

You are requested to attend a meeting of the Council to be held in The Shire Hall, Shuttern, Taunton on 12 December 2017 at 18:30.

Agenda

The meeting will be preceded by a Prayer to be offered by the Mayor's Chaplain.

- 1 Minutes of the meeting of the Council held on 3 October 2017 (attached).
- 2 To report any apologies for absence.
- 3 To receive any communications.
- 4 Declaration of Interests
To receive declarations of Disclosable Pecuniary Interests or personal or prejudicial interests, in accordance with the Code of Conduct, in relation to items on the agenda. Such interests need to be declared even if they have already been recorded in the Register of Interests. The personal interests of Councillors who are County Councillors or Town or Parish Councillors will automatically be recorded in the minutes.
- 5 To receive questions from Taunton Deane Electors under Standing Order 15.
- 6 To receive any petitions or deputations under Standing Orders 16 and 17.
- 7 Reinforcement of 25% affordable housing in the Core Strategy - To consider the a Motion proposed by Councillor Mrs Fran Smith and seconded by Councillor Simon Coles (attached).
- 8 Response report on the Statutory Consultation on the draft Nexus 25 Local Development Order and Adoption of the Order. Report of the Assistant Director - Planning and Environment (attached), to be presented by Councillor Roger Habgood.

Please note that copies of the full technical reports prepared by the Consultants Peter Brett Associates - Appendices 2, 3, 4 and 5 are available on the Council's website. A number of hard copies of this report are available for inspection in Democratic Services and will also be available at the Full Council meeting.

- 9 Review of Council Tax Support Scheme for 2018/2019. Report of the Revenues and Benefits Service Manager (attached), to be presented by Councillor Richard Parrish.

PLEASE NOTE: Members are required to read all documentation when/before making a decision. Therefore, it is important that you read the separate Appendix 1 – Taunton Deane Borough Council - Council Tax Reduction Scheme and consider the implications detailed in the Equality Impact Statement (Appendix 4). Appendix 1 is available online at <https://www.tauntondeane.gov.uk/media/2204/cts-report-appendix-1-secure.pdf>.

A hard copy of Appendix 1 can also be obtained for viewing from Democratic Services.

- 10 Heart of the South West (HotSW) – Joint Committee. Report of the Director – Growth and Development (attached), to be presented by Councillor John Williams.
- 11 Taunton Deane Borough Council 2018-2020 Asset Strategy. Report of the Asset Manager (attached), to be presented by Councillor Mark Edwards.
- 12 Part I - To deal with written questions to, and receive recommendations from, the Executive:-
 - (i) Councillor John Williams - Recommendations relating to:-
 - (a) Somerset Business Rates Pool and 100% Business Rates Retention (attached); and
 - (b) Earmarked Reserves Review (attached).
 - (ii) Councillor Richard Parrish relating to Fees and Charges 2018/2019 (attached).
- 13 Part II - To receive reports from the following Members of the Executive:-
 - (a) Councillor John Williams - Leader of the Council;
 - (b) Councillor Mark Edwards - Economic Development, Asset Management, Arts and Culture, Tourism and Communications.
 - (c) Councillor Roger Habgood - Planning Policy and Transportation;
 - (d) Councillor Catherine Herbert - Sports, Parks and Leisure;
 - (e) Councillor Richard Parrish - Corporate Resources;
 - (f) Councillor Jane Warmington - Community Leadership;
 - (g) Councillor Terry Beale - Housing Services; and
 - (h) Councillor Patrick Berry.

Bruce Lang
Assistant Chief Executive

07 August 2018

Members of the public are welcome to attend the meeting and listen to the discussions.

There is time set aside at the beginning of most meetings to allow the public to ask questions.

Speaking under “Public Question Time” is limited to 4 minutes per person in an overall period of 15 minutes. The Committee Administrator will keep a close watch on the time and the Chairman will be responsible for ensuring the time permitted does not overrun. The speaker will be allowed to address the Committee once only and will not be allowed to participate further in any debate.

Except at meetings of Full Council, where public participation will be restricted to Public Question Time only, if a member of the public wishes to address the Committee on any matter appearing on the agenda, the Chairman will normally permit this to occur when that item is reached and before the Councillors begin to debate the item.

This is more usual at meetings of the Council’s Planning Committee and details of the “rules” which apply at these meetings can be found in the leaflet “Having Your Say on Planning Applications”. A copy can be obtained free of charge from the Planning Reception Desk at The Deane House or by contacting the telephone number or e-mail address below.

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.

These arrangements do not apply to exempt (confidential) items on the agenda where any members of the press or public present will be asked to leave the Committee Room.

Full Council, Executive, Committees and Task and Finish Review agendas, reports and minutes are available on our website: www.tauntondeane.gov.uk



The meeting rooms at both the Brittons Ash Community Centre and West Monkton Primary School are on the ground floor and are fully accessible. Toilet facilities, with wheelchair access, are available.

Lift access to the Council Chamber on the first floor of Shire Hall, is available from the main ground floor entrance. Toilet facilities, with wheelchair access, are available through the door to the right hand side of the dais.



An induction loop operates at Shire Hall to enhance sound for anyone wearing a hearing aid or using a transmitter.

For further information about the meeting, please contact Democratic Services on 01823 219736 or email r.bryant@tauntondeane.gov.uk

If you would like an agenda, a report or the minutes of a meeting translated into another language or into Braille, large print, audio tape or CD, please telephone us on 01823 356356 or email: enquiries@tauntondeane.gov.uk

Council Members:-

Councillor H Prior-Sankey (Chairman and Mayor of Taunton Deane)
Councillor J Adkins
Councillor M Adkins
Councillor T Aldridge
Councillor T Beale
Councillor P Berry
Councillor J Blatchford
Councillor C Booth
Councillor R Bowrah, BEM
Councillor W Brown
Councillor N Cavill
Councillor S Coles
Councillor W Coombes
Councillor D Cossey
Councillor T Davies
Councillor D Durdan
Councillor K Durdan
Councillor M Edwards
Councillor H Farbahi
Councillor M Floyd
Councillor J Gage
Councillor E Gaines
Councillor A Govier
Councillor A Gunner
Councillor R Habgood
Councillor T Hall
Councillor R Henley
Councillor C Herbert
Councillor C Hill
Councillor M Hill
Councillor J Horsley
Councillor J Hunt
Councillor G James
Councillor R Lees
Councillor S Lees
Councillor L Lisgo, MBE
Councillor D Mansell
Councillor S Martin-Scott
Councillor I Morrell, BA LLB
Councillor S Nicholls
Councillor R Parrish
Councillor J Reed
Councillor R Ryan
Councillor F Smith
Councillor F Smith-Roberts
Councillor V Stock-Williams
Councillor P Stone
Councillor A Sully
Councillor N Townsend

Councillor C Tucker
Councillor J Warmington
Councillor P Watson
Councillor D Webber
Councillor D Wedderkopp
Councillor J Williams - Leader of the Council
Councillor G Wren

Taunton Deane Borough Council

At a meeting of Taunton Deane Borough Council held in the Council Chamber, Shire Hall, Shuttern, Taunton on 3 October 2017 at 6.30 p.m.

Present The Mayor (Councillor Prior-Sankey)
 The Deputy Mayor (Councillor Mrs Herbert)
 Councillors M Adkins, Mrs Adkins, Aldridge, Beale, Berry,
 Booth, Bowrah, Brown, Cavill, Coles, Coombes, Davies, D Durdan,
 Ms K Durdan, Edwards, Farbahi, Mrs Floyd, Gage, Gaines, Govier,
 Mrs Gunner, Habgood, Hall, Henley, C Hill, Mrs Hill, Horsley, Hunt,
 James, R Lees, Mrs Lees, Ms Lisgo, Morrell, Nicholls, Parrish,
 Mrs Reed, Ryan, Mrs Smith, Mrs Smith-Roberts, Stone, Sully,
 Townsend, Mrs Tucker, Mrs Warmington, Watson, Ms Webber,
 Wedderkopp, Williams and Wren

Mrs A Elder – Chairman of the Standards Advisory Committee

1. Minutes

The Minutes of the meetings of Taunton Deane Borough Council held on 11 July 2017 and 26 July 2017, copies having been sent to each Member, were both signed by the Mayor.

2. Apologies

Councillors Mrs Blatchford, Cossey, Martin-Scott and Ross.

3. Communications

- (i) The Mayor drew the attention of Members to the annual Soroptomists' Charity Swimathon which would be taking place on the weekend of 17 and 18 February 2018.

She invited Councillors to consider raising at least one team of six to raise money for St Margaret's Hospice, Taunton Food Bank and the local branch of MIND.

An e-mail would be circulated to all Councillors in due course with full details and hoped support for this event would be forthcoming.

- (ii) Councillor Williams presented a gift to the Council. It was a picture titled "101 Tauntonians" from a 1930 sketch produced by Mr L H Key. It was thought there were about 30 produced at the time but not known how many survived to this day.

This picture was owned by Dr Mark Hubbard and hung in his Church Square Surgery for many years. When the surgery closed, the picture was rescued by Mr Stephen Hubbard, son of Dr Hubbard, who arranged for its restoration to ensure it was saved for future

generations.

As Mr Hubbard now lived away from Taunton, he had passed the picture on to Dr Phil Penny with the request that it be found a prominent location where it would be on public view.

Dr Penny had now offered the picture to the Council. Councillor Williams reported that he had sincerely thanked Dr Penny for considering us as the recipient of the picture and to Mr Hubbard for his efforts in restoring what was a subtext record of times gone by.

He hoped the Council would support the sending formal letters of thanks to both Mr Hubbard and Dr Penny and to assure them we would find a prominent location on public view to display this treasure.

- (iii) Councillor Cavill drew attention to the latest edition of the publication 'Taunton Life'.

Not only did it contain numerous photographs of Taunton and its locality submitted by readers, but its editorial – which was read out by Councillor Cavill - set out a variety of reasons as to why the County Town and all that it offered should be celebrated.

4. Declaration of Interests

Councillors Mrs Smith and Mrs Smith-Roberts both declared personal interests as they had relations who lived in the area of the North Taunton Development.

Councillors Coles, Govier, Hunt and Prior-Sankey declared personal interests as Members of Somerset County Council. Councillors Mrs Adkins, Bowrah, Brown, Cavill, Gaines, Govier, Henley, Hunt, James, Nicholls, Mrs Reed, Mrs Stock-Williams, Stone, Townsend, Mrs Warmington and Watson all declared personal interests as Members of Town or Parish Councils.

5. Public Question Time

- (a) Mr David Orr reported that he had written to the Local Government Secretary of State Sajid Javid opposing the planned merger of this Council with West Somerset Council. A copy of that letter had already been distributed to all Councillors.

He went on to say that the Council was tonight sharing a facility with the County Council. Sadly, this was a temporary arrangement whilst The Deane House underwent an expensive makeover, which would not be reflected in the uplift to the value of The Deane House once completed.

Next door was County Hall with significant spare space that had also undergone modernisation and was a ready-to-go office.

I would have supported a cost-neutral sale of both County Hall and The Deane House to be replaced with a new and iconic shared building at Firepool, to kick-start the development of that derelict brownfield site and to bring to Taunton some architecture that reflected the status of a County Town.

Here in Somerset, austerity showed no signs of letting up after more than eight years. This had resulted in substantial cuts to services such as Children's Centres and Care Homes being closed, bus routes being reduced and roads suffering from lack of maintenance.

Despite all these community service cuts and clear voter fatigue with austerity, we still had in Taunton two public sector offices within 10 minutes' walk of each other. Both were capable of accommodating the Police and other partners. This was costly with unnecessary duplication of overheads in buildings, IT and people.

Dorset had shown leadership and vision by calling in the Boundary Commission to improve public service delivery and reduce the implicit waste and inefficiencies in having nine Councils divided into two confusing tiers of Local Government.

On the other hand, Somerset with the Conservatives overwhelmingly in control, had not shown the same vision and leadership. Why not?

Mr Orr added that he had opposed the merger of Taunton Deane with West Somerset Council from the outset because the proposal lacked ambition and scale and would therefore lack long-term financial sustainability.

He hoped that the Secretary of State would take note of the sincere points in his letter and bring in the Boundary Commission for a whole-Somerset review of how public services were organised and delivered across the County.

Somerset deserved a less parochial approach to defending an indefensible and costly six council two-tier status quo when austerity and key community service cuts continued.

In response, Councillor Williams thanked Mr Orr for his comments and promised a written response to him in due course.

- (b) Mr Roger House, representing the Victoria Park Action Group, reported that he had written to the Council last December to ask if the 1980s designed pavilion public toilets could be added to the Councils Capital Programme for replacement. Since receiving a brief acknowledgement nothing further had been heard from the Council.

It was not like there was no funding available. There had been housing redevelopments at Victoria Gate and Wilfred Road with developer contributions for the park and play equipment.

He had also discovered following the sale of an area of land along the old Wilfred Road that the Council's Green Infrastructure Strategy stated that 80% of income from green space sales should be retained by the Parks.

The park toilets were used by local families and town workers and the park itself was a day centre for many in overnight hostels. The need to improve the facilities was therefore a continuing issue.

In response, Councillor Mrs Herbert stated that the Playing Pitch Strategy, which hopefully would be approved by the Council later on, could well result in additional funding being 'levered in' to improve facilities in the local parks and open spaces.

With regard to the Victoria Park toilets, she would soon be meeting with officers and would find out how far investigations into this matter had reached.

- (c) Jackie Calcroft reported that it had only taken 3.5 months for tenders to be sought and a contract let for the refurbishment of the Council offices. However, it was now over 17 months since the Council had agreed to raise car park charges to introduce electronic signage and the introduction of 'Pay on Exit' arrangements in most of its main car parks in Taunton Town Centre.

She asked why some projects seemed to take very little time to award a contract whilst others – such as the work to the car parks – appeared to take an inordinate length of time to bring forward. She went on to ask where the Council was with the tendering process for the car park improvements and when motorists would actually see the benefit from the increased charges?

Councillor Habgood replied by stating that this joint project with Somerset County Council had been delayed as a re-tendering exercise had had to be undertaken.

However, following the receipt of new tenders a contract for the installation of the main part of the signage had been entered into and works were expected to commence in January/February 2018. The introduction of 'Pay on Exit' would immediately follow the new signage.

He added that part of the delay was scheduling the works to avoid the busy 'run up' to Christmas and the New Year Sales so traders in the town would not be adversely affected.

- (d) Mr Gideon Amos stated that last year, instead of a full costed review of all the options for local government reorganisation in Somerset and before any public consultation was held, a decision was instead taken by the Council to merge with West Somerset Council, an insolvent Council.

The consultation that was subsequently carried out showed that the

vast majority of the members of the public opposed the merger.

But despite this the decision is pushed forward.

Now the Somerset County Gazette, is reporting a statement issued by this Council which reports a meeting held between the Conservative Leaders of Taunton Deane Borough and West Somerset Councils with the Conservative Secretary of State which discussed, according to a statement issued by this Council, the deferral of the 2019 Borough elections.

Deferring or delaying elections is a very serious matter in any democracy.

Can the Council give an absolute assurance that this Borough will not be brought to an end as we know it by the merger before members of the public and Council Taxpayers have had their first opportunity, to have a chance to vote in the 2019 Borough elections which will be their first opportunity to cast a vote on this issue?

In response, Councillor Williams said claims that we, as Leaders of Taunton Deane Borough and West Somerset Councils, asked the Government to postpone local elections in 2019 are 100% untrue.

The request was not made before, during or after the meeting. The issue was, briefly raised at the meeting with the minister following a suggestion from Whitehall civil servants but was neither pursued nor discussed. To claim otherwise is wrong.

Our letter in June suggesting a meeting with the minister makes our position clear: Naturally we are keen to re-engage both at a political and officer support level to ensure we develop a strong and deliverable plan for achieving a new District Council for our area.

Our commitment to achieve this remains as strong as ever.

Our proposal, if supported and approved by the Government, will deliver a more resilient local government solution for our area in time for the local elections in 2019. To do this we need your support.

From the outset, we have been working on a timeline for the May 2019 local elections. It is not for us to suggest a change to the timing of elections – and we did not do so.

Claims that we acted otherwise are unfounded.

- (e) Alan Debenham stated that he was opposed to the creation of a new Council covering the Taunton Deane and West Somerset areas as a matter of principle. Nevertheless, he would be interested in knowing what the result of the public consultation had been. He understood that many of those who had responded were against the 'merger'.

Mr Debenham went on to refer to the recent meeting of the Planning Committee which had considered the applications for residential development in the Staplegrove Area of North Taunton. If this was eventually agreed, it would amount to further urban sprawl.

He added that he understood that the Core Strategy was currently not up to date and that Government Housing targets had already been met. This meant that the additional development in Staplegrove was not necessary. When was development going to end – it was ruining our County Town?

Councillor Habgood responded that the Core Strategy was constantly being updated and added that the Government had just launched a consultation on Housing Objectively Assessed Need.

He understood that local residents were concerned about development, however the proposals for Staplegrove had been included in the Core Strategy and the Site Allocations and Development Management Plan for several years. He went on to say that new housing – particularly affordable housing – was necessary as there were over 2,000 people currently on the Council's housing waiting list.

In terms of the formation of a new Council, Councillor Williams stated that from a combined population of over 140,000, just over 500 responses to the public consultation had been received. He acknowledged that most of these responses were against the proposal but that this represented only a very small percentage of the whole population.

(f) Mr Nigel Behan asked the following questions relating to Taunton Deane's Constitution and Contract Procedure Rules:-

(1) Would paragraphs 6-9 (on pages 184-185 of the Constitution) be suitably updated to take account of the fact that the Southwest One/IBM contract was ended early by Taunton Deane in 2016/2017?

(2) With regard to the Acceptance of quotations and tenders (P189):-

- (i) What tender award criteria ratio – if any – (e.g. 50:50) were usually applied (price, quality etc.) when considering evaluations? and
- (ii) How were Best and Social Value taken into account and also how were Environmental and Sustainability issues factored/ weighted when considering procurement evaluations?

Councillor Parrish said he would investigate the matters raised and promised to send Mr Behan a full response in due course.

6. Submission of Petition – Proposed Cycle Link via the Boulevard, Firepool, Taunton

Ms Pip Sheard of the Taunton Area Cycling Campaign (TACC) presented a petition containing 517 signatures to the Council.

She explained that the Firepool development was a once in a lifetime chance to provide a high quality cycle link to Taunton Town Centre from the Station, via the proposed Boulevard through Firepool. However, the Council had already indicated that cyclists would not be able to use the Boulevard, unless walking.

Instead, an alternative longer route was being proposed which involved two crossings at the Northern Inner Distributor Road and which bypassed the main areas of activity (going past the car park). The City of Bristol had already shown how cycling could be accommodated in the context of the Boulevard.

Station Road was one of the 15 hotspots for cyclists from the 2016 survey. The Boulevard would enable people to avoid it, if heading to the town centre and beyond.

Providing poor quality cycling infrastructure was not consistent with the ambitions of Taunton's Garden Town status. On behalf of those who had taken the trouble to sign the petition, TACC therefore asked the Council (as promoters of Firepool) to reconsider its policy for the Boulevard and design it so that it could be safely used by both people walking and cycling.

In response, Councillor Habgood thanked Ms Sheard for the petition which would be passed on to the relevant officers. He congratulated TACC for their involvement and looked forward to working with them in the future to try and find a solution to the issue raised.

7. Playing Pitch Strategy

Considered report previously circulated, concerning the proposed Playing Pitch Strategy (PPS).

The PPS played a number of important roles in sport, leisure and planning terms. At its basic level, the PPS provided an audit of the quality, quantity and accessibility of playing pitches, establishing the current levels of demand and projected forward demand likely to arise by the end of the strategy period, so that the appropriate level of pitch provision could be planned for the future.

The document also set out a “direction of travel” with a number of detailed actions, recommendations and options for pitches which provided greater clarity to stakeholders (such as clubs, providers, owners and managers of pitches) and bodies (such as the Council, sports governing bodies and Sport England) to enable them to work together on the delivery of pitches and facilities going forward.

The National Planning Policy Framework (NPPF) considered that sustainable development was one which supported strong, vibrant and healthy

communities. Key to that was a high quality built environment that supported its health, social and cultural well-being.

The NPPF stated that to deliver the social, recreational and cultural facilities and services the community needed, planning policies and decisions should:-

- plan positively for the provision....,
- guard against the unnecessary loss....,
- ensure that established...facilities...are able to develop and modernise in a way that was sustainable, and retained for the benefit of the community; and
- ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

The Government's Planning Practice Guidance referred to open spaces (including playing pitches) which provided health and recreation benefits to people living and working nearby, as well as its ecological value and its contribution to green infrastructure.

The production of the PPS follows the established, National Governing Body (NGB) backed, Sport England PPS Methodology. The assessments looked at all sports which used a playing pitch including Football, Rugby, Hockey, Cricket, Rounders and Polo. A list of pitches in Taunton Deane was set out in the Appendix to the report.

The project encompassed:-

- Surveys of all playing pitches (grass, sand and artificial) had been undertaken during the playing season to ascertain the quantity and quality of the playing pitches;
- A survey of all local clubs about their current training and match requirements, future expansion plans and the club perspective on pitches used;
- A survey of those who owned and maintained the playing pitches to understand the quality of playing surfaces and any planned or identified improvements;
- A survey of NGB's to understand their views on teams and facilities in Taunton Deane;
- Tailored engagement with the wider community and Members to understand any key issues around pitches or ancillary facilities;
- Studying the demographic of Taunton Deane now and up to 2028, looking at how that growth was distributed across the settlements in the District; and
- Interrogation of all the data listed above to provide the Council and Local Stakeholders with a clear understanding of the quantity and quality of existing playing pitches, current and future deficits in the availability of playing pitches and options for addressing that shortfall.

The PPS evidence collection had taken almost 12 months, because it was important to survey pitches during their playing season. The data and

information collected had then been fact-checked to ensure that it had been accurately recorded. The raw data had then been shared with Members at an informal briefing and then with the NGB's and Sport England.

