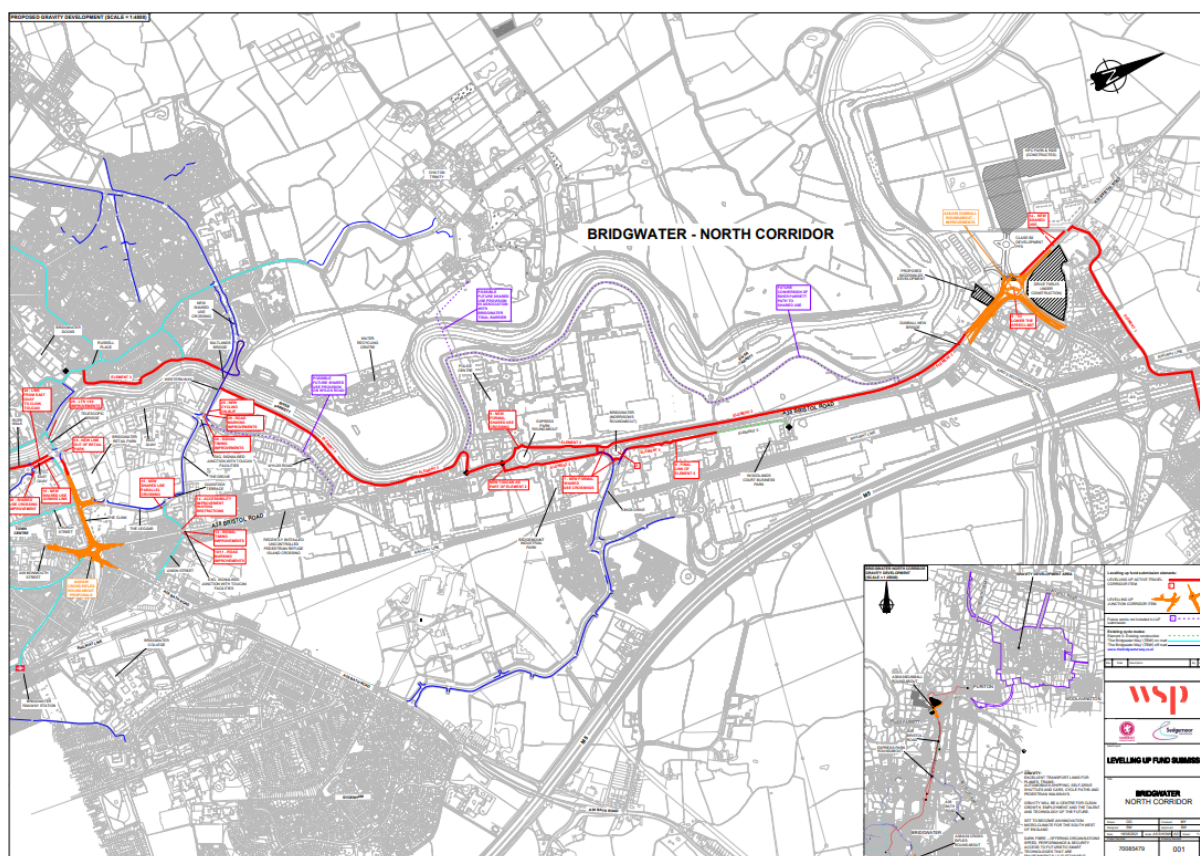
Report Author: Josephine Paterson, Transport Schemes Commissioning,
Infrastructure and Transport.

Contact Details: , 01823 355811

Background and purpose of report

Introduction

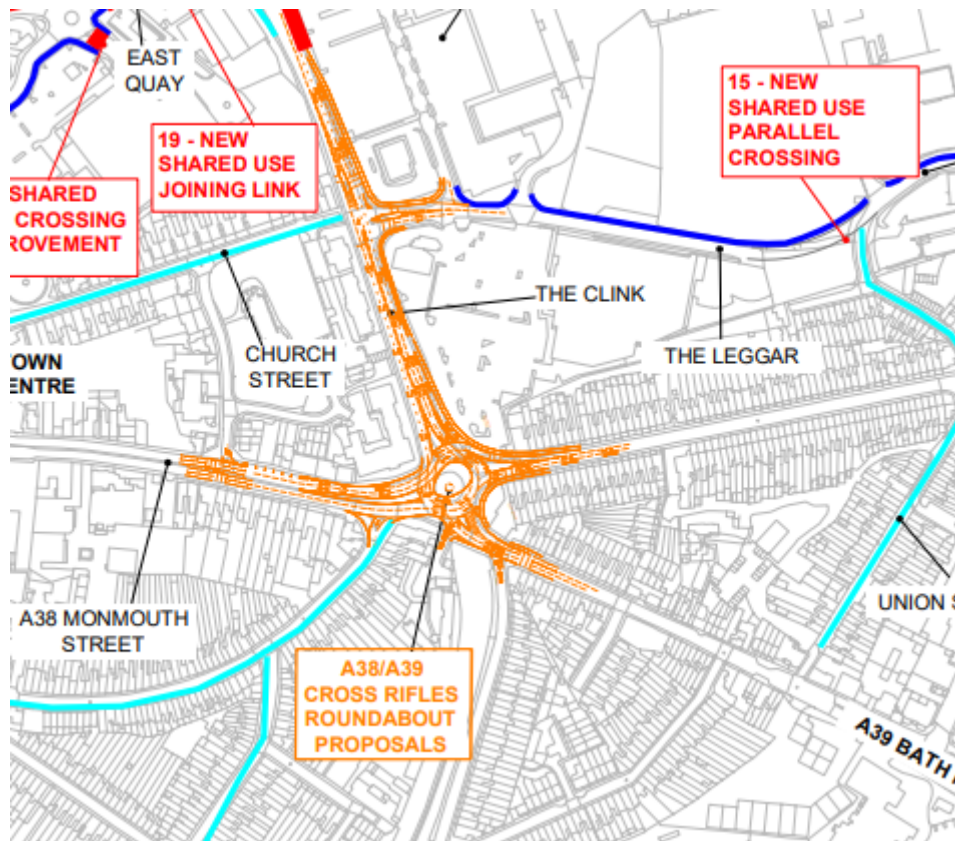
In 2021 Levelling Up funding was granted for capacity improvements at Dunball Roundabout and at the Cannon/Cross Rifles junction on A38 Northern corridor in Bridgwater. Due to significant cost inflation since funding was granted, additional significant project risks for the Cross Rifles project and change in Somerset Council policy around capacity schemes, we are proposing a revised approach that prioritises the Dunball Roundabout improvements and changes the scope of works at the Cross Rifles junction to reduce project risk whilst still meeting the outputs and outcomes agreed with DfT.



Background

Cannon/Cross Rifles:

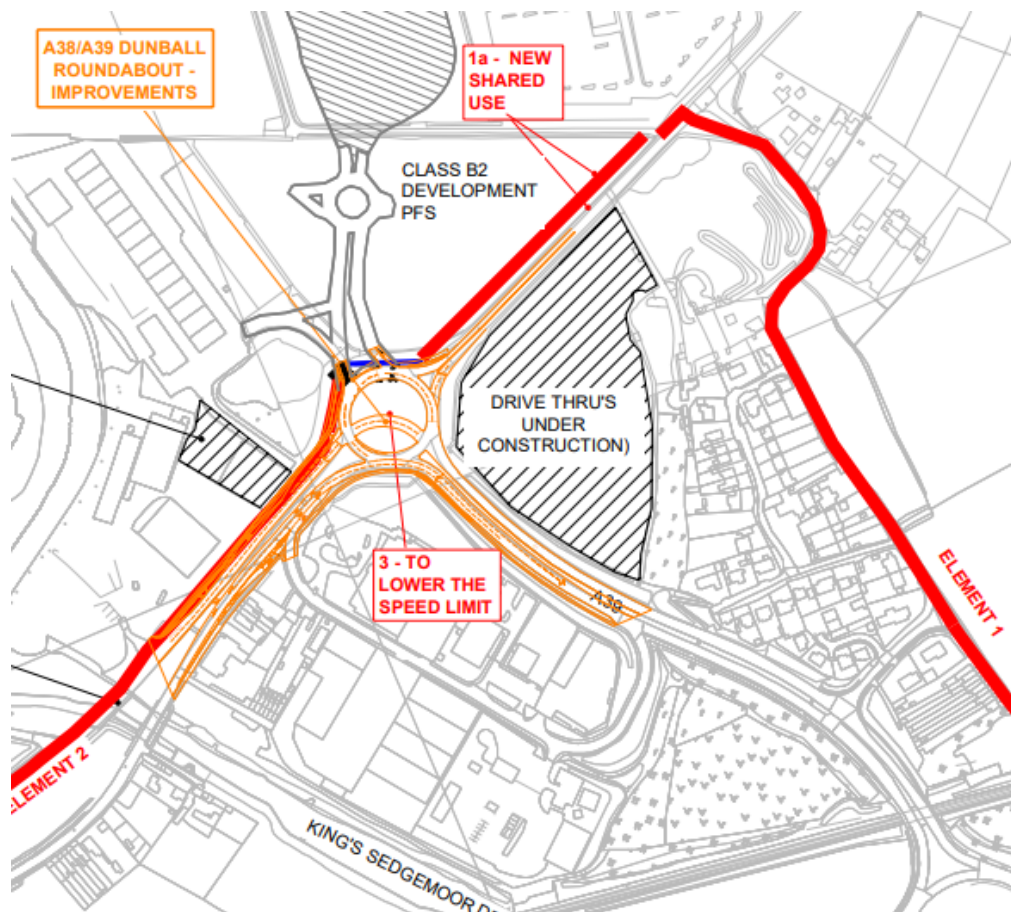
The original project aimed to increase the capacity of the junction in Bridgwater with integrated walking and cycling elements to provide improved facilities for non-motorised users. It required land acquisition from a number of residences and businesses around the junction. The risks for the scheme, which include a CPO, rising construction and land costs and a very challenging location for delivery, have resulted in the original proposals being paused.



Alternative proposals have been developed which are lower cost than the original scheme. They address some of the transport needs of the town without significant risks of disruption and overspend on the project. The alternative proposals carry significantly less risk and do not require a CPO, whilst still achieving the outputs of the original scheme.

Dunball Roundabout Improvement Scheme:

Dunball is a priority roundabout connecting the A38 with the A39 spur that passes through the Dunball interchange with the M5 j23. The roundabout is also the point of access to the EDF Hinkley Point C Park & Ride and Freight Management Facility.



The existing operation of Dunball roundabout is impeded by congestion during peak periods. Improvements are required to cater for the anticipated traffic increases from future development sites to prevent further congestion and potential blocking of the M5.

The direct key outputs of the project are listed below:

- Improve access to and from the SRN.
- Improve access to developments including those listed in the Strategic Case.
- Development opportunities realised.
- Economic benefits to the wider Sedgemoor Area.
- All the above will be achieved by providing an improved access point to the SRN (via the eastern arm of the Dunball junction) and an improved movement and access to new developments and existing local traffic.

A38MRN:

Somerset Council is working jointly with North Somerset Council on a bid to DfT to fund a series of junction and online improvements on the A38 major road network (MRN). The improvements aim to provide additional capacity, improved journey reliability and enhanced resilience, across all modes including active travel, on the MRN between Edithmead roundabout adjoining the M5 J22, past Bristol Airport to A4174 Lime Kiln.

Funding is allocated as 85% Government provision, 15% Local Authority provision. The project is considered High Value for Money (2.62) and is therefore

considered to be likely to continue into delivery. Total value of the scheme is below:

DfT Funding 85%	£9,184,080
SC Funding 15%	£1,620,720
	£10,804,800

The delivery of these works was included as an addendum to the Dunball roundabout tender process and utilisation of the contract change is entirely at the discretion of Somerset Council.

Context

Somerset Council consider that the improvements to Dunball Roundabout are strategically vital for Bridgwater. Dunball is a key link for EDF Energy/Hinkley Point C Nuclear Power Station, and Agratas/Gravity Gigafactory which are both in close proximity to the roundabout. It's also a National Highways priority for improvement to allow further development in the area and the design stage was part funded by NH and Bridgwater Town Deal. Whilst improvements at the Cross Rifles junction are required, the funding available no longer covers the cost of the originally proposed capacity schemes at both locations.