The PPS proposed an increase in playing pitch provision standard of 0.21 ha per 1,000 population, from 1.21 ha to 1.42 ha to reflect growth and change in Taunton Deane between now and 2028.

Detailed recommendations had been set out in the PPS for Football, Cricket, Rugby, Hockey and a range of other sports.

The Strategy was not a blue print - it provided options to help unlock solutions. The Strategy process was: plan, monitor and manage and repeat going forward.

The next step was exploring and testing the options with NGB's and local stakeholders to establish which were geographically and financially viable.

Resolved that the Playing Pitch Strategy be formally adopted to provide weight and enable it to be used by the Council, National Governing Bodies and local stakeholders across sport, leisure and planning to collectively protect, enhance and provide playing pitches in Taunton Deane.

8. **Deane Helpline Funding – Change to the Capital Programme**

Considered report previously circulated, which sought approval to alter the Capital Programme to support the purchase of replacement lifeline equipment which was required following BT infrastructure upgrades.

Deane Helpline customers were reliant upon lifeline equipment to support the monitoring and response service from Taunton Deane's Control Centre based at Kilkenny Court.

The service had around 1800 customers. Lifelines were supplied by the Council and loaned to the customer whilst they had a contract with us, and returned upon completion of that contract.

Due to the age of some of the lifelines, a schedule of replacing these units, starting with the older generation units first, had already been implemented within the budget currently available.

Reported however that BT had recently started infrastructure upgrades across the area and this had created problems with the reliability of the older lifeline models with many faults being reported including:-

- Jamming the main BT line into the property;
- Potential for alarm call not to go through to the Control Centre;
- Microphone in machine not working; and
- Customer's landline not working.

With the exception of the issue with the microphone in the units, all the other issues were in direct relation to the upgrading of the telephone lines by BT.

Because of the age of the machines, they were no longer compatible with the new generation of telephone wiring and were beginning to fail at a rapid rate.

This meant that replacement was needed with new units as the repair or upgrade of the existing units was not possible.

Noted however, that such a replacement programme was now becoming unmanageable within the current budget.

Therefore, in order for Deane Helpline to continue to offer the best possible service to its customers and guarantee their safety the Council urgently needed to replace 953 units that were failing.

Equipment changeover would be managed through Lifeline Officers swapping over equipment as it became faulty within the usual 48 hour period and through the planned contact visits with service users.

Resolved that:-

- (a) A supplementary estimate of £94,347 to the Capital Programme be approved to meet the cost of replacing lifeline equipment; and
- (b) The transfer of £94,347 from the capital financing reserve/revenue underspend identified in 2017/2018 be also approved to fund this work.

9. Written Questions to Members of the Executive

(i) From Councillor Coles to Councillor Williams

In light of the recent meeting that yourself and Councillor Anthony Trollope-Bellew requested with Sajid Javid and we understand took place on 7 September 2017 regarding the merger and your request that the Government should postpone the election scheduled for May 2019. could you consider answering the following questions:-

- Did he not consider informing the Council before he went ahead with the request for the meeting?
- Did he not appreciate that he has placed the role of the Chief Executive in an awkward position as she has to act in the interest of all the Councillors not simply the ruling group?
- When will the Leader allow the residents of Taunton Deane to express their view on this proposed merger with West Somerset?
- When will local residents be told of the true cost to Taunton Deane of this proposed merger?
- Considering the fact that this proposed merger with West Somerset is the largest change in Local Government terms for the residents of Taunton Deane since the reorganisation in 1974 (Act of 1972), why does the Leader think it only merits a single line in his report to Council?
- What price Democracy? What is he trying to hide from the electors? What right does he have, indeed, what justification does he have, to

attempt to delay the 2019 Borough Elections?

- It would appear to be merely for his own convenience. Or is it to hide the massive costs and giving away of Taunton Deane's assets to a financially challenged neighbour?
- Is democracy worth so little to him and his acolytes compared with his grandiose, politically motivated plans?"

Reply - I thank Councillor Coles for advance notice of his question.

Unfortunately Councillor Coles seems to be labouring under a misapprehension. We did not arrange to meet the Secretary of State to request a postponement of the 2019 election. Furthermore, in meeting with the Secretary of State I am only fulfilling the resolution approved by Full Council in July 2016.

All residents of Taunton Deane were given the opportunity to consider the Business Case and express their views. As Councillor Coles should be aware consultation ran from 12 December 2016 to 28 February 2017 with many alternative means of communication.

The full costs and benefits, of the proposed merger formed part of the consultation with a "Business Case" presented to all Members and our Community. Again this was made available in hard copy or on our website.

As the above clearly demonstrates, far from hiding facts from our residents we have been open and transparent at all times and, if the information provided is read and understood, the benefits to both Councils become readily apparent.

His final comment is not worthy of a response, but I challenge Councillor Coles and others against our proposals. Where will you make the savings necessary to keep us viable, sustainable and able to maintain vital front line services so valued by our community?

Since 2013 the One Team working has delivered the projected savings of £1,800,000 per annum, so enabling us to continue the valued front line services we provide. Can Councillor Coles tell us how he will afford these if, as he seems to want, he ceases working with West Somerset?

Add to this the projected savings of forming a single Council of £3,100,000 per annum and the importance of proceeding with the planned proposals become readily apparent, rather than trying to constantly undermine them.

(ii) From Councillor Horsley to Councillor Williams

With regard to the Taunton Economic Advisory Board (TEAB), would the Leader please explain to the Council what the role of this undemocratic body plays in the life of decision making on economic matters in Taunton Deane?

How does he see it evolving as a result of the paper circulated to both officers and Members by HYAS for their meeting held on 4 September 2017? Does

he agree that both its composition should be widened to include a better gender balance and its remit strengthened to include Taunton Deane as a whole and to embrace social, environmental and sustainable goals as well as economic ones?

Does he recognise that bodies such as this are viewed with deep suspicion by the public at large unless there is transparency - the publication of agendas and of the notes of the meeting thereafter that could be released to the public? Would it not make sense for the TEAB to hold an "open day" for the public and for an explanation of the relationships which exist and pinpoint the useful role that it plays and hopes to do in the future?

Will he guarantee that he informs the Council of any proposals that could involve Council funds will be taken through the scrutiny process before involving the views of the TEAB? I will remind him that the loan made to the Somerset County Cricket Club of £1,000,000 for their new communications suite to make the ground compliant for international One Day Internationals and 20/20 matches came as a fait accompli back in 2012?

Will he also assure the Council that he will not use the TEAB as a means of subverting the role of our Corporate (Land Use) Strategy whether agreed or in redraft to bypass for economic grounds alone projects which may well not meet sustainability from environmental, social, heritage and the built environment point of view?

Reply - I thank Councillor Horsley for advance notice of his question.

The Taunton Economic Advisory Board has been in existence since 2004. As the name suggests, its role is advisory and as such it does not make any decisions which fall within the democratic remit of this Council, the County Council or any individual partners.

The Board has an independent Chair and comprises partner agencies across public, private and voluntary sector bodies. It is not a Council constituted body but nevertheless provides a valuable opportunity for partners to discuss key issues affecting the economic, social and environmental wellbeing of Taunton. Partners are currently reviewing the role of the Board following Taunton's designation as the South West's first Garden Town.

I am very puzzled by Councillor Horsley's comments about this Council's loan to Somerset County Cricket Club. Far from being presented as a fait accompli, the matter was discussed at Community Scrutiny Committee on 6 November 2012, followed by the Executive on 14 November 2012 and finally decided upon by Full Council on 11 December 2012. Any similar decisions in future will also ultimately be made by Full Council.

10. Recommendations to Council from the Executive

(a) Taunton Deane Borough Council Corporate Plan 2017/2018

Earlier in the year, the Executive considered a report which introduced

Taunton Deane's draft Corporate Plan for 2017/2018.

The Corporate Plan flowed from the Council's four year strategy which covered the period 1 April 2016 to 31 March 2020. The 2017/2018 Corporate Plan would be the second year of this strategy.

The Plan described the actions which would be taken during the year to ensure the Council's strategic objectives were achieved for the people and place of Taunton Deane and set out how progress would be monitored and measured.

The Corporate Plan did not cover everything that the Council did, but it focussed on a combination of those issues that mattered most to local people and the unique challenges which were likely to arise from Taunton Deane's changing social, economic and environmental contexts.

On the motion of Councillor Williams, it was

Resolved that the Taunton Deane Borough Council Corporate Plan for 2017/2018 be adopted.

(b) Financial Monitoring – Outturn 2016/2017

The Council's financial performance for the 2016/2017 financial year was considered by the Executive at its meeting on 3 August 2017.

The revenue outturn position for the financial year 2016/2017 was as follows:-

- The General Fund (GF) Revenue Outturn position for 2016/2017 was a net underspend of £101,000 (0.7%). The underspend had decreased since the end of quarter 2 due to significant variances in Rent Allowances and Rebates; Cemeteries and Crematorium; Council Tax Collection; Leisure Procurement; and Interest Costs and Income.
- The Housing Revenue Account (HRA) was a 'Self-Financing' account for the Council's Housing Landlord function, which was budgeted to 'break even'. The HRA Outturn for 2016/2017 was a net underspend of £882,000 (3.3% of gross income).

The year-end financial statements reported that Deane DLO had made an overall deficit of £44,000 after contributing £101,000 to the GF. This deficit has been transferred from the DLO Trading Account Reserves which, together with a £200,000 contribution to Transformation, has decreased the reserve balance to £121,000.

The Deane Helpline had reported a net deficit of £64,000 for the year, which was an underspend of £53,000 against the final budget and represented the net cost of the service to the GF.

With regard to the budget for the Unparished Area of Taunton, although £59,786 had been allocated to a variety of schemes during the 2016/2017 financial year, £43,204 was available for allocation during the current year.

The capital outturn position for 2016/2017 is as follows:-

- The General Fund profiled Capital Programme at the end of 2016/2017 was £25,832,000. The actual expenditure on the Capital Programme during 2016/2017 was £10,256,000, with £15,527,000 being carried forward to support delivery of approved schemes in 2017/2018. This would leave a net underspend of £49,000 (0.1%) against the overall programme.
- The HRA approved Capital Programme at the end of 2016/2017 was £20,129,000. This related to schemes which would be completed over the next five years. The actual expenditure on the Capital Programme during 2016/2017 was £11,762,000, with £9,399,000 for planned investment to implement approved schemes in future years. A net overspend of £32,000 (1%) was reported against the overall programme.

The GF Reserves balance as at 31 March 2017 stood at £2,186,000. The balance remained above the minimum reserves expectation within the Council's Budget Strategy (£1,600,000).

The HRA Reserves balance as at 31 March 2017 stood at £3,224,000, which was above the minimum level (£1,800,000) set within the Council's Budget Strategy and the HRA Business Plan.

The total GF Earmarked Reserves balance as at 31 March 2017 was £17,344,000, and for HRA Earmarked Reserves the balance was £6,847,000, representing funds that had been set aside for specific purposes to be spent in 2017/2018 or later years.

The Outturn Report had previously been considered and supported by the Corporate Scrutiny Committee.

On the motion of Councillor Williams, it was

Resolved that:-

- (1) The Council's financial performance and end of year position for the General Fund and the Housing Revenue Account, including pre-approved carry forwards and transfers to earmarked reserves be noted;
- (2) The reported General Fund Revenue Budget underspend of £101,000 in 2016/2017 and the General Reserves Balance of £2,186,000 as at 31 March 2017 be noted;
- (3) The General Fund Revenue Budget Carry Forwards totalling £302,000 be approved;
- (4) A General Fund Capital Programme Budget Carry Forward totalling £15,527,000 be approved;
- (5) A Housing Revenue Account Capital Programme Budget Carry

Forward totalling £9,399,000 be approved; and

- (6) £590,000 of Supplementary Budget allocations in 2017/2018 for the Housing Revenue Account, utilising 2016/2017 underspends, for the following areas be also approved:-
- (i) £250,000 to provide additional technical development capacity to the in-house team for development appraisal work on complex sites;
 - (ii) £25,000 to replace the Halcon One Team Co-ordinator post until 31 March 2018;
 - (iii) £55,000 for additional officer capacity to address anti-social behaviour for a period of 18 months due to additional pressures on the team;
 - (iv) £70,000 to fast-track replacement of Piper lifelines in Sheltered Housing where these are reaching the end of their operational life;
 - (v) £40,000 to both revamp and upgrade Ladymead Road, Taunton shops for remarketing as commercial premises or to make a change of use and convert to a One Team Community Hub; and
 - (vi) £150,000 to pilot a Fabric First approach to appraise options to address thermal performance and water ingress issues in some property types.

(c) Supplementary Budget Request – Cemeteries and Crematorium

At its last meeting, the Executive considered a request for a Supplementary Budget to enable a number of areas within the Cemeteries and Crematorium service which required investment beyond that achievable in the existing Revenue Maintenance budget.

This would enhance the services offered to the public and extend the life of some assets through the creation of new plots and new income opportunities.

With the exception of the Children and Baby Memorial Gardens where the cost would be recovered but without surplus, the following projects had the ability to deliver income greater than the initial cost:-

(1) Wellington Cemetery Grave Spaces

Currently there were only four new grave spaces remaining in Wellington Cemetery. Once these had been sold the site would no longer generate income but would still need to be maintained to the current standard.

With an investment of £23,000 the hard standing located at the centre of the cemetery could be removed to free up land for up to 100 new burial spaces. This work will ensure that Wellington would have a capacity for full burial for the next eight to ten years and would allow a continuation of service whilst further options for future burial land were identified.

(2) St Mary's Cemetery – New Grave Spaces

£26,000 invested in this site would allow for much of the main drive to be removed and re-laid to create 120 full new grave spaces.

By carrying out these works it would mean a further choice to the bereaved for grave locations and would allow the provision of traditional type memorials on the plot to be re-introduced.

At the current rate of burials, 120 graves would extend the life of this service for approximately 20 years.

(3) Cremation Memorial Walkway and Cremation Plots

The Council's post cremation memorials and plots were limited in choice and older in fashion. Releasing an area that had never previously been looked at and memorialising closer to the car park in a prime location would generate further interest and retain more cremated remains on site.

Setting out the area in a formal garden arrangement using set, installed memorials at a cost of £24,000 would create a tranquil and modern reverent area for remembrance.

(4) New Children and Babies Garden at the Crematorium

The present baby garden was adjacent to the workers' yard. There was little choice to memorialise or remember the deceased who were laid to rest there. Many other crematoria had formalised, dedicated gardens for this specialist area that were very popular and gave great comfort to the bereaved.

The current area at the Taunton Deane Crematorium would benefit from investment estimated at £15,000. It was intended that the service would work with local child bereavement charities to ensure that they had input into the design and layout of the new garden.

(5) Natural Burial/Remembrance Area

An area of Taunton Crematorium had been set out to create a natural spinney/copse for interments of ashes and some full interments. Tree works and planting had taken place to provide an alternative to the formal memorial and burial sections our cemeteries offered.

The formalisation of this natural area would give relief to the high usage the current Garden of Remembrance had seen.

It was proposed to install a hardwood boardwalk at a cost of £6,000 where each board could be memorialised at a cost of £200 per tread for 10 years. This would become a working memorial and allow year round access to this site, without anyone walking through the planting.

These proposals had been considered and supported by the Corporate Scrutiny Committee.

On the motion of Councillor Berry, it was

Resolved that:-

- (a) A supplementary capital budget of £94,000 for the improvements to the Cemeteries and Crematorium as set out above be approved; and
- (b) The transfer of £94,000 from the Waste Earmarked Reserve to add to the Revenue Contribution to Capital ("RCCO") budget to provide the funding for the Capital Supplementary Estimate be also approved.

(d) Proposed Business Rates Revaluation Relief

The Executive had recently considered a report concerning a proposal to amend the Council's Discretionary Rate Relief Policy to include a new Relief for Revaluation from 1 April 2017.

A range of Mandatory and Discretionary Rate Reliefs could often reduce the amount of Non-Domestic Rates (commonly known as Business Rates) a business or organisation had to pay. The qualifying rules and levels of relief for Mandatory Reliefs were set by the Government and were the same throughout the country.

However, the rules and levels of award for Discretionary Rate Reliefs were set by each Council. A full review and updating of this Council's policy had been undertaken in 2015 with the policy coming into effect from 1 April 2016.

The Local Government Finance Bill 2012 had introduced the Business Rates Retention Scheme which was designed to help achieve two of Government's key priorities - Economic Growth and Localism. The scheme enabled the retention of a proportion of the Business Rates revenue generated in a local area by the relevant local authorities.

Although 50% of Business Rates collected was paid to Central Government the remaining 50% was retained locally (40% District, 9% County, 1% Fire authorities).

With regard to the former arrangements, the Government had met the cost of Mandatory Relief in full on the basis that local authorities had no choice but to award it under set criteria. However, the costs of Discretionary Relief had been met in full or in part, by local authorities as awards had been decided upon based on the Council's own criteria.

Under the new rules Taunton Deane had to contribute 40% towards the cost of most relief - even those that it has no choice about awarding. Therefore it was important to recognise the financial risk of applying reliefs when considering any changes to the current policy.

A Business Rates Revaluation normally took place every five years. However, following a two year delay the Government had issued the new Rating List with effect from 1 April 2017.

Each Rating List had a Transitional Relief Scheme which was designed to phase

in both the increases and decreases in the amount of Business Rates payable following revaluation. This phasing could last for between one and five years depending on the level of increase or decrease in rateable values.

However Transitional Relief did not provide support for changes in Business Rate Reliefs. Despite the increase in the threshold for eligibility to Small Business Rate Relief, some ratepayers would no longer be eligible to receive it due to an increase in their Rateable Value. This situation might also apply to current recipients of Rural Rate Relief.

The Chancellor had announced in the Spring Budget a number of measures to provide support to these ratepayers, along with support for public houses and businesses facing the largest increases.

Alongside the new Rating List, the Government had announced the establishment of a £300,000,000 Discretionary Fund over four years from 2017/2018 to support those businesses facing the steepest increases in their Business Rates bills.

The Department of Communities and Local Government had published a consultation on the design of the Discretionary Relief earlier in the year, seeking views on the allocation of the fund, arrangements for compensation for local authorities, and the operation of local schemes. Taunton Deane's proposed share was as follows:-

- 2017/2018 - £276,000;
- 2018/2019 - £134,000;
- 2019/2020 - £55,000; and
- 2020/2021 - £8,000.

Following this consultation, the Council had drafted a revised Discretionary Revaluation Relief Policy that was based on the following criteria:-

- (a) Relief would only be granted where the Rateable Value was less than £200,000 as at 1 April 2017 and the gross rates increase was greater than 5%;
- (b) Reductions if awarded would be to further increase the Transitional Relief that was phasing in the increased charge. Each year this would be less and less over four years;
- (c) The scheme was designed solely to assist ratepayers who had seen a significant increase in bills due to revaluation;
- (d) Relief would only be granted for premises which were occupied;
- (e) Relief would not be awarded where Mandatory Relief had been granted;
- (f) Taxpayers would be invited to apply;
- (g) All relief awarded would be subject to 'state aid' of €200,000 (de-minimis); and
- (h) Relief would be targeted to local businesses, not national or multi-national in nature. Local businesses were, for the purpose of the scheme, those which had premises wholly in the Council's area.

The Council would consider every application for Discretionary Revaluation Relief on its merits.

There would be no statutory right of appeal against any award of Discretionary Revaluation Relief, although as with any decision by a public authority, this could be challenged by Judicial Review. Taunton Deane would however, upon request, review decisions made.

The Corporate Scrutiny Committee had previously supported the revised Discretionary Revaluation Relief Policy.

On the motion of Councillor Parrish, it was

Resolved that the use of the Council's local discount powers from 1 April 2017 to award Revaluation Relief to those organisations facing significant increases in their Business Rates bills following Revaluation be supported.

11. Exclusion of the Press and Public

Resolved that the press and public be excluded from the meeting for the following item as it included exempt information as defined in paragraphs 1 and 3 of Part 1 of Schedule 12A to the Local Government Act 1972, and that the public interest in withholding the information outweighed the public interest in disclosing the information to the public.

12. Acquisition of Thales Interests, Lisieux Way, Taunton

Considered report previously circulated, concerning an opportunity that had arisen for the Council to consolidate its ownerships of the land at Lisieux Way Business Park in Taunton.

The Council proposed to take forward refurbishment plans of buildings, ensuring essential maintenance and upgrades were carried out, also undertaking an assessment of potential development and long-term investment opportunities for this strategic employment site.

The acquisition of Lisieux Way and planned refurbishment of buildings was the first stage of a more comprehensive regeneration project, aligned with the Taunton Deane Borough Council Corporate Plan (2017-2018) Key Themes and priorities within the Taunton Growth Prospectus - Delivering the economic vision for our County Town.

There were substantial strategic benefits of retaining important hi-tech occupiers in Taunton. Under the Council's ownership, plans for refurbishment and upgrade of utility supplies could be coordinated to progress the relocation within the site of a specialist firm that had its own bespoke major investment plans for new premises.

Historic plans indicated some sections of the site might be able to accommodate other suitable uses. The next stage of the process would involve an option review and the commissioning of master-planning expertise, to assess potential opportunities.

Any potential options for comprehensive development on site would need to be compliant, feasible and viable. As such, future findings and recommendations would be reported back to the Executive and Full Council, as appropriate.

Resolved that:-

- (a) The acquisition of land and interests at Lisieux Way Business Park, Taunton from Thales UK be approved. The land sale, as identified in Appendix B to the report, would be subject to a conditional contract based on the draft terms, set out in Appendix G;
- (b) A supplementary estimate (to the value set out in the report) to the Capital Programme for this high priority Taunton Employment scheme be approved, in addition to the existing project budget previously approved in 2013/2014 specifically for the purpose of funding the regeneration of the land off Lisieux Way. This would cover the costs of land acquisition, essential landlord works to Building 2 and professional fees set out in a Business Case at Appendix H to the report which would be funded through capital borrowing; and
- (c) The delegation of authority to the Directors and Section 151 Officer to proceed with the proposed acquisition, completion of work programme and commissioning of next phase master-planning and feasibility studies, in consultation with the Executive Councillor for Business Development, Asset Management, Arts and Culture, Tourism and Communications and the Leader of the Council be also approved, namely to:-
 - (i) Conclude and finalise the conditional contract between the Council and Thales UK, to deliver regeneration of the Lisieux Way Business Park; and
 - (ii) Appoint a Professional Team to advise on:-
 - Refurbishment and delivery of works scheduled: ensuring quality, Cost control and completion of refurbishment work to Building 2, ensuring the commercial units were developed to an agreed specification, agreed programme timescales and budget; and
 - The master-planning and feasibility study : An assessment of future development options for the whole site. Procurement of specialist advisors to support the Council.