Summary of Proposals

It is proposed to amend the scope of work for Cannon/Cross Rifles Junction to the following components:

1. A safety scheme at the roundabout including signalised pedestrian crossings on three additional arms. Work has been completed on the A38 Monmouth Street arm. Two crossings remain to be upgraded, namely A38 Bristol Road and A39 Bath Road;
2. An active travel scheme at the Clink/Legger junction just to the west of the Cross Rifles junction, which facilitates pedestrian and cycle movements at the junction to Church Street. This will complete a link of the Bridgwater Way Active travel network and facilitate active travel movements into the town centre, avoiding the Cross Rifles junction. The works will include a new tabletop style pedestrian crossing to Sainsbury's on The Leggar, providing a safer crossing and slowing traffic.
3. An active travel scheme on Bath Road providing a segregated bridge crossing the railway with a link to a toucan crossing at the entrance of Bridgwater and Taunton College. This element of the programme relies on a closure of the mainline rail line to install the bridge, which is likely to take a year or more to secure working with National Rail, so this will not be achieved within the timeline available for the LUF. Therefore, this project will be initiated utilising LUF funding but detailed design, procurement and delivery will utilise local development S106 funding, some of which has already been identified.

Please see Appendix B for detail design for the above components.

This change in scope will result in a lower cost project which does not require a CPO and with much more straightforward procurement and delivery via existing

contracts. The change will also allow funds to be moved to the Dunball roundabout scheme to ensure delivery of those works.

It is proposed that now the procurement process has concluded, to award the contract for delivery of the Dunball roundabout improvements.

It is proposed to delegate the decision to deliver the A38MRN scheme through the Dunball Contract to the Service Director, Infrastructure and Transport, subject to the cost of the scheme being affordable within budget allocations.

Links to Council Plan and Medium-Term Financial Plan

In line with the Levelling Up bid, the A38 Bridgwater Northern Corridor Programme supports the County Vision objective for a County infrastructure that drives recovery, supports economic prosperity, productivity, and sustainable public services; and the key priority to improve transport infrastructure and digital connectivity.

The proposal is also in line with the following policy documents:

- a. Somerset County Council: Future Transport Plan Policy Document – Transport and Development (2011-2026);
- b. Sedgemoor Local Plan (2011-2032);
- c. Sedgemoor Digital Rethink (2019-2021)
- d. Sedgemoor Infrastructure Delivery Strategy (2017)
- e. Sedgemoor Transport Investment Strategy (2050)

1. Describe how the proposed decision supports or furthers the Council's priorities or impacts on the delivery of these priorities.
 - A. Dunball Roundabout Improvement scheme aligns directly with the institution's strategic priorities, contributing to its mission and long-term goals. By ensuring the successful delivery of this project, Somerset Council enhances its reputation and operational effectiveness.
 - B. The reallocation of funds between projects addresses a critical funding shortfall. This ensures that limited financial resources are optimally utilized to advance high-priority projects aligned with institutional goals.
 - C. Successful execution and delivery of the projects strengthens operational capabilities and positions it for future growth and sustainability. It also enhances the ability to deliver on its commitments to stakeholders, offering trust and confidence in its leadership and governance.

Other options considered

Dunball Roundabout Improvement Scheme

SCAPE framework has been considered in the first instance for delivering the works at Dunball Roundabout, but the project team proposed changing procurement route to seek better value for money through a competitive process with the aim of reducing the scheme cost, reverting to a traditional Design-Procure-Build tender and delivery process. Early indications show that this change of procurement has succeeded in reducing the cost of the scheme in the region of £1m. Somerset Council is now in the position of awarding the contract after a competitive tendering process.

Cannon/Cross Rifles

Over the course of the last ten years, several options have been designed and modelled for improvements at the Cannon/Cross Rifles junction including a standard signalised crossing (no land take), a half-throughabout (no land take) and a half-throughabout (with land take). None of these options evidenced benefits to journey times at the junction.

The footprint at the junction is severely restricted and no capacity scheme can be progressed without a significant amount of land take which would likely require a CPO process affecting both residential and commercial premises (including part of Sainsbury's car park).

Key considerations for the Council

Scrutiny comments / recommendations:

Due to the timeline of the tender process which is yet to be concluded, these proposals have not been considered by a Scrutiny Committee.