(Following the above item, the public were re-admitted to the meeting.)

13. Reports of the Leader of the Council and Executive Councillors

- (i) **Leader of the Council (Councillor Williams)**

Councillor Williams's report covered the following topics:-

- Taunton Garden Town;
- Visit to Taunton by John Glen MP, Minister for Tourism and Heritage;
- Transformation;
- Hinkley Housing Zone including Taunton Garden Town – Bid to the Government's Housing Infrastructure Fund;
- Merchant Navy Day – 1 September 2017;
- Council Meetings;
- Celebrating Pip's Park;
- Broadband Upgrade;
- Visit to Conquest Centre;
- Nexus 25 – Draft Local Development Order; and
- A358 Upgrade – Current Position.

(ii) Planning Policy and Transportation (Councillor Habgood)

The report from Councillor Habgood provided information on the following areas within his portfolio:-

- Planning Policy;
- Garden Town Strategy and Plan;
- Junction 25 – Local Development Order;
- Mid Devon Local Plan;
- Neighbourhood Plans;
- Major Planning – Staplegrove, Comeytrowe/Trull Garden Community, Firepool, Housing Objectively Assessed Need; Planning Appeal;
- Variable Message Signage; and
- A358 Upgrade.

(iii) Sport, Parks and Leisure (Councillor Mrs Herbert)

The report from Councillor Mrs Herbert dealt with activities taking place in the following areas:-

- Parks and Open Spaces;
- Community Leisure – Leisure Procurement; and
- GLL (Taunton Deane) – Wacky Wednesdays in Wellington; Pride in Priorswood; Kids Swim for a Quid; Council Swim Project; National Play Day; and Discovery Trail.

Due to the lateness of the hour, the Mayor suggested that rather than extend the duration of the meeting, questions for the other Executive Councillors in respect of their reports (details follow) could be dealt with via e-mail. This was agreed.

(iv) Corporate Resources (Councillor Parrish)

The report from Councillor Parrish provided information on the following areas within his portfolio:-

- Corporate Services – Transformation Programme Technology; Telephony Rollout (Smart Phones and 8x8); ICT Priorities and Resourcing; Facilities Management; and Customer Contact Service- Taunton Deane;
- Electoral Services;
- Revenues and Benefits;
- HR and Organisational Development – Payroll and HR System; Building Services and Open Spaces; Accommodation Move; Trade Union Act 2016; and Transformation;
- The Mayoralty and Democratic Services;
- Procurement Team;
- Finance – Medium Term Financial Plan/Budget; Fees and Charges; New Finance and Payroll System; and Projects.

(v) **Community Leadership (Councillor Mrs Jane Warmington)**

Councillor Mrs Warmington presented the Community Leadership report which focused on the following areas within that portfolio:-

- Somerset West Lottery Update;
- Somerset One Team Co-ordinator;
- Halcon One Team Co-ordinator;
- Legal Highs Education Programme;
- Bath Spa Evaluation of Taunton Deane One Teams; and
- Community Activities over the Summer.

(vi) **Housing Services (Councillor Beale)**

Councillor Beale submitted his report which drew attention to the following:-

- Deane Housing Development – Woolaways; Weavers Arms, Rockwell Green, Wellington; 12 Moorland Close, Taunton; Laxton Road, Taunton and Oake;
- Welfare Reform – Discretionary Housing Payment and Universal Credit;
- Deane Helpline;
- Review of the Somerset Strategic Housing Framework;
- Wyndham Road, Wiveliscombe; and
- And Finally.....Thanks to Officers.

(vii) **Environmental Services and Climate Change (Councillor Berry)**

The report from Councillor Berry drew attention to developments in the following areas:-

- Environmental Health – Food Safety; Health and Safety; Environmental Protection; Private Water Supplies; and Safety Advisory Group – Events;
- Licensing – Performance; Appeal against decision; Complaint against decision; Cap on Taxi Numbers; and TAUNTON Town Centre Licence;
- Street Sweeping and Toilet Cleaning;
- Somerset Waste Partnership – Replacement of the Managing Director; Landfill Fires; and Driver Shortages; and
- Cemeteries and Crematorium.

(viii) **Economic Development, Asset Management, Arts and Culture, Tourism and Communications (Councillor Edwards)**

The report from Councillor Edwards covered:-

- Business Development - Digital Taunton; Events to Support Small Businesses; Connecting Devon and Somerset; Visit by the Tourism and Heritage Minister; Taunton Deane Economic Review; Taunton Deane Business Directory; Impact of BREXIT on the Agricultural and Construction Sectors;
- Events, Place, Retail Marketing and Visitor Centre – Events Marketing, Place and Retail Marketing; and Visitor Centre;
- Strategic Regeneration Projects – Coal Orchard Redevelopment; and Lisieux Way Site, Taunton;
- Asset Management – Cheddon Road, Taunton; and New Taunton Deane Borough Council Asset Strategy.

(Councillors Coombes, D Durdan, Gaines, Govier, Morrell, Stone and Ms Webber all left the meeting at 8.50 p.m.)

(The meeting ended at 9.28 p.m.)

Council Meeting – 12 December 2017

Reinforcement of 25% Affordable Housing in the Core Strategy

Motion proposed by Councillor Fran Smith, seconded by Councillor Simon Coles

The Council notes

- That the Council's Core Strategy 2011-2028 - Vision states:-

"By 2028 Taunton Deane will be recognised nationally as a place that is developing sustainably, securing a better life and future for its communities. Taunton Deane will be a more accessible and equitable place where those living and working can access suitable and Affordable Housing, a range of services, recreational and leisure facilities, and where deprivation is tackled.

An Affordable Housing Viability Study has been undertaken to support the Council's Affordable Housing position. This Study, undertaken by Fordham Research, concludes that an Affordable Housing target of 25% would be viable and appropriate for adoption based upon current market conditions. In addition to this study, further viability testing has been undertaken for both the Infrastructure Delivery Plan and in order to demonstrate the deliverability of the Plan's proposed urban extensions. All three studies conclude that the 25% target is viable at present and can generally be achieved in combination with a package of developer contributions.

The Core Strategy will provide for at least 17,000 new dwellings over the period 2008 to 2028 supporting the Plan's employment-led strategy. 25% of new housing stock will be affordable to meet existing and arising need over the plan period. The target percentage will ensure that the Plan accounts for the needs of those unable to access market housing but is not set so prohibitively high so as to inhibit the delivery of essential infrastructure."

- That in Taunton Deane currently there are 2,012 people on the housing waiting list and unless a solution is found immediately the chronic shortage of Affordable Housing will continue to persist.
- The 2012 Core Strategy is still pertinent even though it is now over five years old and the Government's latest guidance indicates that plans should be reviewed at least every five years.
- West Somerset Members may not wish to progress with the new joint plans. Therefore waiting until May 2019 is not an option for Taunton Deane residents.

The Council accepts that the decision of the Planning Committee has led to the Staplegrove development foregoing Taunton Deane's policy of 25% Affordable Housing in favour of providing only 15%, giving the developers an extra 163 open market homes at the expense of our struggling families and younger generations in our Borough who cannot get onto the housing ladder.

The Council should take note of Shelter's Chief Executive Officer (Polly Neate) warning that the dire lack of Affordable Housing is the main cause of homelessness. The figures from the Department for Communities and Local Government show an increase of 16% on the previous year.

The Council should therefore recognise the need to take action immediately, otherwise other sites will shortly follow suit and the public will end up paying the heavy price for it.

The Council resolves:-

(i) That the viability testing that underpinned the Core Strategy should be updated by independent consultants;

(ii) That the draft Core Strategy policies should be prepared for consultation that would:-

(a) Maximise the provision of Affordable Housing, in line with the Taunton Deane Core Strategy taking into account the Community Infrastructure Levy and other obligations.

(b) The recently adopted Site Allocations and Development Management Plan together with Garden Town status should persist on 25% Affordable Housing until that work is completed.

(c) In Part of Policy CP4

Delete

"Where scheme viability may be affected, applicants will be expected to provide full development appraisals (at their own cost) demonstrating the level of affordable housing provision that is appropriate."

And Insert

"Levels of Affordable Housing in line with the Fordham Research are non-negotiable and integral parts of Taunton Deane's Planning are included in the Policy."

(iii) The recently adopted Site Allocation and Development Management Plan together with Garden Town status should ensure 25% Affordable Housing is provided wherever possible until the review is completed; and

(iv) That the officers should begin the process of a full review of the Core Strategy to reinforce its Affordable Housing policy as set out above, including contacting The Planning Inspectorate to seek an expedited time scale for the process.

Taunton Deane Borough Council

Full Council - 12 December 2017

Response report on the Statutory Consultation on the Draft Nexus 25 Local Development Order and Adoption of the Order

This matter is the responsibility of Executive Councillor Roger Habgood, Portfolio Holder Planning and Transportation.

Report of the Assistant Director Planning and Environment.

1. Executive Summary

In order to secure the Implementation of Core Strategy policy SS8 (provision of a new strategic employment site), Full Council resolved at the end of 2015, to prepare a Local Development Order to deliver such a development at M5 Junction 25.

The Draft Local Development Order has been prepared in conjunction with other stakeholders and informed by a period of informal public consultation in early 2017.

In accordance with the relevant Regulations, the Draft LDO, the Council's Statement of reasons and the Environmental Statement have been subject to a period of statutory consultation running from 20th July to 30th August 2017. This report summarises the responses received, suggests how these might be taken into account, and recommends the adoption of the Local Development Order.

2. Background

- 2.1 The adopted Taunton Deane Core Strategy includes the provision of a new strategic employment site under policy SS8. Initial steps had been taken to allocate the new strategic employment site in the Site Allocations and Development Management Policies Plan (SADMP), however by the Preferred Options stage of the plan preparation process in October 2013, it was clear that the timescale for the provision of the County Council's scheme to upgrade M5 Junction 25 (including the provision of access to the new strategic employment site) was such that the site could not be included in the SADMP without incurring very substantial delays to this urgently needed statutory planning document.
- 2.2 Subsequently, In December 2015, The Council resolved to progress the implementation of the new strategic employment site through the preparation of a Local Development Order (LDO). In the course of consideration of this report in December 2015 the view was expressed that some Members were

uncomfortable making planning decisions through the LDO route. The meeting was advised that decisions such as these are appropriate matters for a Local Planning Authority to make decisions on.

- 2.3 Local Development Orders (LDOs) were introduced by the Planning and Compulsory Purchase Act 2004 with the purpose of granting planning permission for a specified type of development on a particular, defined site. LDOs are made by local planning authorities, they streamline the planning process by removing the need for developers to make a planning application to a local planning authority. They create a greater level of certainty for prospective developers, helping to expedite the implementation of the Council's land use strategy and improving the likelihood of new investment being made in the local area. Developers have to demonstrate that their proposals satisfy the terms of the LDO before being able to implement their development scheme.
- 2.4 Consultants Peter Brett Associates were subsequently commissioned to prepare an LDO to deliver a new strategic employment site of some 25 hectares which could provide up to 4000 new jobs in accordance with policy SS8. The LDO includes the Council's 'Statement of Reasons' together with its accompanying Design Guide and Environmental Impact Assessment / Environmental Statement. The LDO has been developed through a process of working with other stakeholders and has also been informed by an informal public consultation exercise which was additional to the requirements of the Regulations.
- 2.5 The creation of a second strategic employment site is a long standing ambition of Taunton Deane Borough Council, helping to fulfill the need for additional employment provision as an integral part of the Council's growth strategy and the subject of a Member Task and Finish Group. In the current context, the proposal is also an important element in the Town's Garden Town agenda, providing new high quality employment opportunities to compliment the new strategic residential development areas around the town.
- 2.6 **The Context:** The development of the Nexus 25 site is closely linked to Somerset County Council's project to upgrade M5 Junction 25 in order both to increase its capacity and to provide access to the Nexus 25 site. The Local Economic Partnership has provided funding for the J25 improvement scheme because it also provides access to the Nexus 25 site, without the junction improvement scheme, currently the subject of a Somerset County Council planning application, the employment site cannot be delivered.
- 2.7 Highways England is currently progressing a trunk road improvement scheme which includes the upgrading to dual carriageway of the A358 between its junction with the A303 to the east, and the M5 at Taunton. The recent Highways England consultation exercise included a single option which included a new section of off-line road between the existing A358 at West Hatch, and a new junction with the M5 close to Killams Avenue on the south side of Taunton. The consultation option did not include a spur providing a direct connection from this new road to Nexus 25 and M5 Junction 25. Highways England have not precluded the provision of a connection by

others, if for example a developer proposed and funded such a connection. Amongst other matters, The Council responded in the strongest terms urging Highways England to provide such a direct link in further iterations of the scheme. It must however be noted that whilst the consultation route passes not far to the south of the Nexus 25 site, and that the provision of a direct link is considered to be advantageous, the delivery of Nexus 25 is in no way dependent on this trunk road scheme, furthermore, Nexus 25 does not prejudice an A358 scheme from coming forward.

- 2.8 A Transport Appraisal Report (TAR) and Framework Travel Plan (FTP) have been produced in accordance with the scope and parameters of assessment that were agreed with Somerset County Council and Highways England. These documents are appended to this report at Appendices 4 and 5.
- 2.9 The TAR examines baseline transport conditions and site accessibility by all modes of transport, explains the development proposals and associated access strategy, and forecasts the potential transport impacts of the development. It also provides a framework for how the site is anticipated to be delivered over the lifetime of the LDO, and how this potentially changes with the implementation of a series of transport interventions and the delivery of planned off-site highway improvements.
- 2.10 The TAR concludes that there is an appropriate mitigation and intervention strategy capable of accommodating the impact of the development. Moreover, the potential traffic impact generated by the proposed development scheme, subject to interventions and mitigation, is not considered to be severe and therefore accords with the requirements of the National Planning Policy Framework.
- 2.11 The FTP has been prepared in accordance with Somerset County Council's Travel Planning Guidance SPD. It aims to reduce the environmental impact of Nexus 25 on the surrounding highway network by facilitating and encouraging users of the site to travel on foot, by cycle, by public transport or car-share as alternatives to the private car.
- 2.12 The FTP will serve as an overarching travel plan for the development in terms of baseline transport conditions, targets for mode share, measures to be delivered site-wide and responsibilities for their delivery, timing and funding, as well as future monitoring / management actions to ensure that ongoing performance is reviewed.
- 2.13 The FTP will therefore set the parameters for the requirement for individual plots within the overall Nexus 25 development to prepare and implement their own Subsidiary Travel Plans as and when they come forward in accordance with the LDO.
- 2.14 **The informal consultation exercise** was carried out between the 1st and 30th March 2017 setting out the nature of the proposals and inviting representations on a number of questions about the proposals. There were some 71 responses to this consultation, which were used to help inform the development of the draft LDO and the LDO Design Guide.

2.15 **The Statutory Consultation on the Draft LDO** took place between the 20th July and 30th August 2017, a period of six weeks (two weeks longer than the statutory requirement of at least 28 days). There were some 43 responses to the consultation exercise. The scope of the statutory consultation did not include issues such as whether or not it is appropriate to use an LDO for the site, and whether or not this site is the most appropriate compared with any other locations, it is concerned essentially with what the LDO should consist of and how it should be worded.

2.16 **Issues raised in response to the Statutory Consultation:** Whilst there was considerable support expressed for the employment opportunities which the Nexus 25 development would bring, there were also a significant number of points made in objection, essentially on matters of process, detail and impact. A schedule summarising the matters raised by respondents and the Council's comment on each one, with any recommended amendments, is attached at Appendix 1. In addition, all of the responses received are available in full on the Council's Consultation Portal. Set out in the paragraphs below is an overview of some of the most commonly raised points made by respondents with comments from the Council.

2.17 **Consultation issues:** Some responses suggested that the statutory consultation had been timed during the summer holidays so as to minimise public awareness of the exercise, and that insufficient consultation had been carried out.

***TDBC comment:** The Regulations require a statutory consultation on the draft LDO of at least 28 days. The Council opted to extend the statutory consultation exercise to six weeks in order to provide more time for scrutiny.*

2.18 **The appropriateness of using a Local Development Order to permit Nexus 25:** A number of responses suggested that a Local Development Order is an inappropriate means of bringing forward employment development on a greenfield site such as Nexus 25, stating that LDOs are intended to be used for encouraging residential development on brownfield sites only.

***TDBC Comment:** There is no such limitation on the use of Local Development Orders.*

2.19 **Timing of Nexus 25 LDO in relation to M5 J25 improvement scheme and the A358 improvement scheme:** A significant number of responses referred to a perceived lack of joined up thinking between the organisations promoting these three schemes (Taunton Deane Borough Council, Somerset County Council and Highways England respectively). Two points made in a number of these representations were that there should be a requirement for no start on Nexus 25 until the J25 improvements had been completed and that no start should be made on Nexus 25 until the A358 scheme had been implemented including a spur from the new line of the A358 to J25 (thereby providing a bypass for Henlade).

***TDBC comment:** A Memorandum of Understanding has been signed by the*

three organisations concerned and regular meetings have taken place to discuss the progress of the three proposals during the development of the project. The Nexus 25 proposals have evolved in conjunction with the scheme for the improvement of M5 J25, the funding for which was conditional on its providing access to enable the Nexus 25 site to be developed. Occupation of development at Nexus 25 would not be permitted until the J25 improvement had been implemented. The development of Nexus 25 cannot take place without the J25 improvement scheme. The position regarding the A358 scheme (still subject to public consultation and further consideration by Highways England) is different. Neither Nexus 25 or the M5 J25 improvement scheme are dependent on the implementation of an A358 improvement scheme. Notwithstanding this, it should be noted that the Council has made strong representations to Highways England that the western section of the A358 improvement should include a spur linking the road to Nexus 25 and M5 J25. There is no justification for delaying this essential development for the transport related reasons suggested by objectors.

- 2.20 **Environmental Concerns:** Objections were made on the grounds of adverse impact on the surrounding communities for reasons such as worsening air quality.

TDBC comment: *Environmental impact issues are addressed through the LDO Environmental Statement.*

- 2.21 **Selection of the Nexus 25 site:** Criticism has been made of the way in which the Nexus 25 site was selected, in terms of the Sustainability Appraisal processes related to the 2012 Taunton Deane Core Strategy and the 2016 Site Allocation and Development Management Policies Plan which also considered two other locations which were not selected.

TDBC Comment: *Sustainability Appraisal is a requirement of the regulations governing the preparation of statutory development plans. Sustainability Appraisal does not form part of the Local Development Order process. Notwithstanding this, Policy SS8 of the adopted Taunton Deane Core Strategy requiring the provision of a second strategic employment site was subject to Sustainability Appraisal. The Nexus 25 site is the only one of those considered during the preferred option stage of SADMP which was found to satisfy the requirements of policy SS8 (the Nexus 25 site was subsequently omitted from the submitted SADMP due to timescale issues relating to the M5 J25 improvement scheme, and remains a key element of the Council's Growth Strategy). Under the LDO procedure, environmental considerations are dealt with through the Environmental Impact Assessment process, including the preparation of a full Environmental Statement.*

- 2.22 **General transport impact concerns:** A range of transport impact concerns were cited in objection to the Nexus 25 proposals relating e.g. to the suggested inadequacy of measures to improve sustainable transport access to the site from other parts of Taunton and rat-running and increased congestion in the surrounding area.

TDBC comment: *The Transport Appraisal Report and the Travel Plan*

Framework for the LDO, appended to this report, have been prepared in line with Somerset County Council guidelines and have been agreed by SCC in its role as County Highways Authority.

- 2.23 **Flood risk concerns:** The Nexus 25 site lies adjacent to an area at high risk of flooding. Some responses have suggested that the development would worsen flood risk for areas downstream of the site.

***TDBC comment:** The design of the Junction 25 improvements and Nexus 25 have been informed by flood risk modelling work which has been signed off by the Environment Agency. Drainage strategies to manage surface water drainage and flood risk generally are the subject of conditions forming part of the LDO, and with which development proposals must comply.*

- 2.24 **Aspiration for a footpath / cycleway bridge over the M5:** During the development of the Nexus 25 scheme, the potential for a foot / cycle bridge over the M5 linking Nexus 25 to Blackbrook Business Park has been identified. A number of responses requested that this should be made a requirement of the LDO.

***TDBC comment:** Whilst it has been demonstrated that the Nexus 25 site can be properly accessed on foot and bicycle from the main Taunton residential areas, it is acknowledged that such a foot / cycle bridge would be a good thing both for Nexus 25 and the wider built up area. It is not appropriate to make this bridge a requirement of the LDO.*

- 2.25 **Summaries of parish councils' responses:**

- 2.26 **Ruishton and Thornfalcon Parish Council** has expressed its strong objection to the LDO. Its reasons include the inappropriateness of the use of the LDO process to provide major development on a greenfield site, the lack of joined up thinking between TDBC, Highways England and Somerset County Council and the failure to provide a Henlade bypass and a direct link from Nexus 25 to the improved A358 Trunk Road which has been subject of a separate public consultation exercise. Concern was also expressed about the way in which this site was selected out of the available options. A range of other reasons include the Transport Assessment and Framework Travel Plan not being made available at the time of the statutory consultation, other adverse traffic impacts, that it would cause an increase in flooding in the area, adverse impact on air quality in Henlade particularly and also adverse impact on walking and cycling in the area.