Consultation and feedback

There have been no complaints documented after a press release earlier this year which informed the community that the Cannon/Cross Rifles scheme has been paused. Overall public perception has been neutral.

Local councillors have been attending monthly meetings for updates. Those councillors have expressed concern and dissatisfaction about the re-scoping and the removal of the capacity scheme originally proposed at Cannon/Cross Rifles. Officers have worked to incorporate additional safety elements into the designs for the new proposals, as requested by local councillors.

Somerset Council Highways and Commissioning teams attended Bridgwater Town Deal Open Event in October 2023 and presented the design and project description for the Dunball Roundabout Improvement scheme. The public engagement was broadly positive with some constructive comments.

Financial and Risk Implications

1. Dunball Roundabout Improvement:

In 2021 Sedgemoor District Council took a key decision to borrow up to £4.7m to fund the Dunball improvements. The local authority contribution required for the scheme is now £2.3m of funding through council borrowing, which will be recouped via developer contributions including £1m from the Gravity Local Investment Plan. The Dunball roundabout is a strategically important location close to the Gravity site, as evidenced by this funding contribution.

At the date of this decision a total of £3.6m has been identified from a mixture of consented developments and developments programmed to come forward within 5 years. Based on the current cost of the works, there may be additional funds available for further projects close to Dunball and the wider LUF corridor once the £2.3m figure has been recouped.

In addition, moving away from the SCAPE framework for delivery of the works and reverting to a traditional Design- Procure- Build tender and delivery process has succeeded in reducing the cost of the Dunball scheme by a figure in the region of £1m.

Cannon/Cross Rifles:

It is proposed to move the Levelling Up funding from the Cannon/Cross Rifles scheme to Dunball, with the new proposed schemes at Cross Rifles funded utilising secured S106 funding which is designated for active travel improvements at that location.

Funding sources, spend to date on both the projects and total QRA and OB figures are provided in the table below. This illustrates the benefit of the re-scoped Cross Rifles scheme and movement of funds required to facilitate delivery of the Dunball improvements.

	Dunball	Cannon Cross Rifles	Totals
Funding Sources (Taken from LUF application)			
<i>Levelling Up Fund</i>	£2,129,835	£4,986,782	£7,116,617
<i>Local Authority Developer Contributions</i>	£2,331,721		
<i>TOTAL Local Enterprise Partnership</i>	£137,700		
<i>National Highways</i>	£250,000		
<i>NE Bridgwater Development s106</i>		£1,016,500	
<i>EDF Energy Hinkley s106</i>		£1,000,000	
<i>Bridgwater Town Deal</i>	£400,000		
Total Funding for original projects	£5,249,256	£7,003,282	£12,252,538
Spend			
<i>Spend to Date</i>	£1,414,235	£723,507	£2,137,742
Forecast Spend			
<i>Quantitative Risk Analysis and Optimism Bias</i>	£1,537,564		
<i>TOTAL COSTS FORECAST (Including QRA and OB, <u>Not</u> Including Bath Road Bridge)</i>	£10,753,550	£1,503,507	£11,804,314
Forecast Overspend/Underspend			
TOTAL	£5,504,294	-£5,499,775	Total difference of £4,519

2. A detailed risk register is in place for the programmes and individual scheme elements.

The key risk to the Council is the risk of cost and not being able to deliver the Dunball Roundabout Improvement if change of scope is not approved by Somerset Council and DfT.

Current Risk Score:

Likelihood	5	Impact	5	Risk Score	High
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Projected risk score if recommended actions are agreed and delivered:

Likelihood	2	Impact	2	Risk Score	Low
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Legal and Procurement Implications