- 2.27 **Stoke St Mary Parish Council** also objects to the proposed development, on the grounds that the capacity of M5 Junction 25 is too limited. The use of an LDO to deliver major industrial development on a greenfield site is considered inappropriate. They are intended to be used for encouraging the development of brownfield land. It is suggested that there is a lack of public awareness of the proposals which means that there will not be fair representation of public opinion. The lack of consultation on the Transport Assessment and Framework Travel Plan was also seen as problematic. Flooding problems

were cited, the progression of the LDO in advance of the determination of the Junction 25 improvement planning application was also objected to. Air quality problems would be exacerbated. Concern was expressed at the shift of uses to e.g. warehousing and retail due to lack of demand for the proposed uses. The Parish Council requests that a Planning Inspector is appointed to consider the proposals and the process used to progress them.

- 2.28 **Creech St. Michael Parish Council** objects to the proposed LDO. Whilst supporting the provision of employment land for the Deane, objection is made on the following grounds. It is premature in advance of clarity over the A358 improvement. More integrated thinking is needed for the whole range of strategic planning and highways schemes around Taunton. The local parish councils should have been more fully involved and there has been no traffic modelling on the impact of the proposals on Creech St. Michael. A programme of road safety works should have been provided to prevent 'rat running'. A Henlade bypass should be provided and lorries should be banned from accessing Nexus 25 through Henlade. Adverse impact on flooding problems and the inappropriate use of greenfield land for employment uses was also cited.

- 2.29 **West Monkton Parish Council** made comments and suggestions essentially from a Monkton Heathfield (MH) urban extension perspective. The risk to the delivery of MH employment sites was highlighted, the MHPC wants MH to be a balanced sustainable development. Comments were made about the importance of promoting the walking / cycling network linking MH and Nexus 25 with the wider community. Attention should also be given to managing vehicular routes between MH and Nexus 25, and providing an express bus via protected bus lanes provided as a condition of the LDO to be provided early on in the development. The importance of providing key infrastructure early on in the project was stressed on the basis of their experience with MH.

Cheddon Fitzpaine Parish Council supports Nexus 25 providing that it does not negatively affect Cheddon Fitzpaine Parish and its economy. Positive and pro-active marketing of local businesses should proceed in parallel to Nexus 25 in mitigation. Sustainable transport improvements are essential to enable people to access employment etc. in Nexus 25 without causing more congestion. The suggestions put forward by West Monkton PC are also supported.

- 2.30 **North Curry Parish Council** supports the principle of Nexus 25 subject to there being no traditional office uses or car showrooms. Objection is made to the sole access for Nexus 25 being from M5 J25. It is essential that access is provided both from the new alignment of the improved A358 and from M5 J25, and that the former should be in place before the development of Nexus 25 begins.

- 2.31 **Hatch Beauchamp Parish Council** does not support the proposed LDO because the required infrastructure to support the Nexus 25 development is not in place. It is therefore premature to make the LDO and proceed with the development, in particular it is essential to know the route and connections of the new A358 expressway, and to have the M5 J25 works completed. HBPC

is not convinced about the need for development to the south of the M5, there could be previously developed land in the centre of Taunton which would be more suitable for such uses with infrastructure already provided.

Unnecessary environmental damage would result from the Nexus 25 proposal. Increased traffic and congestion would require an effective access plan for the development which would bypass Henlade or provide access to Nexus 25 without the need to pass through the village. The proposals are thought to be too 'developer led'. It is essential that TDBC, SCC and Highways England work together to deliver a joined up outcome.

- 2.32 **Additional representation:** Due to a technical issue, one neighbouring resident, who would have normally been consulted on a planning application of this nature, was not consulted. This matter having come to light, they were invited to submit comments, which they did. A written response has been sent.

- 2.33 **Consideration by Community Scrutiny Committee and recommendation to Full Council:** A report on the proposed adoption of the Nexus 25 Local Development Order in the light of the statutory consultation responses received was considered by the Council's Community Scrutiny Committee on the 14th November. Having heard verbal representations from a number of members of the public and after extensive debate, the Committee recommended that Full Council should resolve to adopt the Nexus 25 Local Development Order.

3.0 **Conclusion and what happens next.**

- 3.1 The Draft Nexus 25 LDO including its appendices attached at Appendices 2 to 5 will serve to bring forward the much needed employment development (and up to 4000 new jobs) provided for in policy SS8 of the adopted Taunton Deane Core Strategy in a timely way. This will provide a high quality strategic employment site which will compliment the commercial development in Taunton town centre and strengthen its identity as a sub-regional economic centre. It will also help to facilitate much needed improvement to Junction 25 of the M5.
- 3.2 The planning application for Somerset County Council's M5 Junction 25 improvement will not have been considered by the time Full Council considers this report, a decision is currently anticipated in February 2018. It is therefore recommended that the decision to adopt the Nexus 25 Local Development Order be delegated to the Assistant Director Planning and Environment conditional on planning permission being granted for the M5 J25 junction improvement.
- 3.3 **How will development schemes be brought forward?**
An adopted LDO is not in itself permission for work to commence on the site. The LDO states matters which are reserved for later approval. When all matters have been approved and, where appropriate, conditions discharged, work may begin on the site.

- 3.4 Stage 1 consists of Pre-Submission advice, Stage 2 involves the submission of all relevant details, Stage 3 is the decision as to whether the proposal is in conformity with the LDO. Providing all is as it should be, Stage 4 is development on site. If at Stages 2 or 3 further information is required, or the development proposal is not in conformity with the LDO then a planning application would be required. Once a Certificate of Compliance has been issued, the developer must submit a Notice of Commencement Form to the LPA at least 14 days before work is due to start for monitoring purposes.
- 3.5 It should also be borne in mind that development proposals which do not comply with the terms of the order may still be acceptable in planning terms, however these would need to be subject to a separate planning application, and be considered in the light of local and national planning policies.
- 3.6 Other consents such as building regulations approval, Licensing and Highways consents etc. will be required as usual, and it is the developer's responsibility to ensure that these are obtained.
- 3.7 Taunton Deane Borough Council will continue to work with the owners and developers of Nexus 25 in an ongoing promotional role as part of its status as key promoter of economic development for the Taunton Deane area and its strategy for growth. This will also involve working with potential occupiers and continuing to seek the involvement of high value occupants in line with the terms of the LDO.

4 Finance Comments and charging regime

- 4.1 The Council has invested some £180,000 in the preparation of the Nexus 25 LDO, in addition to which Summerfield Developments have agreed to contribute £40,000 towards the overall project cost of £220,000. This significant level of expenditure has been required to cover the preparation of essential additional transport evidence, floodplain modelling work and a full Environmental Statement. The effect of carrying out this work is to take control of the process, enhancing the attractiveness of the development to those looking to develop new employment sites, in a competitive market, and also to shorten the likely timescale before new jobs are provided. The Council will require a Certificate of Compliance to be in place in order to confirm that any development proposed complies with the Order. Other Local Planning Authorities including Aylesbury and Swindon Borough Councils have introduced charges for this process to cover its administration. It is proposed that Taunton Deane Borough Council will make a charge for an application for a Certificate of Compliance of a development proposal with the Nexus 25 Local Development Order which will be 50% of the planning fee for a planning application for an equivalent development.

5 Legal Comments

- 5.1 The process for preparing an LDO is set out in the Planning and Compulsory Purchase Order Act of 2004 as amended, and Article 38 of the Town and

6 Links to Corporate Aims

- 6.1 The Nexus 25 LDO will deliver outcomes against two of the four key themes identified in the Council's Corporate Strategy, namely: - Key theme 1 'People' Issue (d): "Facilitate the creation a broad range of high quality employment opportunities that recognises the different needs of rural and town communities in order to provide local people with more rewarding futures"; and also: Key theme 2 'business and Enterprise' because of the substantial amount of new employment opportunities the Nexus 25 site would bring.

7 Environmental and Community Safety Implications

- 7.1 A wide range of environmental implications including particularly flood risk management, highways and ecological matters have been taken into account in the drawing up of the Order. No specific community safety implications have been identified in connection with this LDO.

8 Equalities Impact

- 8.1 None identified.

9 Risk Management

- 9.1 The main risk involved in seeking to bring forward the Nexus 25 development relates to the provision of access for the site. The Council has sought to mitigate this risk by working in partnership with, in particular, Somerset County Council to co-ordinate the delivery of essential infrastructure to enable the development to take place.

10 Partnership Implications

- 10.1 The Nexus 25 LDO proposals would be delivered in partnership with a range of partner organisations including particularly Somerset County Council as Highways Authority and Summerfield Developments as developer.

11 Recommendation:

- 11.1 **That Full Council notes and endorses the findings of this report having taken account of the content of representations made. It resolves to delegate the decision to adopt the Nexus 25 Local Development Order attached at Appendix 2, together with the Design Guide, Transport Appraisal Report and Framework 'Umbrella' Travel Plan at Appendices 3 – 5 respectively, and the proposed charging regime set out at paragraph 4.1 above; to the Assistant Director Planning and Environment conditional on planning permission being granted for the M5 J25 junction improvement.**

12.1 Appendices:

NB: Appendices 2 to 5 are available electronically, hard copies will be available for Members at Full Council if necessary.

- 1 – Summary of issues raised by respondents to statutory LDO consultation exercise and Council's responses.
- 2 - Draft Nexus 25 Local Development Order including the Council's Statement of Reasons
- 3 – Draft Nexus 25 Design Guide
- 4 - Draft Nexus 25 Transport Appraisal Report
- 5 - Draft Nexus 25 Framework 'Umbrella' Travel Plan
- 6 - Questions and Answers regarding the Nexus 25 LDO arising from the Community Scrutiny Committee Meeting on 14th November 2017.

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APPENDIX 1

Summary of issues raised by respondents to statutory LDO consultation exercise and the Council's responses.

Summary of Issue	Amendment to the Draft LDO? / Comment
General and process issues	
It is inappropriate to use a Local Development Order to deliver a greenfield employment site.	No change proposed. An LDO may relate to all land in the area of the LPA.
The consultation carried out on the draft document has not been sufficient.	No change proposed. Informal consultation was undertaken in addition to the statutory consultation.
The consultation should not have taken place in the school summer holidays	No change proposed. The statutory consultation period was 6 weeks (rather than the 4 required).
The Council has not followed the terms of its own SCI	No change proposed. The Council's SCI does not cover LDOs, however the general principles of the SCI have been applied by the Council in carrying out the Informal Consultation exercise during the drafting stage.
Objection is made on the grounds of adverse impact on the surrounding communities	No change proposed. Addressed as part of the ES.
No indication has been given by the Council of how the responses to the informal consultation have been taken into account	No change proposed. The responses informed the preparation of the LDO and Design Guide.
The LDO fails to set out the environmental and social gains of this scheme for the community most affected – Ruishton and Thornfalcon – as the NPPF suggests it should	No change proposed. Addressed through the Environmental Statement.
An addition should be made to the LDO to the effect that if the transport and access problems have not been solved after 5 years then the LDO will be revoked. This is to avoid blighting other potential development locations around Taunton should Nexus 25 not be developed in this time.	Yes Managed through the Transport Appraisal and Travel Plan.
Adoption of the LDO is premature at this stage with insufficient scrutiny of the Transport Appraisal and Travel Plan in particular. The Council Could adopt the LDO in principle only and then submit it to a Planning Inspector to assess whether it is fit for purpose.	No change proposed. The TA and TP have been prepared in line with SCC requirements.

The LDO should be placed on hold until Highways England have resolved upon a route for the new section of the A358, and planning permission is in place for the SCC J25 improvement scheme, so that meaningful co-operation can be entered into by TDBC, SCC and HE to provide the best outcome possible for local communities.	<p>No change proposed.</p> <p>The LDO will not be adopted until the J25 scheme is approved. The LDO does not prejudice the A358 scheme.</p>
It is suggested that some or all Parish Councils were not consulted at the Environmental Impact Assessment scoping consultation stage.	Parish Councils are not statutory consultees under the Environmental Impact Assessment Regulations, the Parish Councils were accordingly not consulted at the EIA scoping consultation stage.
Planning strategy issues	
The site is in a rural / village location outside the development boundary of the Taunton urban area and as such is an inappropriate location for major development such as Nexus 25. This would also set a dangerous precedent	<p>No change proposed.</p> <p>The Nexus 25 site is located on the periphery of the Taunton urban area in a situation analogous to that of the Town's three planned urban extensions in a highly accessible location. Precedent is unlikely to be an issue due to the unique combination of factors applying to this location.</p>
There is already enough employment land in Taunton for the period to 2028, it is not needed.	<p>No change proposed.</p> <p>The Core Strategy evidence base has demonstrated a qualitative need for a new employment site of this type.</p>
The many proposals for highway improvement and strategic development around Taunton are not being considered in a holistic manner, which they should be, including this one.	<p>No change proposed.</p> <p>A Memorandum of understanding has been signed by Somerset County Council, Highways England, the Environment Agency and Taunton Deane Borough Council, regular meetings have taken place to discuss the progress of these proposals.</p>
Objection is made to the way in which the site has been selected for development against the other two sites considered under policy SS8. Outstanding query over Sustainability Appraisal of these sites in December 2013.	<p>No change proposed.</p> <p>The Sustainability Appraisal process operates as part of the Local Planning Regulations governing the preparation of statutory local plans. SA has no part in the LDO process. The Nexus 25 site is the only site which satisfies the criteria for the development proposed in adopted Core Strategy policy SS8.</p>
The attractiveness of the employment land in Monkton Heathfield to developers may be reduced if Nexus 25 is provided, reducing the sustainability of locations such as Monkton Heathfield.	<p>No change proposed.</p> <p>The employment provision in the strategic urban extensions performs a different function to Nexus 25 with its different site characteristics. The operation of the planning process will</p>

	ensure that these allocations are protected.
The proposal does not comply with Core Strategy policy SS8 as it does have overriding environmental or physical constraints restricting development in terms of both the surrounding floodplain and the capacity of the A358	No change proposed. The evidence demonstrates that once proposed works are complete there will be no such constraints preventing delivery of the Nexus 25 development.
The land has not been allocated in a development plan, the use of an LDO in this situation for a greenfield site is unprecedented.	No change proposed. Whilst the Nexus 25 site is not specifically allocated, the development proposed in policy SS8 of the adopted Core Strategy can only be effectively accommodated at this location. An LDO may relate to all land in the area of the LPA.
Retail, restaurant uses should be restricted to protect similar town centre uses.	No change proposed. Such uses at Nexus 25 are to be limited to ancillary status by the LDO.
Car showroom development should be limited as they have a low job density	No change proposed. The LDO does limit this use.
The Nexus development should have been located at Junction 26 instead of 25 where the traffic situation will deter investment.	No change proposed. Locating the new strategic employment site at J26 would not provide such good access to the strategic highway network, or be so well related to Taunton, compromising its ability to compliment town centre commercial uses.
A class A service facility such as the M5 Gloucester Services would be a good addition to the scheme to provide an outlet for local produce.	No change proposed. This type of use would dilute the Nexus 25 focus on creating new high quality jobs. Also, it would be disadvantageous in traffic generation terms.
This LDO would set a precedent for development of this land without sufficient assessment of its impact as markets change over time. Warehousing is cited as a potential future aspiration for such land.	No change proposed. The terms of the LDO will serve to control the uses permissible on the site through the LDO. An LDO does not prevent planning applications for uses outside the terms of the order, however these would have to satisfy the normal local and national policy tests to secure planning permission.
The layout of the development should allow for the provision of highway linkage to strategic development land to the south of Nexus 25 which may come forward in the future.	No change proposed. The terms of the LDO do not preclude potential links to strategic development options to the south of the site which may be proposed in the future, however

	up to date evidence shows that there is no need in the Taunton area for additional housing allocations beyond those in the Core Strategy and Site Allocations and Development Management Policies plan.
Transport issues	
The consultation was flawed because the Transport Appraisal and Travel Plan were not available for comment	No change proposed. The TA and TP have been prepared in line with SCC requirements.
The need to improve access by a range of non-car transport modes to the Nexus 25 site from areas such as Monkton Heathfield, Creech St. Michael, Ruishton etc. before any occupation of units on the Nexus 25 site takes place	No change proposed. The TAR and TPF include a detailed audit of walking and cycling routes across the town. It has been determined that there will be an appropriate infrastructure network available between the site and main residential areas within Taunton, which are likely to be the main origin for visitors to the site.
The importance of enhancing opportunities for cycling and walking in carrying out the development and upgrading M5 J25	No change proposed. This is addressed through the Travel Plan.
The footbridge over the M5 should be made a requirement of the LDO Travel Plan rather than an aspiration	No change proposed. The construction of this infrastructure would benefit the development and the wider area, it is not strictly required in order to make the LDO acceptable on the basis that the TAR and TPF have already demonstrated that the site will be accessible on foot and by bike from the main residential areas of Taunton in the baseline situation.
No development should take place at Nexus 25 until a spur to provide access from the new line of the A358 to the Nexus 25 site / J25 has been constructed as part of the implementation of that road improvement project.	No change proposed. No part of the development can be occupied until the Junction 25 improvement scheme (or equivalent) has been completed.
No development should take place without pedestrian and cycling improvements to Ruishton Lane.	No The TAR and TPF include a detailed audit of walking and cycling routes across the town. It has been determined that there will be an appropriate infrastructure network available between the site and main residential areas within Taunton, which are likely to be the main origin for visitors to the site.

There has been no 'joined up thinking' between Taunton Deane Borough Council, Somerset County Council and Highways England about the Nexus 25 proposal, the M5 J25 improvement scheme and the A303 / A358 trunk road improvement scheme. In particular this relates to the lack of a direct link between the new A358 to be provided to the south, Nexus 25 and M5 J25. No development should take place until this co-operation has taken place and a comprehensive masterplan prepared for the area.	<p>No change proposed.</p> <p>No part of the development can be occupied until the Junction 25 improvement scheme (or equivalent) has been completed.</p> <p>The LDO does not prejudice the A358 scheme as the access roundabout has been designed to accommodate an eastern arm if required.</p>
Nexus 25 should not be started until SCC have improved Creech Castle junction and the Toneway.	<p>No change proposed.</p> <p>The LDO proposes to restrict the amount of development that can be occupied at the site prior to the Creech Castle junction being improved. This approach has been agreed with SCC.</p>
If the park and ride is to be part of the proposals its facilities must be improved as part of the masterplan for Nexus 25	<p>No change proposed.</p> <p>The Taunton Gateway is not part of the proposed development, however the TAR and TPF demonstrates that this facility is anticipated to be beneficial to users of the site.</p>
Traffic management must be provided in relation to rat-running from Monkton Heathfield through Creech and Ruishton	<p>No change proposed.</p> <p>The traffic impact assessments set out in the TAR have been undertaken in accordance with SCC requirements.</p>
Parking provision for Nexus 25 is inadequate, likely to lead to adverse impact at Blackbrook for instance.	<p>No change proposed.</p> <p>Parking provision at the development will be provided in accordance with local parking standards. This approach has been agreed with TDBC and SCC.</p>
Environmental issues	
A holistic Environmental Impact Assessment and Landscape assessment should be carried out for all highway and other development proposals around Taunton.	<p>No change proposed.</p> <p>Cumulative effect is addressed in the ES.</p>
Air quality problems at Henlade will be exacerbated.	<p>No change proposed.</p> <p>Addressed through the ES.</p>
Some issues are raised with the methodology used for ecological sections of the Environmental Statement.	<p>No change proposed.</p> <p>Carried out in accordance with EIA guidance.</p>
Lighting issues are not mentioned in the consultation material	<p>No change proposed.</p> <p>Addressed as part of the ES.</p>
Flood risk management issues	
The land should be kept open and undeveloped to	Yes

help protect the local communities from flooding	Conditions added to the LDO.
The impact of the new access road across flood zone 3 has not been fully taken into account.	Yes Conditions added to LDO.
Nexus 25 will make the impact of flood events worse for communities downstream	Yes Conditions added to the LDO.
The flood risk management objections expressed by the Environment Agency in its consultation response have now been overcome by agreement to amended conditions.	Yes Amendments to the Draft LDO flood risk management Conditions have been agreed with the Environment Agency.
The ground is too impermeable for infiltration drainage methods.	No change proposed. Drainage strategies will be completed in line with EA guidance and are conditioned in the LDO.

Nexus 25 Taunton

Local Development Order (LDO)

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1 Introduction

1.1 Purpose

- 1.1.1 This draft Local Development Order (LDO) will, when adopted, grant planning permission for a strategic employment site 'Nexus 25' and by doing so, remove the need for a planning application to be made by the developer.
- 1.1.2 This LDO can be considered as an extension of 'permitted development' rights. It will be decided upon locally in response to local circumstances; in this case to plan proactively for employment generation in Taunton. The purpose of the LDO is to create a new strategic employment site for Taunton. The LDO will give greater confidence to businesses to invest in the site and in turn create job opportunities.
- 1.1.3 The use of LDOs is supported by Central Government as an effective means of simplifying and streamlining the planning process for certain sites and types of development specified by the Local Planning Authority (LPA). LDOs are considered to be a useful tool which can attract investment and stimulate regeneration.
- 1.1.4 This draft LDO should be considered alongside the accompanying draft **Nexus 25 LDO Design Guide** which addresses design and related issues in respect of the site.

1.2 LDO Principles

- 1.2.1 Taunton Deane Borough Council (TDBC) has taken a proactive approach to encouraging investment through the production of an employment specific LDO. There is a clear rationale for this project in that an LDO should create certainty and reduce administrative burdens, whilst maintaining checks and controls to deliver good town planning for Taunton.

1.3 Legislative Framework Governing the LDO Process

- 1.3.1 LDOs were introduced by the Planning and Compulsory Purchase Act 2004 and grant planning permission for the specific type of development detailed in the LDO. These primary powers were amended by the commencement of section 188 of the Planning Act 2008 in June 2009 and more detailed legislative provisions on LDOs are contained in sections 61A to 61D and Schedule 4A of the Town and Country Planning Act 1990 (as amended) and article 38 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, as amended (DMPO).

1.4 Scope

- 1.4.1 It is important to note that development proposals that do not fall within the prescribed criteria of the LDO may still be acceptable in planning terms. In such circumstances, proposals that do not conform to the LDO will need to secure planning permission through the normal planning process. Accordingly, such proposals would be considered in the context of local and national planning policies.

1.5 Other Consents

- 1.5.1 The LDO only removes the requirement to obtain express planning permission and does not remove the need to obtain other statutory consents such as Building Regulations approval, consents under Highways legislation, licensing and Health and Safety Executive consents. It remains the responsibility of the developer to ensure that all other statutory requirements are followed.

1.6 Consultation Process

Informal Public Consultation

- 1.6.1 An informal public consultation event and business lunch was managed by TDBC which took the form of an exhibition (1 March 2017) with material available on the TDBC website providing a period of one month to comment.
- 1.6.2 There were approximately 70 responses received during the consultation period which raised a variety of issues – both in support and with concerns or objections relating to various aspects of Nexus 25.
- 1.6.3 There was considerable support for the pedestrian bridge and for the creation of new job opportunities. It was commented that the site should be presented as a gateway to the South West.
- 1.6.4 The principal concerns related to highways/congestion, parking and relationship with the A303/A358. There were also concerns raised in relation to flooding and development in the flood plain.
- 1.6.5 The results of informal consultation have been used to inform the draft material for statutory consultation. Comments received during the informal consultation period can be viewed at the following link;

<http://consultldf.tauntondeane.gov.uk/portal/j25/j25>

Statutory Consultation

- 1.6.6 It is a requirement that LDOs are the subject of local consultation. LDO consultation procedures are set out in article 38 of the *Town and Country Planning (Development Management Procedure) Order 2015*.
- 1.6.7 Consultation must include any person with whom the LPA would have been required to consult on an application for planning permission for the development proposed to be permitted by the LDO. Both informal and formal consultation procedures are being followed by the LPA.
- 1.6.8 The Statutory Consultation period ran from 20 July 2017 to 30 August 2017. The LDO and accompanying Design Guide and Environmental Statement were available on the TDBC website.
- 1.6.9 The consultation responses totalled 31, including statutory consultees. The primary concerns relating to the LDO were linked to highways, flooding and the LDO process itself.
- 1.6.10 In respect of highways, the key concerns from members of the public related to the Junction 25 improvements, the A358, Creech Castle and Toneway and the fact that these should be improved ahead of any development at Nexus 25. Clarity on the A358 was listed as a key concern in particular. There was support for the pedestrian/cycle bridge, but it was stated that this should be integral to the LDO.
- 1.6.11 A number of responses raised concerns about flooding and the impact of Nexus 25 on the flood plain.
- 1.6.12 There were concerns raised about the legitimacy of using an LDO for the site and the principle of development of any kind at this location.
- 1.6.13 The comments received from individuals and groups (other than the statutory consultees) largely relate to issues which fall outside the scope of what the LDO was consulting on. The consultation responses have been helpful to highlight high level concerns on highways and

flooding plus the LDO process but generally do not address specific issues for the LDO or Design Guide to address.

DRAFT

2 Nexus 25 Site

2.1 LDO Site Boundary

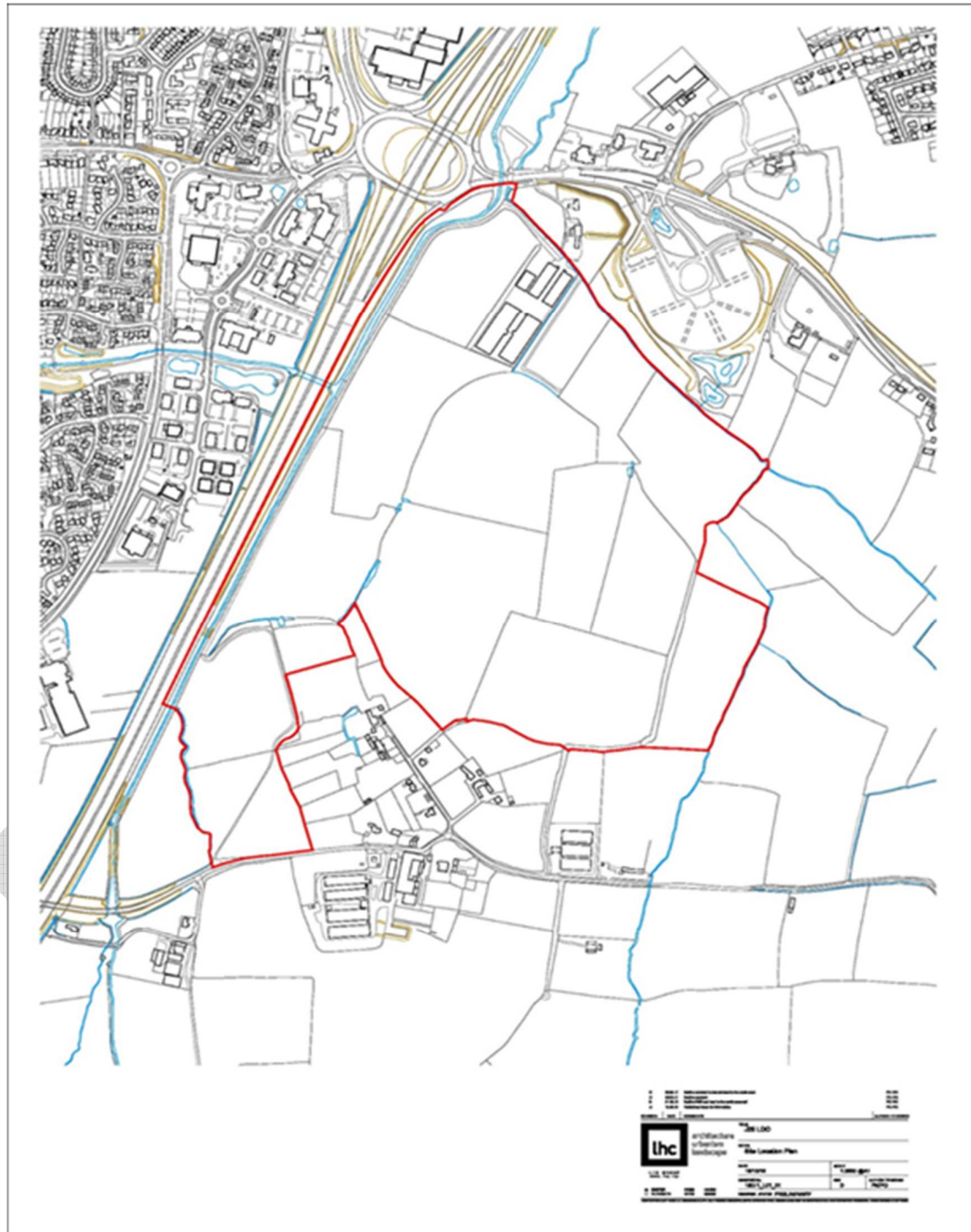


Figure 1 - LDO Site Boundary

2.2 Description of the Area

- 2.2.1 The Nexus 25 site comprises approximately 25 hectares of net developable area and is located to the east of the M5, approximately 2.5 miles from the centre of Taunton.

- 2.2.2 The site is bordered by the Taunton Gateway Park and Ride to the north, agricultural land to the east, Haydon Lane to the south and the M5 motorway to the west.
- 2.2.3 Junction 25 of the M5 motorway is the main access point to Taunton and also provides a critical link to the second strategic route into the South West, this being the A303 via the A358. The A358 West (the Toneway Corridor) provides the key road link into Taunton Town Centre from the motorway. This road is duelled from Junction 25 through to the Wickes Roundabout located approximately 2.5km to the west. The Toneway passes through two junctions known as The Hankridge Roundabout and the Creech Castle signalised junction.

2.3 Development Considerations

- 2.3.1 The key development considerations are set out below.

Site Access

- 2.3.2 The Nexus 25 site will achieve vehicular access from an improved M5 Junction 25. Junction 25 is proposed to be improved by Somerset County Council (SCC) to increase its capacity, help to reduce existing traffic congestion at peak times and provide access to Nexus 25 as part of a potential strategic highway improvement. The scheme has been designed to accommodate traffic generated by proposed housing and employment growth (including Nexus 25) in Taunton through to 2033.
- 2.3.3 The SCC Junction 25 improvement scheme is included within the baseline conditions on the basis that it provides the only means of access to the development, and because a planning application (ref: 4/38/17/0205) has already been submitted to TDBC in April 2017.
- 2.3.4 The documentation submitted to support the SCC planning application for the Junction 25 improvement scheme defines the proposed development as:
- Widening circulatory roads and signalisation of Junction 25 roundabout
 - Widening Toneway at its junction with the Junction 25 roundabout
 - Construction of a new dual carriageway to the new arm of the roundabout leading to the Nexus 25 site
 - Construction of a new roundabout serving the Nexus 25 site and construction of a new A358 westbound link to Junction 25
 - Construction of new cycleways to maintain the link from Ruishton Lane junction and Blackbrook Business Park on the west side of the Junction 25 roundabout
 - Construction of a dedicated bus lane to link the Taunton Gateway Park and Ride to Junction 25
 - Construction of new cycleways to link the Nexus 25 site
 - Provision of directional, wayfinding signs and street lighting
 - Diversion of some right of ways and provision of safe crossing points for pedestrians
 - Landscaping and provision of attenuation systems to collect surface water and gradually discharge to rivers and watercourses
- 2.3.5 Highways England (HE) is currently progressing a trunk road improvement scheme which includes the upgrading to dual carriageway of the A358 between its junction with the A303 to the east, and the M5 at Taunton.

- 2.3.6 The recent HE consultation exercise included a single option which included a new section of off-line road between the existing A358 at West Hatch, and a new junction with the M5 close to Killams Avenue on the south side of Taunton. The consultation option did not include a spur providing a direct connection from this new road to Nexus 25 and M5 Junction 25.
- 2.3.7 HE have not precluded the provision of a connection by others, if for example a developer proposed and funded such a connection. Amongst other matters, TDBC responded in the strongest terms urging HE to provide such a direct link in further iterations of the scheme. It must however be noted that whilst the consultation route passes not far to the south of the Nexus 25 site, and that the provision of a direct link is considered to be advantageous, the delivery of Nexus 25 is in no way dependent on this trunk road scheme, furthermore, Nexus 25 does not prejudice an A358 scheme from coming forward.
- 2.3.8 If the HE are inclined to link the A358 improvements with the SCC Junction 25 scheme, there will be an opportunity to do this via the proposed roundabout that will be constructed adjacent to Junction 25 to serve as an access to the site. This roundabout has been designed in such a way that it will allow an eastern arm to be constructed to form a connection with the HE scheme if this is required.
- 2.3.9 It is clear that whilst there appears to be an intention to improve the A358 between Taunton and Southfields, there is still considerable uncertainty over the details of the final scheme and the associated timescales for this being progressed.
- 2.3.10 The SCC and HE schemes will ensure that the site is readily accessible by car via strategic links including the M5 and A303, and also the local road network.
- 2.3.11 It is important that journeys to and from Nexus 25 can be undertaken by sustainable modes of transport including walking, cycling, bus and Park and Ride. It is especially important that existing and planned residential areas and public transport facilities located in and around Taunton and the town centre are accessible by these modes, and to do this it will be necessary to reduce the barrier to movement created by the M5.
- 2.3.12 There are two Park and Ride sites in Taunton; one at Silk Mills on the west side of Taunton and another, Taunton Gateway, which is on the east side of Taunton, directly to the north of the proposed development. These sites operate Monday to Saturday and provide services every 12 minutes at peak times and every 15 minutes off-peak.
- 2.3.13 Given the high frequency of existing park and ride services and convenient access from the site, there is considered to be excellent accessibility between the site and Taunton Town Centre. It is however accepted that there is currently relatively limited accessibility between the site and existing residential areas and planned growth areas located on the edge of town by local bus services.
- 2.3.14 There is potential to deliver bus service improvements through the development proposals to improve accessibility between the site and edge of town locations. It is envisaged that these improvements could be funded by the developer and secured through the Section 106 Agreement.
- 2.3.15 The exact details of the proposed improvements have not been determined at the current time as discussions with SCC, whom are working on a wider bus strategy for Taunton, are still ongoing. However, it is considered that it could be necessary to introduce a bespoke Nexus 25 shuttle service that would operate between the centre of the development, potentially the Gateway Park and Ride, and also various residential areas located beyond the town centre.
- 2.3.16 The SCC Junction 25 improvement scheme will not only improve the operation of the road network, it will also provide enhanced facilities for pedestrians and cyclists that allow them to negotiate the roundabout and cross the motorway in a safe and convenient manner.

- 2.3.17 It is further proposed that a dedicated pedestrian and cycle access will be provided at the southern boundary of the site onto Haydon Lane to create permeability with surrounding areas.
- 2.3.18 Consideration is being given to construction of a pedestrian and cycle bridge over the M5 connecting to Blackbrook Business Park on the western boundary of the site.
- 2.3.19 Taunton has a well-established network of pedestrian / cycle facilities which run from the town centre to the western side of the M5, which the bridge would facilitate a safe, attractive and traffic-free connection to. The connection would be made through Blackbrook Business Park, providing a route for cross-visitation between the sites and the ability for employees at either site to use the facilities at the other.
- 2.3.20 Whilst the construction of this infrastructure would benefit the development and the wider area, it is not strictly required in order to make the LDO acceptable on the basis that this report has already demonstrated that the site will be accessible on foot for some short journeys and by bike from the main residential areas of Taunton in the baseline situation.
- 2.3.21 Whilst the pedestrian and cycle bridge is not fundamental to the scheme, the additional benefits and opportunities it could provide means that it remains an aspiration to the LDO, and is the focus of further technical investigations. Further potential funding options are also being considered. It therefore does not form part of the LDO and would be brought forward as a separate planning application if necessary.

Sustainable Transport

- 2.3.22 The access strategy for the site described above ensures that there will be physical infrastructure in place such that it is possible for employees and visitors to access Nexus 25 by various sustainable modes of transport. It is also proposed that a package of Smarter Choices measures will be introduced at the development through the Framework Travel Plan (FTP) in order to encourage the uptake of sustainable modes of transport at the expense of single occupancy car use.
- 2.3.23 The FTP will serve as an overarching travel plan for the development in terms of baseline transport conditions, targets for reducing vehicle trips, measures to be delivered site-wide and responsibilities for their delivery, timing and funding, as well as future monitoring / management actions to ensure that ongoing performance is reviewed.
- 2.3.24 The FTP will therefore set the parameters for the requirement for individual plots within the overall Nexus 25 development to prepare and implement their own Subsidiary Travel Plans as and when they come forward in accordance with the LDO.
- 2.3.25 The FTP has been developed in accordance with the SCC Travel Planning Guidance document, and has been submitted as a standalone document as part of the LDO.

Traffic Impact Assessment and Delivery Strategy

- 2.3.26 A Transport Appraisal Report (TAR) has been produced and is submitted as a separate document to support of the LDO. The purpose of the TAR is to forecast the potential transport impacts generated by the proposed development, and to provide a framework for how the Nexus 25 site is anticipated to be delivered over the lifetime of the LDO, and how this potentially changes with the implementation of a series of transport interventions and the delivery of planned off-site highway improvements.
- 2.3.27 The TAR demonstrates how the Nexus 25 site could be delivered in relation to planned off-site highway improvements which serve as constraints on the development. These constraints include:

- Capacity and operation of M5 Junction 25
 - Capacity and operation of the Creech Castle junction on the Toneway Corridor
 - Capacity and operation of the remainder of the Toneway Corridor including Wickes Roundabout
- 2.3.28 It is proposed that no development can be occupied at Nexus 25 until Junction 25 has been improved to provide additional highway capacity.
- 2.3.29 It is proposed that only partial occupation of the development will be possible until the Creech Castle junction has been improved to provide additional highway capacity.
- 2.3.30 It is further acknowledged that any occupation of the development will also generate traffic impacts on the remainder of the Toneway Corridor, including at Wickes roundabout. However, these impacts will be initially limited by the aforementioned constraints, and in particular by the proposed trip generation threshold at the Creech Castle junction.
- 2.3.31 Beyond this, the TDBC Infrastructure Delivery Plan (IDP, 2014 update) states that further highway improvement schemes are to be undertaken on the Toneway Corridor including at Hankridge Farm roundabout and Wickes roundabout (paragraph 3.36 of the IDP). The document also confirms that TDBC, SCC and other partners are continuing to lobby for such improvements and submitting funding bids (paragraphs 3.37 & 3.38 of the IDP).
- 2.3.32 The strategy and approach for restricting the occupation of Nexus 25 until specific off-site highway improvements have been completed will protect the operation and safety of the road network, whilst simultaneously facilitating the delivery of Taunton's strategic employment site which will provide significant wider benefits to the local area.
- 2.3.33 This strategy and approach for restricting the occupation of Nexus 25 until specific off-site highway improvements have been completed will protect the operation and safety of the road network, whilst simultaneously facilitating the delivery of Taunton's strategic employment site which will provide significant wider benefits to the local area.
- 2.3.34 A comprehensive monitoring strategy will be implemented at the development in order to allow SCC and the developer to accurately quantify the individual and cumulative impacts of the development as the site is built out over time in accordance with the parameters of the LDO.

Parking Provision

- 2.3.35 The illustrative masterplan for Nexus 25 has been developed using the parking standards set out in the TDBC's Adopted '*Site Allocations and Development Management Plan*', specifically those within the '*Taunton urban area outside the town centre, including urban extensions*' category. This approach has been agreed with SCC as being appropriate.

Flood Risk and Drainage

- 2.3.36 As detailed in the EIA screening and scoping sections, the site lies partly within Flood Zones 2 and 3 with the areas located to the north and west of the site are predominantly more affected.
- 2.3.37 The indicative surface water strategy will need to be developed using best practice Sustainable Urban Drainage Systems (SuDS) techniques. Guidance on the suitable techniques and methods can be obtained from the EA, the Sedgemoor SFRA, Somerset Levels and Moors Flood Action Plan and The SuDS Manual (CIRIA C697, 2007) among other sources.
- 2.3.38 The overall philosophy of Sustainable Drainage Systems is to replicate, as closely as possible, the natural drainage processes of a site prior to development and can help to mitigate the adverse effects of urban storm water run-off on the environment. SuDS provide the ability to

control surface water flows but also improve water quality, ecology and amenity within the development.

2.3.39 The proposal to manage surface water drainage for the development should include a variety of SuDS techniques within the network. The benefits of a SuDS network can be summarised as follows:

- Reduce surface water runoff rates thus reducing the risk of flooding downstream.
- Reduce surface water runoff volumes.
- Encourage groundwater recharge.
- Reduce pollutant concentrations.
- Act as a buffer for accidental polluting spills.
- Contribute to enhancing amenity and aesthetic value of development.
- Provide habitats for wildlife in urban areas and opportunities for biodiversity

2.3.40 It is assumed that the surface water strategy will consist of mainly over ground flow routes by means of swales and other SuDS features, discharging to attenuation basins located within green/blue infrastructure and ultimately discharging into a watercourse. The strategic attenuation will accommodate the 1:30yr event, with the 1:100yr (+40%) accommodated on plot. As the scheme develops the SuDS can provide water quality benefits and will need to be taken into account as part of the design.

Design

2.3.41 High quality and sustainable design is fundamental to this employment site and key design principles of the LDO are set out in the Design Guide.

2.3.42 All developments proposed under the provisions of the LDO must demonstrate compliance with the Design Guide. This will ensure that a cohesive and integrated development is achieved which will be important for the success and viability of the site.

Landscape

Trees and Hedgerows

2.3.43 Within the site are a number of field boundary hedgerows and trees, including mature trees such as oak, ash, willow and sycamore. The LDO includes a strategy to retain existing trees, groups of trees and hedgerows, where possible and practicable, to provide character, sense of place and to help to filter and minimise views of development on the site.

2.3.44 As part of this tree and hedgerow strategy, the LDO objective is to minimise the loss of trees and hedgerows to facilitate development and good urban design, with an objective to retain the best quality (category A or B) trees and tree groups within the proposed development.

2.3.45 Retained trees, tree groups and hedgerows will be incorporated within development as key landscape features, set within an integral and robust green-blue infrastructure framework, to ensure their long term survival and to contribute to the provision or maintenance of habitat corridors.

2.3.46 The strategy for retained trees, tree groups and hedgerows is to be implemented with due regard to appropriate statutory and best practice guidance, including, but not limited to, the following:

- a. BS 5837:2012 Trees in relation to design, demolition and construction – Recommendations;
- b. The Hedgerow Regulations 1997, including the Consultation Document 'The Hedgerow (Amendment) Regulations 2002', and accompanying 'Good Practice' and Impact Assessment' documents; and
- c. Relevant adopted policies, including those in Taunton Deane Core Strategy (2011-2028), and the Adopted Sites Allocation and Development Management Plan (December 2016).

Green-Blue Infrastructure Framework

- 2.3.47 The green-blue infrastructure framework will underpin the layout and design of development, to deliver a connected network of retained existing and new landscape features (trees, tree groups and hedgerows), new green spaces, habitat corridors and biodiversity gains, and appropriate SuDs provision. The green-blue infrastructure framework will include the provision of new tree planting (formal, along streets and within hard landscape areas, and informal, within soft landscape spaces), landscape structure planting, pedestrian and cycle routes.
- 2.3.48 The strategy for the green-blue infrastructure framework is set out in the Design Guide.

Telecommunications Infrastructure

- 2.3.49 Digital communications is a critical aspect for businesses locating at Nexus 25. The site will include the most forward looking, flexible communications infrastructure to facilitate gigabit fibre access throughout the site. There will be a choice of infrastructure communications providers to meet the range of services, speeds and prices tenants' will require.
- 2.3.50 Mobile connectivity is also of paramount importance to many businesses and visitors and the LDO will enable mobile operators to provide 4G/5G services and future solutions on the site.

3 Statement of Reasons

3.1 Purpose of the LDO

- 3.1.1 The purpose of this LDO is to enable a vibrant employment area, promoting a number of different uses.
- 3.1.2 This LDO will simplify planning control to give greater flexibility for the site to develop new premises and facilities while maintaining a successful and innovative employment uses.
- 3.1.3 Performance of the LDO will be monitored annually by the LPA to ensure that it is achieving this objective.
- 3.1.4 A process of pre-development notification is included with the LDO. Notice of all development proposals will be given to the LPA in writing to allow confirmation that the proposal is either within or beyond the scope of the LDO.
- 3.1.5 Development proposals not in accordance with the provisions of this LDO will need to be determined by a planning application.