1. Cannon/Cross Rifles improvements were referred to in the Bridgwater North East Development application (development has since been approved and substantively built out). Legal team has advised that there was a lack of consensus as to the improvements required and S106 funding was approved for design and construction of Cross Rifles junction works and related works to the wider highway network in the immediate vicinity of the Cross Rifles junction. This S106 funding will be spent on delivering the new de-scoped Cross Rifles project.
2. A procurement exercise was undertaken to appoint a contractor to deliver this scheme, titled 'Highways Construction Scheme - M5 Junction 23 Dunball & A38 MRN (Somerset)' reference no DN701183.
 The procurement exercise was undertaken in accordance with the Procurement Contracts Regulations 2015 and the Council's procedure rules.
 The Competitive Procedure with Negotiation was used, with the contract opportunity advertised nationally through the Find-a-Tender Service.
 The form of contract is the NEC3 Engineering Construction Contract with which the Council's IPG Major Projects team has extensive experience in delivering previous similar schemes, having previously won multiple industry awards at Colley Lane, M5 J25, Toneway Creech Castle.
 The procurement procedure identified the preferred supplier as the Most Economically Advantageous Tenderer to deliver the contract with weighted criteria of Price 65%, Quality 30% and Social Value 5%. The Social Value element was changed to 5% from the Council standard of 10% as there were contractual items in relation to carbon reduction that were included in the quality section to avoid double counting.
 The preferred supplier and details of the procurement exercise are set out in the confidential Appendix A.

HR / Workforce Implications

HR implications have been considered and no issues have been identified.

Equalities Implications

1. Access

The programme will improve transport infrastructure and associated access. Access requirements through the construction period will be carefully considered and arrangements for continuity of access put in place.

2. Equality and Diversity

The equality impact assessment highlights positive benefits for vulnerable road users who are typically older or younger people, and for people with disabilities particularly related to mobility and eyesight. The construction methods and traffic management arrangements will be designed provide appropriate temporary arrangements to cater for people's movement needs as necessary.

3. Human Rights

Human rights issues have been considered and no issues have been identified.

4. Equal Opportunities

The proposed contractor is committed to promoting equal opportunities and they provided a copy of their Equal Opportunities Policy as part of their tender submission.

The Equalities Impact Assessment needs to be appended to this report and referenced in this section. Please see Appendix C at the end of this report.

Community Safety Implications

1. This can include:

- possible impact upon local crime rates - N/A
- likely impact upon reoffending rates - N/A
- ability for services to help prevent crime and disorder – N/A
- Overall impact upon quality of life and wellbeing – N/A
- Increase or reduce fear of crime - N/A
- Impact on social isolation or exclusion – N/A

2. Will the proposal/decision have an effect on the public's perception of crime and disorder and anti-social behaviour rates in their neighbourhood in Somerset?

Community safety implications have been considered and none have been identified

3. Improvements to Dunball Roundabout are strategically vital for Bridgwater. Dunball is a key link for EDF Energy/Hinkley Point C Nuclear Power Station, and Agratas/Gravity Gigafactory which are both in close proximity to the roundabout. It's also a National Highways priority for improvement to allow further development in the area and is part funded by NH and Bridgwater Town Deal.

Climate Change and Sustainability Implications

1. Somerset Council has declared both a Climate and Ecological Emergency. Through that, the Council has committed to working towards making the whole county, including our own estate and operations, 'Carbon Neutral' by 2030 and to take positive action to reverse the damage on our natural habitats by man-made activity. We have also pledged to ensure that Somerset is resilient to, and prepared for, the effects of Climate Change.

With that in mind, you must consider whether this Decision will have a potential impact (positive or negative) on, including, but not limited to, the following (remember to consider the whole lifespan of the proposal and consider that some impacts may differ over different timescales):

- Use of energy, water, minerals and materials · N/A
- Waste generation / sustainable waste management · N/A
- Pollution to air, land and water
 - Negative impact for Dunball Improvement scheme - The proposal is predominantly a highway capacity improvement scheme aiming to reduce the existing congestion problems and cater for future forecast traffic growth generated by multiple consented developments.
 - Positive impact for alternative schemes at Cannon/Cross Riffles
- Factors that contribute to Climate Change, including the whole-life carbon emissions of this Decision – Same answers as in previous point
- Protection of and access to the natural environment · N/A
- Travel choices that do not rely on the car, including active, public and other modes of more sustainable transport · Positive – Both schemes could increase journeys undertaken by foot and bicycle thus reducing the reliance on the private vehicle
- A strong, diverse and sustainable local economy · N/A
- Meet local needs locally · N/A
- Provision of appropriate and sustainable housing – N/A

2. Is there anything that can be done:

- To reduce environmental pollution or contamination risk?
- To promote sustainable use of resources?
- To minimise the impact on the environment?
- To minimise the impact on Climate Change?
- To promote sustainability in the workforce and wider community?

All of the above will be discussed with the contractor in order to have the best methodologies and practices in place during the delivery of the project.

Health and Safety Implications

The highway improvements will provide enhanced facilities when compared to the existing provision. A series of measures will be put in place in order to address all the health and safety implications.

There is a requirement within the contract for the Contractor to submit fully detailed and substantiated risk assessment and method statements for each work activity. These are to be provided for acceptance prior to work starting.

Health and Wellbeing Implications

1. For each of the three priorities below from the Health and Wellbeing Strategy does the proposal have
 - significant positive or negative impacts on health and wellbeing- Positive impact on health and wellbeing as some of the improvements have the potential of promoting more journeys made by foot and bicycle.
 - significant positive or negative impacts on preventing ill-health (physical and mental health) N/A
 - significant positive or negative impacts on reducing health and social inequalities N/A
2. There is no impact on specific population groups.

Social Value

1. The Social Value Calculator and Social Value proposals from the contractor were evaluated as part of the tender selection process and scoring. This required the contractor to propose Social Value commitments that are in line with the Themes Outcomes Measures (TOMs) approach. The contractor is required to supply evidence to support their Social Value response, providing specific information relating to the delivery of each Social Value commitment made.
2. Social Value commitments were part of the procurement process. The Successful supplier identified in Appendix A has made commitments against a number of the Council's standard Social Value measures.

Background Papers

None

Appendices

- Appendix A - Tender Evaluation Report available as a confidential appendix.
- Appendix B - Masterplan - A map of the LUF programme
 - Detail design for
 1. A safety scheme at the roundabout




2. An active travel scheme at the Clink/Leggar junction
 3. An active travel scheme on Bath Road providing a segregated bridge crossing
- Appendix C – Equality Impact Assessment – in continuation of this report

**Report assurance checklist ahead of report publication
(for Audit, Executive, Full Council and Scrutiny Committees)**

	Officer Name	Date Completed
Legal & Governance Implications	David Clark	24/07/2024
Finance & Procurement	Nicola Hix	25/07/2024
Workforce (*)	Dawn Bettridge	19/07/2024
Asset Management (*)	Oliver Woodhams	23/07/2024
Executive Director	Mickey Green, Climate and Place	25/07/2024
Executive Lead Member	Cllr Richard Wilkins	19/07/2024
Consulted:	Councillor Name	
Local Division Members	Cllr Leigh Redman, Cllr Hilary Bruce, Cllr Suria Aujla, Cllr Mark Healey, Cllr Bob Filmer, Cllr Tony Grimes	SA 19/07/2024 LR 24/07/2024
Opposition Spokesperson(s)	Cllr Diogo Rodrigues	Sent 18/07/2024
Relevant Scrutiny Chair(s)	Cllr Martin Dimery	19/07/2024

Somerset Equality Impact Assessment

Before completing this EIA please ensure you have read the EIA guidance notes – available from your Equality Officer or www.somerset.gov.uk/impactassessment

Organisation prepared for (mark as appropriate)	 Somerset Council	 NHS Somerset	 NHS Somerset NHS Foundation Trust
Version	V1	Date Completed	July 2024
Description of what is being impact assessed			
A38 Bridgwater Northern Corridor– Dunball Junction Delivery Contract Award and Reallocation of Funds within LUF Programme.			
Evidence			
<p>What data/information have you used to assess how this policy/service might impact on protected groups? Sources such as the Office of National Statistics, Somerset Intelligence Partnership, Somerset’s Joint Strategic Needs Analysis (JSNA), Staff and/ or area profiles,, should be detailed here</p>			
<p>Feasibility stage plans for the following schemes:</p> <ul style="list-style-type: none"> • A38 Dunball Junction – Capacity improvement to a traffic signal controlled ‘throughabout’ including change in layout and provision of additional facilities for walking and cycling including improved crossing facilities. • A38/A39 Cannon/ Cross Rifles Junction – A safety scheme at the roundabout including signalised pedestrian crossings on three additional arms. An active travel scheme at the Clink/Leggar junction just to the west of the Cross Rifles junction, which facilitates pedestrian and cycle movements at the junction to Church Street. 			

- A series of improvements to 'Active Travel Infrastructure' along the corridor including creating new facilities for walking and cycling.