3.2 General Permitted Development Order

- 3.2.1 The purpose of the LDO is to simplify planning control to encourage growth in investment and employment at J25 Taunton. This LDO does not alter, restrict or vary in any way, permitted development rights under the Town and Country Planning (General Permitted Development) (England) Order 2015 (as may be amended) or any successor legislation or order.

3.3 Justification for Creating the LDO

- 3.3.1 The LDO site offers a major employment opportunity close to Taunton Town Centre, which will help boost local employment rates while also advertising Taunton as an attractive investment prospect.
- 3.3.2 The preparation of an LDO provides a platform enabling developers, investors and occupiers to accelerate the delivery of development. Once the LDO framework is in place, development can proceed with no need to apply for express planning permission.
- 3.3.3 Nexus 25 will be an enterprise area, principally focused around a central 'hub' space, stimulating investment and creating the ideal environment for businesses to locate, collaborate and grow.
- 3.3.4 The use of an LDO has been endorsed by Taunton Deane Borough Council, as an alternative to the allocation of the site in a development plan document, in order to implement the development proposed in adopted Core Strategy policy SS8 in a timely manner. This will help to fulfil the Council's growth agenda by making the early provision of an attractive, high quality site for employment development to enhance the area's economy in accordance with the Council's Corporate Strategy Key Theme 2 "Business and Enterprise".

Growth Prospectus for Taunton

- 3.3.5 The joint Growth Prospectus for Taunton (approved by Somerset County Council and Taunton Deane Borough Council in 2014) established a vision that "Taunton will be known as a unique destination for high value business, offering excellent connectivity and a great place to live, learn, work and play". The Growth Prospectus included a commitment to accelerate the delivery of the strategic employment site at J25.

- 3.3.6 Key delivery partners (including SCC, TDBC, LEP, developers, EA and Highways England) have subsequently entered into a Memorandum of Understanding to accelerate delivery of the Strategic Employment Site, with the following purpose:

To facilitate the delivery of a new high quality strategic employment site for Taunton at Junction 25 – aiming for first phase occupiers on site by late 2018

The site will:

- Be sustainable
- Be well connected and be the catalyst for further infrastructure improvements
- Provide an opportunity to enhance Taunton's identity as a high quality business destination, and create a strong gateway to the whole region via the M5 and the new SW Expressway
- Help Taunton to fulfil its economic potential
- Encourage new employment opportunities and help to realise the Taunton Growth Prospectus

3.4 Minor Operations

- 3.4.1 In addition to the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, or its successor, the LDO permits minor operational development provided it is within the parameters of the LDO. Pre-notification is not required for these works.
- 3.4.2 Minor operational development permitted by the LDO is:
- Changes to external appearance of existing buildings, including recladding, alterations to doors and windows
 - Changes to access to buildings
 - Installation of plant or small-scale micro renewable energy development
 - Reorganisation of vehicle parking
 - Provision of cycle parking
 - Provision of covered bin stores

3.5 Environmental Impact Assessment (EIA)

EIA Screening

- 3.5.1 The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended 2015), referred to as the 'EIA Regulations' state in Regulation 29 that:

29.— (1) "This regulation applies in relation to Schedule 2 development for which a local planning authority propose to grant planning permission by local development order.

2) Where this regulation applies, the local planning authority shall not make a local development order unless they have adopted a screening opinion or the Secretary of State has made a screening direction."

- 3.5.2 Therefore, TDBC prepared an EIA Screening Opinion to identify whether or not EIA was required and to provide the rationale for this decision. This is based on the selection criteria for screening Schedule 2 development provided in Schedule 3 of the EIA Regulations and guidance within the Planning Practice Guidance (PPG).
- 3.5.3 TDBC adopted the EIA Screening Opinion (25th August 2016), stating that the LDO is an EIA development and that an Environmental Statement should be prepared, as the LDO development has the potential to lead to significant environmental effects and that these will need to be considered through the EIA process to ensure that suitable mitigation is integrated into the LDO.

EIA Scoping

- 3.5.4 An EIA Scoping Report was subsequently prepared and submitted to TDBC for consultation in January 2017. The purpose of scoping process is to determine the extent of the issue to be considered in the assessment and reported in the ES. The EIA Scoping Report was circulated for consultation to technical stakeholders, which allows the relevant stakeholders to form an opinion and provide input, where applicable, on the scope of the EIA assessment.
- 3.5.5 TDBC have adopted the EIA Scoping Report as their EIA Scoping Opinion (3rd April 2017). Therefore, the following technical topics will be included within the ES:
- Transport;
 - Landscape and Visual Impacts, including Arboriculture;
 - Ecology;
 - Hydrology; and
 - Archaeology

Environmental Statement

- 3.5.6 The ES presents the findings of the EIA undertaken in accordance with the EIA Regulations. Running concurrently with the formulation of the LDO, the EIA has sought to identify any likely significant environmental effects through the assessment of the development parameters plan. This has typically entailed, to ensure a robust approach, conservative assessment of the maximum development allowed within those parameters. This is not to say that the development will be implemented to these maximum parameters (the level of development could be lower as long as it is within the parameters) and therefore the EIA is considered to represent a conservative assessment.
- 3.5.7 The EIA process then identifies appropriate design and construction measures and good practice both to mitigate likely significant adverse environmental effects and to maximise the environmental opportunities that might arise as a consequence of the construction and operation of the proposed development.
- 3.5.8 The EIA has also sought to determine the residual significant beneficial and adverse environmental effects remaining after mitigation has been incorporated.
- 3.5.9 The ES comprises the following volumes:
- **Volume 1:** Main Report;
 - **Volume 2:** Appendices; and
 - **Non-Technical Summary.**

3.6 Policy Context

Policy Implementation

- 3.6.1 The LDO supports the implementation of existing strategies, plans and policies at national and local levels. The relevant strategies, plans and policies are listed below:

National Planning Policy Framework (Adopted March 2012)

- 3.6.2 The National Planning Policy Framework (NPPF) cites the planning system as having an important role in supporting sustainable economic growth. Significant weight should be placed on the need to support economic growth through the planning system (paragraph 19). Planning authorities should positively and proactively encourage sustainable economic growth and identify strategic sites for investment (paragraph 21).
- 3.6.3 Specifically, the NPPF encourages LDOs to be prepared for particular areas and categories of development, where the impacts would be acceptable, and where this would promote social or environmental gains (paragraph 199).

Current Adopted Policy

Taunton Deane Core Strategy, 2011-2028

- 3.6.4 The Taunton Deane Core Strategy was adopted in September 2012. The plan sets out the overarching framework for the Borough and its long-term development over the period up to 2028. This section addresses objectives and policies relevant to the LDO.

Strategic Objective 2: Economy

- 3.6.5 Addresses the overall aim of the Core Strategy in terms of the economy; to provide the right conditions and sufficient land in appropriate locations to retain the Borough's high levels of self-containment, re-balance the local economy away from its public sector dominance, promote the growth of the green knowledge economy and raise the overall quality of jobs through related strategies, enabling Taunton and the rest of the Borough to fulfil its true economic potential.
- 3.6.6 In order to enable the Borough to reach its full potential, the Core Strategy seeks to provide sufficiently deliverable land to enable sustainable growth, to avoid unsustainable travel by an increasing residential population needing to commute beyond the Borough to find work.

Strategic Objective 6: Accessibility

- 3.6.7 Aims to improve accessibility between homes, jobs and services and to encourage sustainable travel.

Strategic Objective 8: Environment

- 3.6.8 Aims to maintain and enhance the environment of the LDO area while minimising the need to travel.

Policy CP 2: Economy

- 3.6.9 Aims to meet the forecast growth of around 11,900 net additional jobs in Taunton Deane. It states that to enable the Borough to reach its full economic potential the Core Strategy must provide sufficient, deliverable land in the right place and at the right time to enable sustainable growth (para 3.24). Consideration of a strategic employment site should be taken forward through the Site Allocation DPD and includes the Junction 25 site (para 3.36). Provision will be made for:

- 36.5 ha of land for Class B1 (b) (c), B2, B8 and Sui Generis uses within the Taunton urban area
- 49,500 sq. m of additional Class B1a. office space, focused on Taunton Town Centre

Policy CP 6: Transport and Accessibility

- 3.6.10 Addresses the requirement to improve accessibility to jobs and raises the issue of potential improvements at Junction 25 of the M5 (para 3.87).

Policy CP 8: Environment

- 3.6.11 The Borough Council will not permit development proposals that would harm these interests or the settings of the towns and rural centres unless other material factors are sufficient to override their importance.
- 3.6.12 Development outside of settlement boundaries will be permitted where it will:
- be in accordance with national, regional and local policies
 - be appropriate in terms of scale, siting and design

Policy SP1: Sustainable Development Locations

- 3.6.13 Proposals should promote principles of sustainable development by: minimising and/or mitigating pressures on the natural and historic environment and valuable natural resources; ensuring that sufficient utilities and infrastructure can be provided to support new development; and directing development away from areas of greatest flood risk wherever possible.
- 3.6.14 The Taunton Urban Area will remain the strategic focus for growth, accommodating at least 9,500 jobs in the Plan period. Key growth sectors are identified and include education and health, business services and distribution.

Policy SP2: Realising the Vision for Taunton

- 3.6.15 Concerned with realising the forecast growth in the local economy, focusing on health, education and the retail and the promotion of the green economy as well as securing improvement to Junction 25 of the M5.

Policy SS8: Taunton Broad Location for Strategic Employment

- 3.6.16 Over the period towards a Plan review in 2016 the Borough Council will work positively with the Business Community and other stakeholders to establish an evidenced need for an additional strategic employment site to meet Taunton's future medium to longer term growth requirements.
- a. Of a scale to secure strong inward investment, raising the skills base and profile of the town;
 - b. Well located in relation to the national route network;
 - c. Targeted towards Class B (non office) use in order to complement rather than compete with town centre office opportunities;
 - d. Having no overriding environmental or physical constraints restricting development;
 - e. Capable of delivery within agreed timescales.

- 3.6.17 A number of sites have been proposed for investigation including land around Monkton Heathfield, Junction 25 of the M5 and Comeytrowe.

Development Management Policies

- 3.6.18 The Core Strategy sets out a number of broad development management policies that will be applied at the strategic level across the Borough. Policies relevant to the LDO are summarised in the table below;

Policy	Summary
DM1: General Requirements	Sets out the criteria for development which includes making the most effective and efficient use of land.
DM4: Design	Aims to encourage a sense of place by addressing design at a range of spatial scales using planning documents that relate to each scale.
DM5: Use of Resources and Sustainable Development	States that the Council will require all development to incorporate sustainable design features to reduce their impact on the environment.

Table 3.1 Development Management Policies

Site Allocation and Development Management Plan (SADMP) 2016

- 3.6.19 The purpose of the SADMP is to set out a range of smaller allocations across the Borough consistent with the Core Strategy and to define development management policies.
- 3.6.20 The J25 Strategic Employment Site emerged through the plan preparation process on the basis of the Core Strategy policy SS8, using Sustainability Appraisal (which considered three locations for such a development) and the relevant evidence base information. As a result of this work, the J25 Strategic Employment Site was demonstrated to be the only site which fulfilled the necessary criteria leading to its inclusion in the SADMP Preferred Options consultation in 2013.
- 3.6.21 By the time of the 2015 Draft SADMP consultation it had become clear that the timescale of the County Highways Authority's improvement scheme for M5 J25 (including the provision of access to the New Strategic Employment Site) had become extended to a degree which would very significantly delay the formal publication of a sound SADMP document. In order to form part of a sound plan it was necessary to be able to demonstrate that the allocation was deliverable, including at least funding and planning permission being in place for its access. The consequences of delaying the SADMP process for perhaps two years were considered by the Council to be unacceptable and the strategic employment site proposal was accordingly omitted from the 2015 Draft SADMP, leaving it to be progressed by other means.
- 3.6.22 The SADMP was subsequently found sound at Examination and was adopted on the 13th December 2016.
- 3.6.23 In December 2015 the Council resolved to progress the implementation of the New Strategic Employment Site at M5 J25 required by Core Strategy policy SS8 through the preparation of a Local Development Order.

Development Management Policies

- 3.6.24 There are a number of Development Management Policies in the SADMP, which are relevant to the LDO. These are summarised in the table below.

Policy	Summary
A1 Parking Requirements	New development will normally be required to make provision for car parking in accordance with the standards in Appendix F of the SADMP.
A2 Travel Planning	All development proposals which generate a significant amount of movement will be required to include a travel plan.
A3 Cycle Network	New development should enhance provision for cyclists.
A5 Accessibility of Development	All major non-residential development should be accessible within walking distance or by public transport to a majority of potential users.
ENV1 Protection of trees, woodland, orchard and hedgerows	Development which would harm trees, woodlands, orchards, historic parklands and hedgerows of value to the area's landscape, character or wildlife will not be permitted.
D1 Taunton's Skyline	Development which would detract from the distinctive character and attractiveness of Taunton's skyline will not be permitted.
D2 Approach Routes to Taunton and Wellington	Development which would harm the visual qualities of routes into and out of Taunton and Wellington will not be permitted.
D7 Design Quality	New development shall create a high standard of design quality and a sense of place.
D8 Safety	The design of new developments shall incorporate measures to reduce the likelihood of crime.
D9 A co-ordinated approach to development and highway planning	A co-ordinated approach shall be adopted to the design of development and associated highways.

Table 3.2 SADMP Development Management Policies

4 Nexus 25 Taunton Local Development Order

4.1 Description of Development Permitted by the LDO

- 4.1.1 Table 3 below sets out the permitted uses as prescribed by the Use Classes Order or in the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and /or re-enacting that order with or without modification).
- 4.1.2 The uses in table 4.1 are permitted at Nexus 25, but there are limitations on these uses on a plot by plot basis, as set out in section 4.3.

Use Class	Definition	Limitations
A1	Shops- shops, retail warehouses, showrooms.	Ancillary use with limited floorspace
A3	Restaurants and cafes	Ancillary use with limited floorspace
A4	Drinking establishments	Ancillary use with limited floorspace
B1	B1 (a) An office other than a use within class A2 B1 (b) Research and development of products or processes B1 (c) For any industrial process	
B2	General industrial	
B8	Use for storage or as a distribution centre- Storage Logistics Centre	
C1	Hotels and hostels	
C2	Residential institutions- provision of residential accommodation and care to people in need of care, hospital or nursing home, residential school or training school.	
D1	Non-residential institutions- medical or health service, crèche, education, public hall.	
D2	Assembly and leisure	Gymnasium only
Sui Generis	Any use other than listed above	Motor car showrooms only

Table 4.1 Development Permitted by the LDO

4.2 Development Plots

- 4.2.1 The development area is divided into six plots. Figure 2 displays the six plots which and the Design and Delivery Guide describes these plots in more detail.



Figure 2 - Development Plots

4.3 Permitted Uses in the Development Plots

4.3.1 The tables below set out the permitted uses and parameters applicable to each of the 6 development plots.

Plot 1	Use Class	Parameters
	A1 Shops	Maximum floorspace 1200sq m GIFA across A1/A3/A4.
	A3 – Restaurants and Cafés	
	A4 – Drinking Establishments	
	B1(a) - An office other than a use within class A2	
	B1(b) – Research and development of products or processes	
	C1 - Hotels and hostels	Permitted on the basis that no other application for C1 development on any other plot.
	D2 – Assembly and leisure	Gymnasium only

Table 4.2 Permitted Uses in the Development Plots – Plot 1

Plot 2	Use Class	Parameters
	B1(a) - An office other than a use within class A2	
	B1(b) – Research and development of products or processes	
	B1(c) – Light Industry	
	B2 – General Industrial	
	B8 – Storage and Distribution	
	Sui Generis	Car Showroom only

Table 4.3 Permitted Uses in the Development Plots – Plot 2

Plot 3	Use Class	Parameters
	A1 Shops	Maximum floorspace 1350sq m across A1/A3/A4.
	A3 – Restaurants and Cafés	
	A4 – Drinking Establishments	
	B1(a) - An office other than a use within class A2	
	B1(b) – Research and development of products or processes	
	B1(c) – Light Industry	
	C1 – Hotels and hostels	Permitted on the basis that no other application for C1 development on any other plot.
	D2 – Assembly and Leisure	Gymnasium only.

Table 4.4 Permitted Uses in the Development Plots – Plot 3

Plot 4	Use Class	Parameters
	B1(c) – Light Industry	
	B2 – General Industrial	
	B8 – Storage and Distribution	
	Sui Generis	Car Showroom only

Table 4.4 Permitted Uses in the Development Plots – Plot 4

Plot 5	Use Class	Parameters
	B1(a) - An office other than a use within class A2	
	B1(b) – Research and development of products or processes	
	C2 – Residential Institutions	
	D1 – Non Residential Institutions	

Table 4.5 Permitted Uses in the Development Plots – Plot 5

Plot 6	Use Class	Parameters
	A1 Shops	Maximum floorspace 750sq m GIFA.
	B1(a) - An office other than a use within class A2	
	B1(b) – Research and development of products or processes	
	C1 – Hotels and hostels	Permitted on the basis that no other application for C1 development on any other plot.
	D2 – Assembly and Leisure	Gymnasium only.

Table 4.6 Permitted Uses in the Development Plots – Plot 6

5 Conditions

5.1 Introduction

- 5.1.1 The Conditions imposed on this LDO are necessary to ensure that development is acceptable in planning terms.

No.	Condition	Reason
General		
1.	<p>The LDO and the terms within it will be active for a period of 15 years following the day of its adoption and will expire following this period.</p> <p>The LPA will review progress with the LDO on the 5th anniversary of its adoption to be able to fully reflect on the continuity suitability of the LDO in the light of any changes to planning policy. The review will be completed within 28 days of the 5th anniversary and at the end of the review the LPA will determine whether to:</p> <ul style="list-style-type: none"> a) Retain the LDO as it stands for the remaining 10 years of its life; b) Retain but revise some elements; or c) Revoke and cancel the LDO <p>Development which has commenced under the provisions of the LDO can be completed in the event that the LDO is revoked, or revised or expires. This is subject to the LPA's confirmation of compliance issued under the Pre Development process.</p>	In order that the regeneration benefits of the LDO can be secured.
2.	<p>The development permitted by this Order shall not be carried out other than in complete accordance with the criteria and conditions set out within this LDO and the accompanying Design Guide, with the exception of material amendments submitted to and approved in writing by Taunton Deane Borough Council.</p>	To ensure high quality sustainable development, in line with the aspirations for the LDO.
3.	<p>No development shall commence in relation to a particular part of the site until an Application for Compliance with the LDO for that part of the site has been submitted to the Local Planning Authority. The Application for Compliance shall include the following information;</p> <ul style="list-style-type: none"> • Site location plan 	To enable the impacts of the proposals to be fully assessed in line with the aims of the LDO

	<ul style="list-style-type: none"> • Arrangements for access for pedestrian, cycle, vehicular and other modes of transport • Details of the scale, layout and appearance of the development • Proposals for landscaping • Demonstration of compliance with the LDO Design Guide • Sufficient plans and elevations for the Local Planning Authority to be able to assess the impact of the proposals and determine compliance with the Design Guide • Materials palette and physical samples of materials as appropriate • Drainage and flood management strategy, • LDO Planning Fee 	
4.	No development shall commence on any part of the site until a Notice of Compliance for that part of the site has been issued by the Local Planning Authority.	In order that progress and compliance can be monitored.
5.	Development shall be carried out in strict accordance with the information provided and to which the Notice of Compliance has been granted, and to any additional conditions imposed by the Local Planning Authority forming part of the Notice of Compliance.	To ensure compliance with the LDO.
6.	Not less than 14 days prior to the commencement of development on that part of the site an LDO Commencement Notice shall be submitted to Taunton Deane Borough Council.	To enable the monitoring of development and the effective implementation of the Order.
Landscape and Open Space		
7.	<p>The landscaping/planting scheme shown on the plans approved pursuant to Condition 3 shall be completely carried out within the first available planting season from the date of commencement of the development.</p> <p>For a period of five years after the completion of the landscaping scheme, the trees and shrubs shall be protected and maintained in a healthy weed free condition and any trees or shrubs that cease to grow, shall be replaced by trees or shrubs of similar size and species or other appropriate trees or</p>	To ensure the provision of an appropriate landscape setting to the development.

	shrubs as may be approved in writing by the Local Planning Authority.	
8.	The areas of hard landscaping/paving shown on the plans approved pursuant to Condition 3 shall be fully implemented in accordance with those details prior to the occupation of the buildings permitted on that part of the site subject to the Notice of Compliance.	To ensure the delivery of an integrated green-blue infrastructure framework and to ensure the long term survival of retained trees, tree groups and hedgerows.
9.	A Tree and Hedgerow Protection Plan shall be approved in writing prior to commencement on site and development on each plot shall be carried out in accordance with this plan.	To protect existing trees and hedgerows on site.

Ecology

10.	<p>No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following.</p> <ul style="list-style-type: none"> a) Risk assessment of potentially damaging construction activities. b) Identification of "biodiversity protection zones". c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements). d) The location and timing of sensitive works to avoid harm to biodiversity features. e) The times during construction when specialist ecologists need to be present on site to oversee works. f) Responsible persons and lines of communication. g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person. h) Use of protective fences, exclusion barriers and warning signs. <p>The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.</p>	To protect existing habitats and species on Site.
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11.	<p>Prior to occupation, a "lighting design strategy for biodiversity and visual amenity" for each proposed development within the LDO shall be submitted to and approved in writing by the local planning authority. The strategy shall:</p> <p>a) identify those areas/features on site that are particularly sensitive for bats and dormice and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and</p> <p>b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.</p> <p>c) Show that any lighting will be appropriately designed to avoid light spill and glare to the surrounding area.</p> <p>All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.</p>	To avoid disturbance effects on bats, dormice and other nocturnal wildlife.
12.	<p>No development, demolition, earth moving shall take place or material or machinery brought onto the site until protective fencing and warning signs have been erected on site in accordance with the approved CEMP pursuant to Condition 11. All protective fencing and warning signs will be maintained during the construction period in accordance with the approved details.</p>	To protect retained semi-natural habitats on Site.
13.	<p>Prior to the commencement of development, an invasive non-native species protocol shall be submitted to and approved by the local planning authority, detailing the containment, control and removal of Japanese knotweed and Himalayan balsam on site. The measures shall be carried out strictly in accordance with the approved scheme.</p>	To prevent the spread of invasive species.
14.	<p>A landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority prior to the commencement of the development. The content of the LEMP shall include the following.</p>	To mitigate ecological effects and to enhance the biodiversity value of the development

	<p>a) Description and evaluation of features to be managed.</p> <p>b) Ecological trends and constraints on site that might influence management.</p> <p>c) Aims and objectives of management.</p> <p>d) Appropriate management options for achieving aims and objectives.</p> <p>e) Prescriptions for management actions.</p> <p>f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).</p> <p>g) Details of the body or organisation responsible for implementation of the plan.</p> <p>h) Ongoing monitoring and remedial measures.</p> <p>The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery.</p> <p>The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.</p> <p>The approved plan will be implemented in accordance with the approved details.</p>	
15.	<p>Where the approved development is to proceed in a series of phases, further supplementary ecological surveys for roosting bats, water voles and otters shall be undertaken to inform the preparation and implementation of corresponding phases of ecological measures. The supplementary surveys shall be of an appropriate type for the above habitats and/or species and survey methods shall follow national good practice guidelines.</p>	<p>To ensure mitigation is informed by up to date survey data.</p>
16.	<p>Where the approved development is to proceed in a series of phases over a number of years, the need for further supplementary ecological surveys for bats, hazel dormice and badgers shall be considered and agreed with the LPA to inform the preparation and implementation of corresponding phases of ecological measures required. If required, the supplementary surveys shall be of an</p>	<p>To ensure that the development complies with legislation and policy regarding dynamic wildlife species.</p>

	appropriate type for the above habitats and/or species and survey methods shall follow national good practice guidelines.	
17.	<p>No development shall take place, including ground works and vegetation clearance, until a biodiversity monitoring strategy has been submitted to, and approved in writing by, the local planning authority. The purpose of the strategy shall be to ensure the maintenance of the use of the site by priority species present and recorded prior to development commencing. The content of the Strategy shall include the following. a) Aims and objectives of monitoring to match the stated purpose; b) Identification of adequate baseline conditions prior to the start of development; c) Appropriate success criteria, thresholds, triggers and targets against which the effectiveness of the various conservation measures being monitored can be judged; d) Methods for data gathering and analysis; e) Location of monitoring; f) Timing and duration of monitoring; g) Responsible persons and lines of communication; and h) Review, and where appropriate, publication of results and outcomes; A report describing the results of monitoring shall be submitted to the local planning authority at intervals identified in the strategy. The report shall also set out (where the results from monitoring show that conservation aims and objectives are not being met) how contingencies and/or remedial action will be identified, agreed with the local planning authority, and then implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The monitoring strategy will be implemented in accordance with the approved details.</p>	To ensure the 'favourable conservation status' of local populations of important wildlife species are maintained.
Traffic and Movement		
18.	Prior to commencement of the development, a Transport Appraisal Report and Site-Wide Framework Travel Plan shall be submitted to the Local Planning Authority and approved in writing.	In the interests of the operation and safety of the highway network.
19.	Prior to the occupation of each plot or unit, a Transport Statement and Subsidiary Travel Plan consistent with the Transport Appraisal Report and Site-Wide Framework Travel Plan, shall be submitted to the Local Planning Authority and approved in writing.	In the interests of the operation and safety of the highway network.
Drainage and Flood Management		
20.	Prior to the commencement of any development a scheme for the management and mitigation of flooding from the Henlade Brook, Broughton Brook and Black Brook shall be submitted to and approved in writing by the Local Planning Authority. The	To prevent inappropriate development in areas of flood risk and to prevent

	<p>proposals shall adhere to the general principles outlined in the FRA and the LDO and the accompanying design guide. The scheme details shall include:</p> <ul style="list-style-type: none"> • Confirmation of the extent of Flood Zones 2 and 3 and the floodplain extent for the 1 in 100 year plus climate change (40%) event and associated water levels based on appropriate hydraulic assessment or modelling work. As part of the 5 yearly review of the LDO, consultation with the EA should be carried out to determine whether the hydrological assessment should be reviewed. • Analysis of the potential impact of the new access road where it crosses the floodplain and details of the proposed strategy to mitigate any significant impacts; details to include the proposed arrangement of the road where it crosses the floodplain including location size and number of culverts or other openings for the purpose of floodplain or channel flow, key dimensions and levels for the proposed structure. The proposals should be based broadly on the conceptual solution provided to the EA in October 2016. • Details of any floodplain storage compensation strategy required to mitigate the effects of the proposed access road. • Evidence of the ability of the proposed mitigation strategy to manage the impact of the access road on flow and levels during the 1 in 100 year plus climate change (40%) event to an acceptable tolerance. • Confirmation of finished floor levels which should be a minimum of 300mm above the 1 in 100 year plus 40% allowance for climate change flood level. <p>Furthermore, there shall be no development within Flood Zone 2 or 3 with the exception of 'Essential Infrastructure' (including road access) and 'Water Compatible' development as defined in NPPF.</p> <p>The approved scheme shall be implemented in full prior to the commencement of any part of the site which will affect the floodplain and, unless otherwise first agreed in writing by the Local Planning Authority, shall be maintained as such for the life of the development.</p>	<p>detriment to third parties with respect to flood risk.</p>
21.	<p>No development shall be commenced until details of the surface water drainage scheme based on sustainable drainage principles together with a programme of implementation and maintenance for the lifetime of the development have been submitted to and approved by the Local Planning Authority. The drainage strategy shall ensure that surface</p>	

	<p>water runoff post development is attenuated on site and discharged at a rate of 2 l/s/ha or greenfield runoff rates, whichever rate is lower. Such works shall be carried out in accordance with the approved details.</p> <p>These details shall include:</p> <ul style="list-style-type: none"> • Details of phasing (where appropriate) and information of maintenance of drainage systems during construction of this and any other subsequent phases. • Information about the design storm period and intensity, discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance, the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters. • Flood water exceedance routes both on and off site, note, no part of the site must be allowed to flood during any storm up to and including the 1 in 30 event, flooding during storm events in excess of this including the 1 in 100yr (plus 40% allowance for climate change) must be controlled within the designed exceedance routes demonstrated to prevent flooding or damage to properties. • A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by an appropriate public body or statutory undertaker, management company and / or any other arrangements to secure the operation and maintenance to an approved standard and working condition throughout the lifetime of the development. • Evidence demonstrating that the surface water attenuation is located outside of Flood Zones 2 and 3. 	
Telecommunications Infrastructure		
22.	<p>Multiple telecoms ducting (5 ducts) and chambers as industry standard shall be installed as part of the general infrastructure work across the entire site. The ducting shall allow for sub-ducting, micro-ducts, micro-cables and flexible ducting as required.</p>	<p>To allow for a range of suppliers to utilise the duct space as appropriate (fibre based ultrafast broadband, connections to mobile infrastructure, spare for growth).</p>
Ground Conditions		

23.	In the event that contamination is found, no development other than that required to be carried out as part of an approved scheme of remediation shall take place until the approved scheme of remediation has been carried out in accordance with its terms.	To ensure the risks from land contamination to the future users of the land and neighbouring land are minimised and to protect the environment from contamination and to ensure that the site will not qualify as contaminated land under part 2A for the Environmental Protection Act 1990.
Archaeology		
24.	<p>Prior to development on any part of the site;</p> <p>a) A Written Scheme of Investigation for a programme of archaeological evaluative work, including trial trenching if required, across that phase/sub-phase shall be submitted to and approved in writing by the Local Planning Authority;</p> <p>b) The programme of archaeological evaluative work and associated post excavation analysis, report production and archive deposition detailed within the approved Written Scheme of Investigation is to be undertaken. A report detailing the results of this fieldwork is to be submitted to the Local Planning Authority;</p> <p>c) An Archaeological Mitigation Strategy document (including a Written Scheme of Investigation for any archaeological fieldwork proposed within each phase/sub-phase) shall be submitted to and approved in writing by the Local Planning Authority. This should detail a strategy to mitigate the archaeological impact of the proposed development. Dependent upon the results of any trial trenching, this may include further archaeological fieldwork and/or the preservation in situ of any archaeological deposits worthy of conservation.</p> <p>The development, and any archaeological fieldwork post-excavation analysis, publication of results and archive deposition detailed in the Mitigation Strategy document, shall be undertaken in accordance with the approved Mitigation Strategy document.</p>	To protect important archaeological remains.
Noise		
25.	Noise emissions from any part of the premises or land to which this permission refers shall not exceed background levels by more than 3 decibels expressed in terms of an A-Weighted, 2 Min Leq, at any time during the days and times indicated when	To ensure the development is not detrimental to the amenity of the area.

	<p>measured at any point at the facade of any residential or other noise sensitive boundary.</p> <p>Mon-Fri 0800 hrs to 1800 hrs Sat 0800 hrs to 1300 hrs</p> <p>At all other times including Sundays and Bank Holidays, noise emissions shall not be audible when so measured.</p> <p>Noise emissions having tonal characteristics, e.g. hum, drone, whine etc., shall not exceed background levels at any time, when measured as above.</p>	
Construction Environmental Management Plan		
26.	<p>No part or phase of development shall take place until a site specific Construction Environmental Management Plan including:</p> <ul style="list-style-type: none"> • Dust suppression techniques; • Noise reduction measures; • Hours of working; • Wheel facilities; • The location and details of the construction compound; • Construction related traffic routing. • Specifying the type and number of vehicles; • Providing for the parking of vehicles of site operatives and visitors; • Providing for the loading and unloading of plant and materials; and • Providing for the storage of plant and materials used in constructing the development. <p>is submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved Management Plan.</p>	<p>To reduce the impact on highway safety and residential amenity.</p>

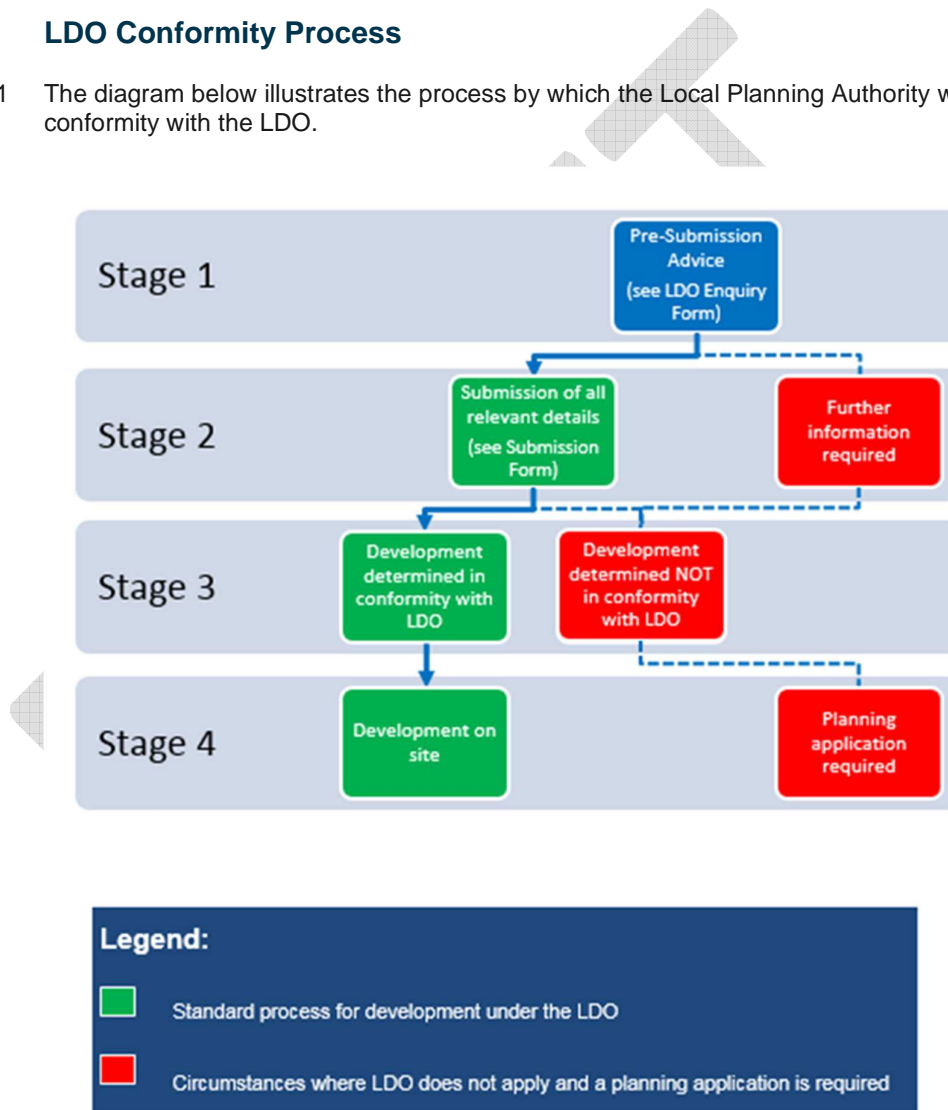
6 Next Steps

6.1 Introduction

- 6.1.1 This section is written mainly for the benefit of developers wishing to carry out LDO development. It identifies the steps that need to be undertaken by developers to ensure their proposals are right for the LDO site and can be processed smoothly and determined quickly.
- 6.1.2 The LDO is not a permission to start work on the site. The LDO states matters which have been reserved for later approval. When all the reserved matters have been approved and where appropriate, conditions discharged, work may begin on the LDO site.

6.2 LDO Conformity Process

- 6.2.1 The diagram below illustrates the process by which the Local Planning Authority will determine conformity with the LDO.



Stage 1: Pre-Submission Advice

- 6.2.2 Developers should seek advice from the LPA at the earliest opportunity to consider conformity with this LDO and the implications of specific requirement and conditions.

Stages 2 and 3: Submission and Assessment

- 6.2.3** The second stage requires submission of all necessary information to the LPA (as specified in **Condition 3**).
- 6.2.4 Except where criteria/conditions require further information to be submitted to and approved in writing by the LPA, the developer assumes the responsibility for ensuring that their development is compliant with the LDO.
- 6.2.5 The LPA will provide a written response within 8 weeks. The LPA's response will state whether:
- 6.2.6 The proposed development is in conformity with the LDO, or
- Further information is required to determine whether the proposal is in conformity with the LDO, or
 - The proposed development is not in conformity with the LDO
- 6.2.7 If further information is required to make an assessment or a decision cannot be reached within the 8 week period, the LPA will seek to agree a reasonable extension of time with the applicant.

Stage 4: Development/Planning Application Required

- 6.2.8 Where development is determined not to be in conformity with the LDO, a planning application will be required if the development is to progress unchanged.
- 6.2.9 Once the developer has secured a Certificate of Compliance, the final stage is for the developer to submit a Notice of Commencement Form. This is to inform the LPA that development is due to start on site. The form must be submitted to the LPA at least 14 days prior to the day of commencement and is required by the LPA for monitoring purposes.

6.2.10 LDO Technical Studies

- 6.2.11 A number of Technical Studies have been carried out to inform the LDO and are relevant to inform future development proposals. Where these are used to inform the ES, they are included within the ES as technical appendices.



NEXUS 25 LDO

DESIGN GUIDE

Prepared by LHC & Peter Brett Associates
for and on behalf of Taunton Deane Borough Council

October 2017 | www.lhc.net

16701 - RT03



nexus²⁵



nexus²⁵

DRAFT



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1 Introduction

1.1 Purpose

- 1.1.1 The Local Development Order (LDO) will, when adopted, grant planning permission for a strategic employment site 'Nexus 25' and by doing so, remove the need for a planning application to be made by the developer.
- 1.1.2 The use of an LDO for the Nexus 25 site will offer increased certainty to prospective developers and greater speed in which development may progress.
- 1.1.3 The Design Guide sets out design parameters to be applied to the Nexus 25 development. Its purpose is to ensure that a high and consistent standard of design is maintained throughout the Nexus 25 scheme to provide a sustainable and stimulating working environment whilst at the same time enabling the diverse requirements of individual occupiers to be met.
- 1.1.4 Development must accord with all aspects of the Design Guide in order to benefit from the permitted development rights confirmed by the LDO.
- 1.1.5 This Design Guide should be considered alongside the accompanying Local Development Order (LDO) which addresses planning and procedures in respect of the site.

1.2 Overall Design Objectives

- 1.2.1 The Nexus 25 masterplan seeks to deliver a strategic employment site of approximately 25 hectares net developable area to serve the future growth needs of Taunton.
- 1.2.2 The design principles underpinning the masterplan are driven by four key objectives;
 - **Creating a pleasant and experientially rich working environment** – First and foremost Nexus 25 will aim to deliver a high quality working environment for businesses and employees.
 - **Creating a 'Green' and sustainable development** – Nexus 25 will be a landscape led development to provide generous and connected green campus that enriches both the working environment and preserves existing landscape features and enhances biodiversity. Sustainable approaches to external drainage, building design and transport will also be a key component.
 - **Creating a connected development** – Nexus 25 will aim to maximise connectivity with Taunton town centre and the surrounding region. An improved junction linking the scheme to the M5, as well as new bus connections, and pedestrian and cycle links will ensure that the scheme is accessible.
 - **Creating a flexible and deliverable development** – Nexus 25 will offer flexibility to ensure that development can be delivered in a commercial viable and adaptive manner.

✓ Indicative precedents



1 Introduction

1.3 Concept Masterplan

- 1.3.1 The concept masterplan (see Figure 1.0) sets out an indicative arrangement of development within the Nexus 25 masterplan.
- 1.3.2 The layout within individual development plots shall be flexible and responsive to existing and future commercial requirements. The release of plots and associated infrastructure requirements shall be in response to commercial need.
- 1.3.3 The guiding principles and key parameters of the Nexus 25 masterplan, which future development will need to comply are provided within section 3– Design Parameters.
- 1.3.4 The masterplan has been informed by and responds to existing site features and constraints as recorded in section 2.
- 1.3.5 The concept masterplan has been developed in accordance with relevant adopted policies, including those in Taunton Deane Core Strategy (2011-2028) and the Adopted Sites Allocation and Development Management Plan (December 2016). Those relevant Development Management Policies to the LDO are summarised in the LDO.
- 1.3.6 In particular, the masterplan accords with SADMP policy D7:Design quality, which states;
“New housing and commercial developments shall create a high standard of design quality and sense of place by:
 - A. *Creating places with locally inspired or otherwise distinctive characteristics and materials;*
 - B. *Reflecting the site and its context, including existing topography, landscape features and the historic environment;*
 - C. *Integrating into their surroundings through the reinforcement of existing connections and the creation of new ones, and creating legible, connected street networks; and*
 - D. *Ensuring that buildings define and enhance the streets and spaces, and that buildings turn street corners well.”*

1.4 Phasing and Delivery

- 1.4.1 The rate of development of Nexus 25 shall be subject to market demand but shall proceed in a controlled and co-ordinated manner. Suitable plots to meet commercial requirements shall be released in a manner that does not compromise the delivery of the overall development, whilst reflecting the principles of the concept masterplan and enabling the necessary supporting infrastructure improvements to be brought forward in a timely manner.

1.5 LDO Application Process

- 1.5.1 Each application will follow the application process as set out in the LDO.

✓ Figure 1.0 - Concept Masterplan



✓ Artist's Impression of the Nexus space



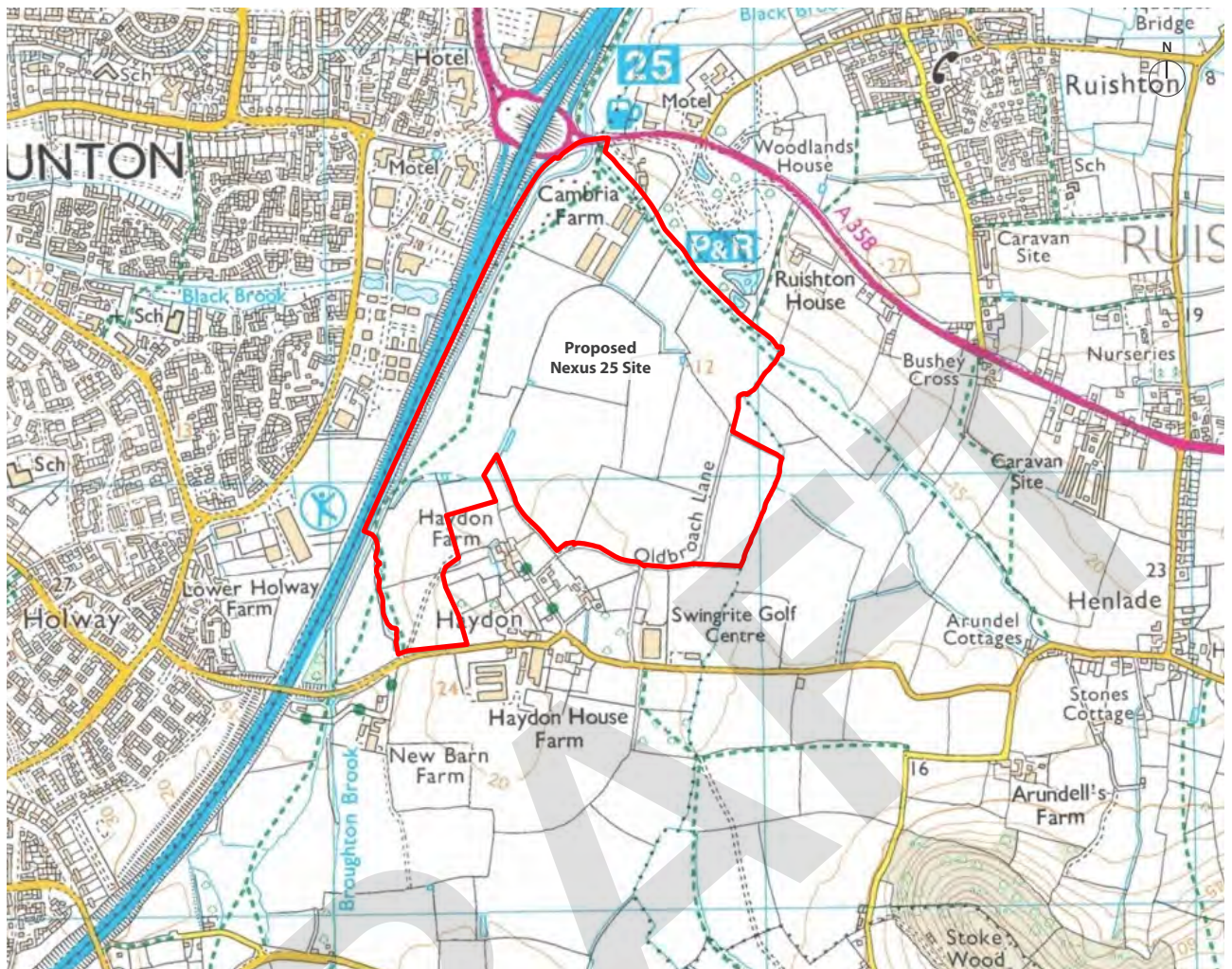


2 Understanding the Site

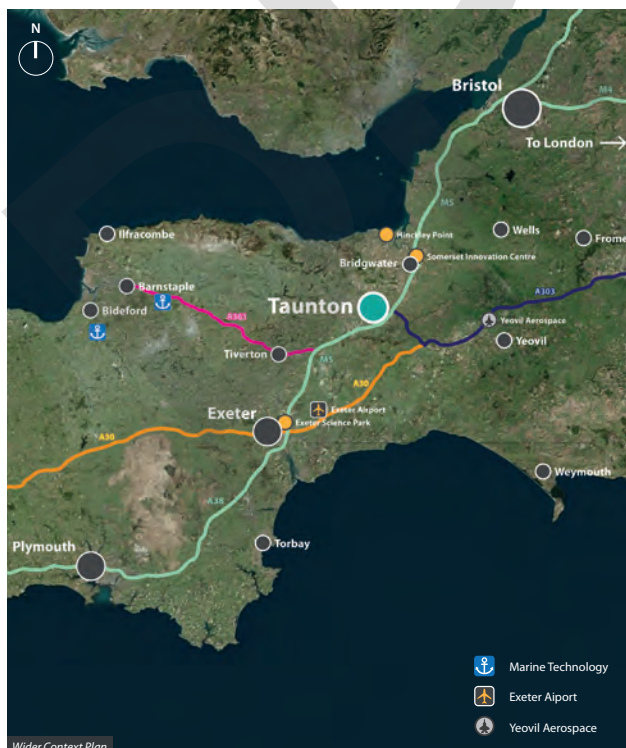
2.1 Site Location and Context

- 2.1.1 Nexus 25 is located at J25 of the M5, halfway between Bristol and Exeter and in close proximity to Taunton town centre and Bridgwater.
- 2.1.2 The site is located to the south-east of M5 Junction 25 and is approximately 2.5 miles from Taunton Town Centre. The overall site area comprises approximately 25 hectares (ha) net developable area.
- 2.1.3 The site is a good strategic location in comparison with other strategic employment sites on M5 corridor (below). Journey times to Bristol are less than 1 hour by car or 30 minutes by train, with similar times to Exeter. There is also excellent connectivity to London and the Midlands.

✓ Figure 2.0 - Site Location Plan



◀ Figure 3.0 - Strategic Location Plan



2 Understanding the Site

2.2 Site Opportunities and Constraints

- 2.2.1** The masterplan parameters respond to existing site features and constraints. All future development must take adequate account of and respond to the following site constraints;

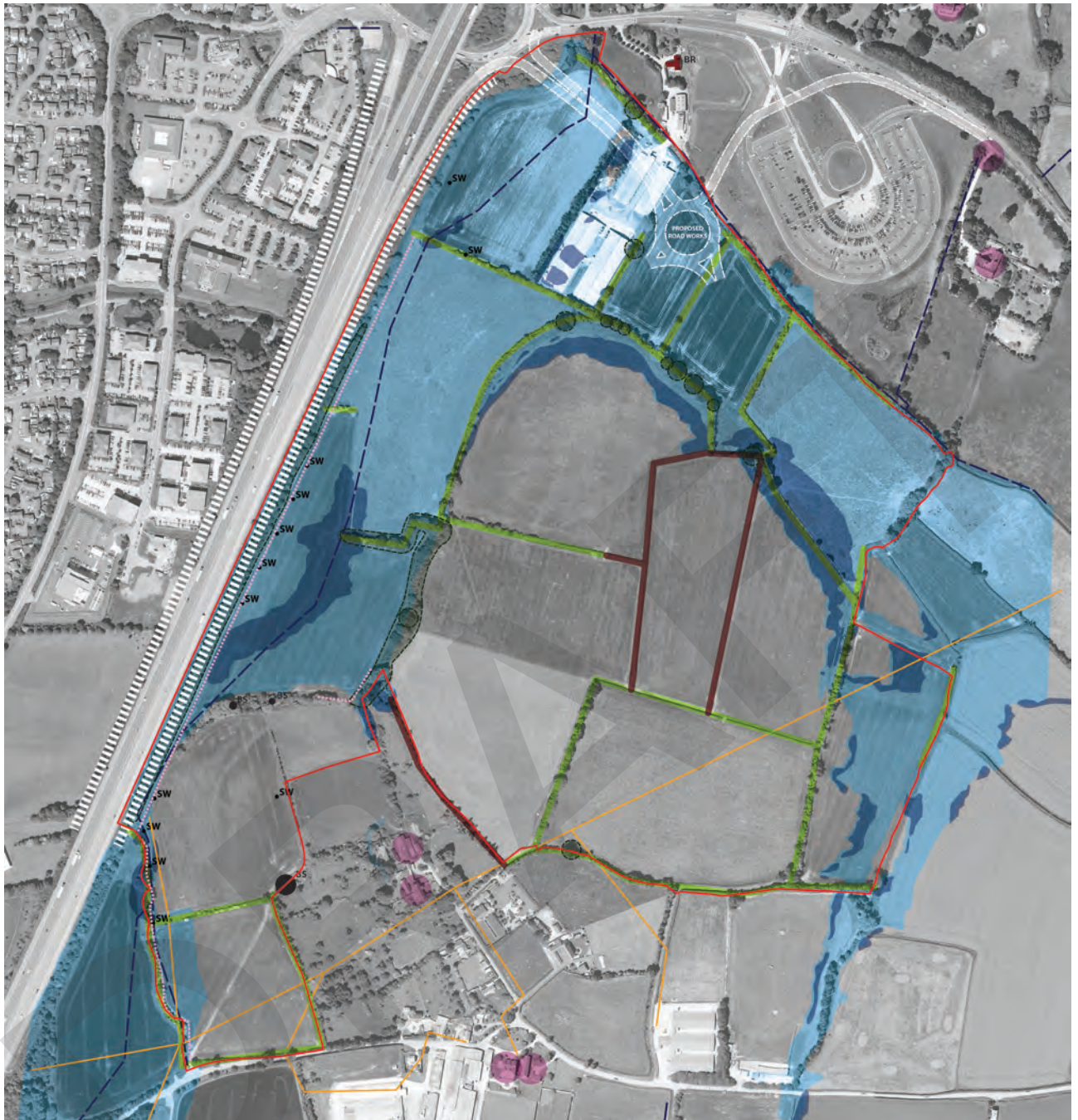
2.3 Existing Trees and Hedgerows

- 2.3.1** Within the site are a number of field boundary hedgerows and trees, including mature trees such as oak, ash, willow and sycamore. The LDO includes a strategy to retain existing trees, groups of trees and hedgerows, where possible and practicable, to provide character, sense of place and to help to filter and minimise views of development on the site.
- 2.3.2** As part of this tree and hedgerow strategy, the LDO objective is to minimise the loss of trees and hedgerows to facilitate development and good urban design, with an objective to retain the best quality (category A or B) trees and tree groups within the proposed development.
- 2.3.3** Retained trees, tree groups and hedgerows will be incorporated within development as key landscape features, set within an integral and robust green-blue infrastructure framework, to ensure their long term survival and to contribute to the provision or maintenance of habitat corridors.
- 2.3.4** The strategy for retained trees, tree groups and hedgerows is to be implemented with due regard to appropriate statutory and best practice guidance, including, but not limited to, the following:
- BS 5837:2012 Trees in relation to design, demolition and construction – Recommendations;*
 - The Hedgerow Regulations 1997, including the Consultation Document ‘The Hedgerow (Amendment) Regulations 2002’, and accompanying ‘Good Practice’ and Impact Assessment’ documents; and*
 - Relevant adopted policies, including those in Taunton Deane Core Strategy (2011-2028), and policy ENV1 and ENV2 of the Adopted Sites Allocation and Development Management Plan (December 2016).*

2.4 Flood Risk

- 2.4.1** The site is located predominately in Flood Zone 1 - the zone with the lowest probability of flooding. Parts of the northern and western areas of the site are located in Flood Zones 2 and 3.
- 2.4.2** A flood modelling assessment has been carried out to gain a better understanding of flooding in the vicinity of the development. The sequential approach will be applied to so all development is located in Flood Zone 1.

✓ Figure 4.0 - Site Constraints Plan



Legend:

- Site Boundary
- Tree Protection Zones
- Existing Overhead Services
- Important Hedgerow
- Species Poor Hedgerow
- Flood Zone 2
- Flood Zone 3
- Right of Way
- Listed Buildings

2 Understanding the Site

2.5 Ecology

2.5.1 An ecological baseline report has been undertaken for the site, which has recorded a number of protected and/or notable species and habitats within the study area. These comprise;

- **Reptiles** - Grass snake, slow-worm and common lizard have been recorded in the study area. All reptiles are legally protected, Priority Species and Somerset BAP species. The reptile survey found a 'low' population of slow-worm on the western side of the site. No other reptiles were recorded on site.
- **Birds** - A number of 'Schedule 1' species, Priority Species and 'Species of Conservation Concern' (SoCC) bird species have been recorded in the study area.
- **Badgers** - Three active badger setts are recorded within the south west corner of the site.
- **Bats** - A number of mature/dead trees within the site were considered to have moderate to high potential to support bats however no active bat roosts were identified.
- **Hazel Dormouse** - Dormice and dormouse nests were recorded in the western section of the site. These were located along the western boundary hedgerow and within a section of broadleaved woodland.
- **Amphibians** - The desk study identified records of common toad, palmate newt and smooth newt, which may potentially utilise the ponds within and adjoining the site for breeding habitat.
- **Habitats** - All of the hedgerows within the site qualified as 'important' under ecological criteria given in the Hedgerow Regulations (1997), due to the presence of protected species (hazel dormouse). All hedgerows are a Priority Habitat and Somerset BAP Priority Habitat. Hedgerow trees are also a Priority Habitat under the Somerset BAP. A number of ditches are identified along field boundaries, which are a Priority Habitat under the Somerset BAP.

2.5.2 All protected and/or notable species and habitats identified must be protected as required by the relevant legislation applicable.

2.6 Public Rights of Way

- 2.6.1** An existing Public footpath runs between Haydon Lane to the A358 and M5 junction through agricultural land east of Broughton Brook.
- 2.6.2** A further Public footpath runs east –west along the northern boundary of the site, which also links to the A358 to the north.
- 2.6.3** All public rights of way will be retained and any proposed changes including alterations or terminations to routes will require relevant consent from the Local planning authority.
- 2.6.4** New pedestrian routes should seek to coordinate and tie in with the existing public rights of way where possible.

2.7 Existing Services and Utilities

- 2.7.1** Existing overhead services cross the south-west area of the site. It is currently proposed that underground re-routing will be required to accommodate development.

2.8 SCC J25 Highways Improvements Scheme and Associated Flood Mitigation

2.8.1 The site will be accessed via Junction 25 which is being improved by Somerset County Council (see figure 5.0) to increase its capacity and help to reduce existing traffic congestion at peak times.

2.9 Consultation

2.9.1 The consultation process is fully described within the LDO.

✓ Figure 5.0 - SCC J25 Highways Scheme



3 Design Parameters

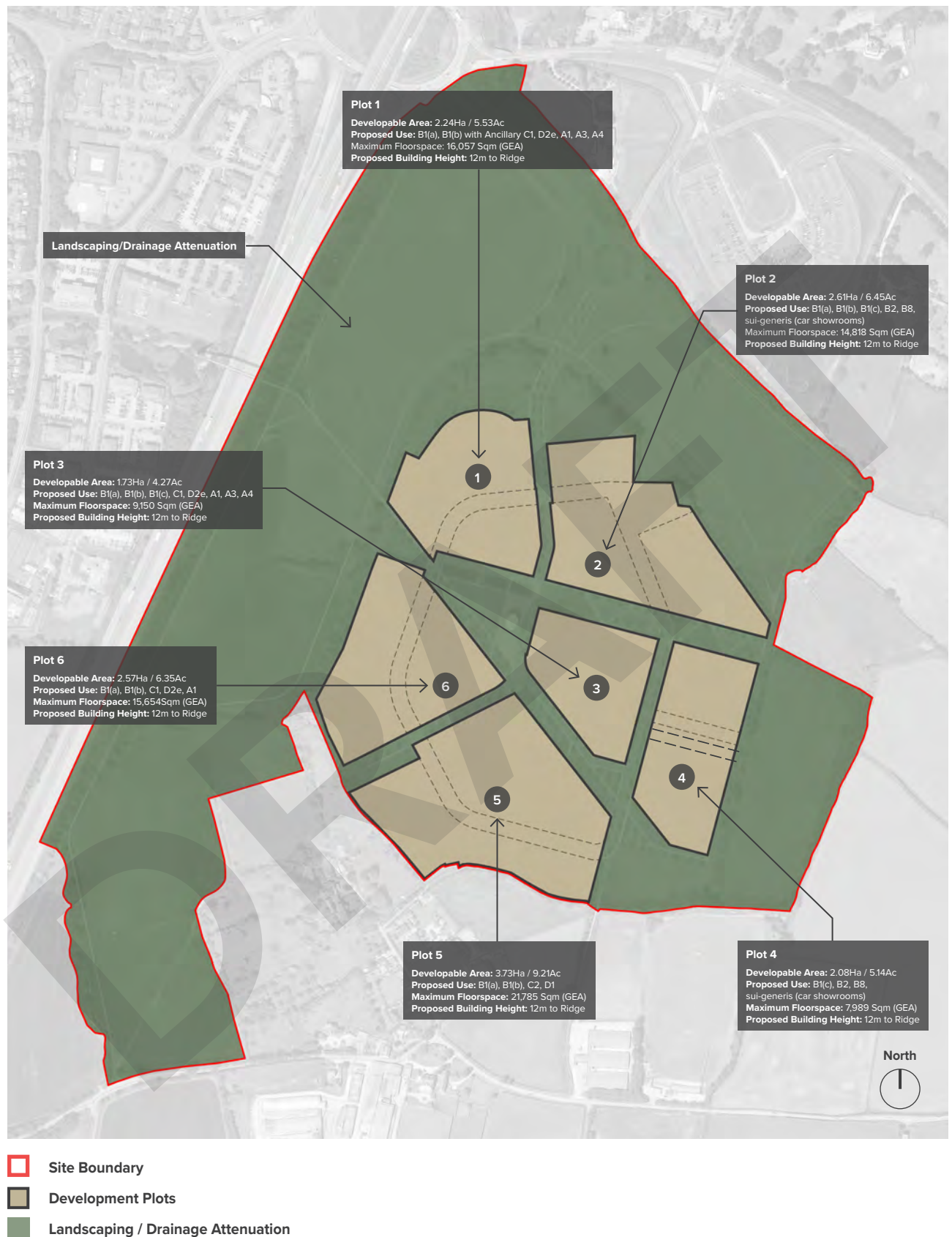
3.1 Introduction

- 3.1.1 Development must accord with the following design parameters in order to benefit from the permitted development rights confirmed by the LDO.

3.2 Development Plots

- 3.2.1 A total of 6 development plots are provided (refer to figure 6.0) accounting for a total of 14.96 Ha gross developable area.
- 3.2.2 The extent and location of development plots is fixed as part of the LDO to offer a guiding structure to development and determining the maximum developable area.
- 3.2.3 The layout within each development plot is intended to be flexible and able to respond to market demand and occupier requirements. However, development shall be in accordance with the general urban design principles and all other relevant design parameters provided in this report.
- 3.2.4 The site shall be developed on a plot-by-plot basis, reflecting market demand.

✓ Figure 6.0 - Development Plot Areas



Area Summary:

Redline Area: 54.62Ha | 134.95Ac

Gross Development Area: 14.90Ha | 36.96Ac

3 Design Parameters

3.3 Land Uses

- 3.3.1** Nexus 25 seeks to deliver a high quality strategic employment site, which will permit a mix of employment and associated land uses.
- 3.3.2** Those permitted land uses and limitations applied on a plot by plot basis are described fully in the LDO and summarised in the table below.
- 3.3.3** The locations of permitted land uses is shown on figure 7.0.

3.4 Plot Ratios

- 3.4.1** Proposed development within individual development plots shall be based upon plot ratios appropriate to land use.
- 3.4.2** Development densities shall offer a commercially viable and attractive opportunity whilst maintaining the integrity of the concept masterplan and design parameters.

Use Class	Definition	Limitations
A1	Shops - shops, retail warehouses, showrooms	Ancillary use with limited floorspace
A3	Restaurants and cafes	Ancillary use with limited floorspace
A4	Drinking establishments	Ancillary use with limited floorspace
B1	B1 (a) An office other than a use within class A2 B1 (b) Research and development of products or processes B1 (c) For any industrial process	
B2	General industrial	
B8	Use for storage or as a distribution centre - Storage Logistics Centre	
C1	Hotels and hostels	
C2	Residential institutions - provision of residential accommodation and care to people in need of care, hospital or nursing home, residential school or training school	
D1	Non-residential institutions - medical or health service, crèche, education, public hall	
D2	Assembly and leisure	Gymnasium only
Sui Generis	Any use other than listed above	Motor car showrooms only

✓ Figure 7.0 - Indicative Land Use Diagram



 Site Boundary	 Ancillary	 Offices & Residential / Non-residential Institutions
 Offices	C1 (Hotel)	B1 (a) Office
B1 (a) Office	D2e (Gym)	B1 (b) Research & Development
B1 (b) Research & Development	A1 (Retail)	C2 Residential Institutions
	A4 (Drinking Establishments)	D1 Non-Residential Institutions
	 Industrial	
	B1(c) Light Industry	
	B2 General Industrial	
	B8 Storage + Distribution	
	Sui Generis Car Showrooms	

3 Design Parameters

3.5 Urban Design Principles

3.5.1 The masterplan is underpinned by a number of key urban design principles, which shall be complied with as development comes forward (see figure 8.0). These are applied at both a site-wide and plot by plot basis.











3.5.2 The masterplan is underpinned by the key aim of creating an experientially rich and high quality employment site. The underlying urban design principles to achieve this vision have been carefully considered and summarised below;

- Development shall be based around a cohesive green infrastructure and movement strategy, offering the masterplan a clearly defined structure and connected ecological framework. The creation of the central 'Hub' space at the heart of the scheme will bring the masterplan and various land uses together.
- Development shall conform to a perimeter block approach with development lining the edges of development plots to ensure that buildings relate positively to streets, public realm and green infrastructure.
- Car parking areas shall be located within the perimeter block and to the rear of proposed built form. The use of individual or combined car parking areas will be permitted to serve buildings. Further guidance on car parking is provided in section 3.19.
- Development shall seek to create continuity of street frontage to provide enclosure and active frontages to streets and public realm. Buildings will adhere to a common building line where possible. Projections and set-backs from the building line can be used to add emphasis, but the function of resulting spaces must be clearly defined.
- Development shall provide a clear definition between public and private space. A number of acceptable boundary treatments are provided in section B7.
- Creation of well-connected spaces with clear pedestrian circulation routes through streets and green infrastructure.

- The development of a clear street hierarchy shall be provided to develop a legible, safe and characterful movement network. Pedestrian focused design will be encouraged with shared space principles applied at key public spaces and pedestrian crossing points.
- The use of clear focal points and vistas within the built form and landscape will be provided to improve legibility and spatial experience of those visiting and working within Nexus 25.

3.5.3 Further urban design guidelines on a plot by plot basis shall be followed to maintain the integrity of the masterplan vision and structure.



- | | | | | | |
|---|---|---|---|---|--|
|  | Site Boundary |  | Key Street Frontage |  | 'Green Skirt'
(To provide Recreation Open Space, Bio diversity and Flood Attenuation) |
|  | Active frontage |  | Circular Distribution Road
(Allows access into plot areas) |  | Enhanced Boundary Planting |
|  | Key Focal Buildings / Structures |  | Main Access Road |  | Views Maintained to Henlade |
|  | Development Fronting onto Green Infrastructure / Open Space | | | | |

3.5.11 Plot 2

- 3.5.12 Land uses shall accord with those stipulated in the LDO. In summary, these will comprise; B1(a) offices, B1(b) Research and development of products or processes, B1(c) Light Industry, B2 General Industrial, B8 Storage and Distribution and car show rooms (sui generis).
- 3.5.13 Development adjacent to the Primary Link Road will comprise offices B1(a) and B1(b) uses only.
- 3.5.14 Parking areas shall be located to the rear of development to maintain street frontage and will be accessed from junctions leading off of the Primary Link Road and Secondary Distribution Road.
- 3.5.15 Development should provide street frontage onto the Primary Link Road and Secondary Loop Road, and should also face onto the strategic green corridor to the south.
- 3.5.16 Existing trees and hedgerows present along the north and eastern perimeters of the plot shall be protected and retained.

✓ Figure 10.0 - Plot 2 Urban Design Parameters



3 Design Parameters