Who have you consulted with to assess possible impact on protected groups and what have they told you? If you have not consulted other people, please explain why?

If impacted, protected groups will be consulted when the contractor is selected.

Analysis of impact on protected groups

The Public Sector Equality Duty requires us to eliminate discrimination, advance equality of opportunity and foster good relations with protected groups. Consider how this policy/service will achieve these aims. In the table below, using the evidence outlined above and your own understanding, detail what considerations and potential impacts against each of the three aims of the Public Sector Equality Duty. Based on this information, make an assessment of the likely outcome, before you have implemented any mitigation.

Protected group	Summary of impact	Negative outcome	Neutral outcome	Positive outcome
Age	<ul style="list-style-type: none"> • Vulnerable road users who may typically be younger or older people are likely to benefit from the higher quality facilities which have been designed to make crossings easier and safer. • The construction may affect the existing routes for pedestrians and cyclists for a short time and the construction methods and traffic management arrangements will be designed to provide appropriate temporary arrangements to cater for these movements. 	□	□	☒

Disability	<ul style="list-style-type: none"> • The additional walking and cycling facilities and crossing improvements will benefit people with mobility difficulties by removing existing barriers to movement in the area. The detailed design of the facilities will give due regard to the needs of people with disabilities, following appropriate design guidance. • The construction may affect the existing routes for wheelchair users for a short time, and the construction methods and traffic management arrangements will be designed provide appropriate temporary arrangements to cater for these movements as necessary.^t 	□	□	☒
Gender reassignment	<ul style="list-style-type: none"> • None identified 	□	☒	□
Marriage and civil partnership	<ul style="list-style-type: none"> • None identified 	□	☒	□
Pregnancy and maternity	<ul style="list-style-type: none"> • The additional walking and cycling facilities and crossing improvements will benefit people with prams or pushchairs by removing existing barriers to movement in the area. • The construction may affect the existing routes for pedestrians for a short period of time, and the construction methods and traffic management arrangements will be designed provide appropriate temporary arrangements to cater for these movements as necessary. 	□	□	☒

Race and ethnicity	<ul style="list-style-type: none"> • None identified 	□	⊗	□
Religion or belief	<ul style="list-style-type: none"> • None identified 	□	⊗	□
Sex	<ul style="list-style-type: none"> • None identified 	□	⊗	□
Sexual orientation	<ul style="list-style-type: none"> • None identified 	□	⊗	□
Armed Forces (including serving personnel, families and veterans)	<ul style="list-style-type: none"> • None identified 	□	⊗	□
Other, e.g. carers, low income, rurality/isolation, etc.	<ul style="list-style-type: none"> • None identified 	□	⊗	□

Negative outcomes action plan

Where you have ascertained that there will potentially be negative outcomes, you are required to mitigate the impact of these. Please detail below the actions that you intend to take.

Action taken/to be taken	Date	Person responsible	How will it be monitored?	Action complete
<p>During construction works the contractor will be required to ensure suitable routes are available for pedestrians, cyclists and wheelchair users at all times.</p> <p>Dates to be agreed at contract award.</p> <p>During construction works the contractor will provide an induction to site staff which sets out the expectations regarding the language used on the site and their conduct towards others both on and off the site. Contractor to register with the Considerate Contractor scheme at commencement of project.</p> <p>Dates to be agreed at contract award.</p>	Select date	Contractors project manager	Review of TM Plans and diversion plans Review of tender submissions and engagement with contractor once appointed.	<input checked="" type="checkbox"/>
Text	Select date	Text	Text	<input type="checkbox"/>
Text	Select date	Text	Text	<input type="checkbox"/>
Text	Select date	Text	Text	<input type="checkbox"/>
Text	Select date	Text	Text	<input type="checkbox"/>
Text	Select date	Text	Text	<input type="checkbox"/>
Text	Select date	Text	Text	<input type="checkbox"/>
Text	Select date	Text	Text	<input type="checkbox"/>

If negative impacts remain, please provide an explanation below.

Completed by: Josephine Paterson

Date 18/07/2024

Signed off by: Sunita Mills

Date 18/07/2024

Equality Lead sign off name: Angela Farmer

Equality Lead sign off date: 23/07/2024

To be reviewed by: (officer name)

Review date: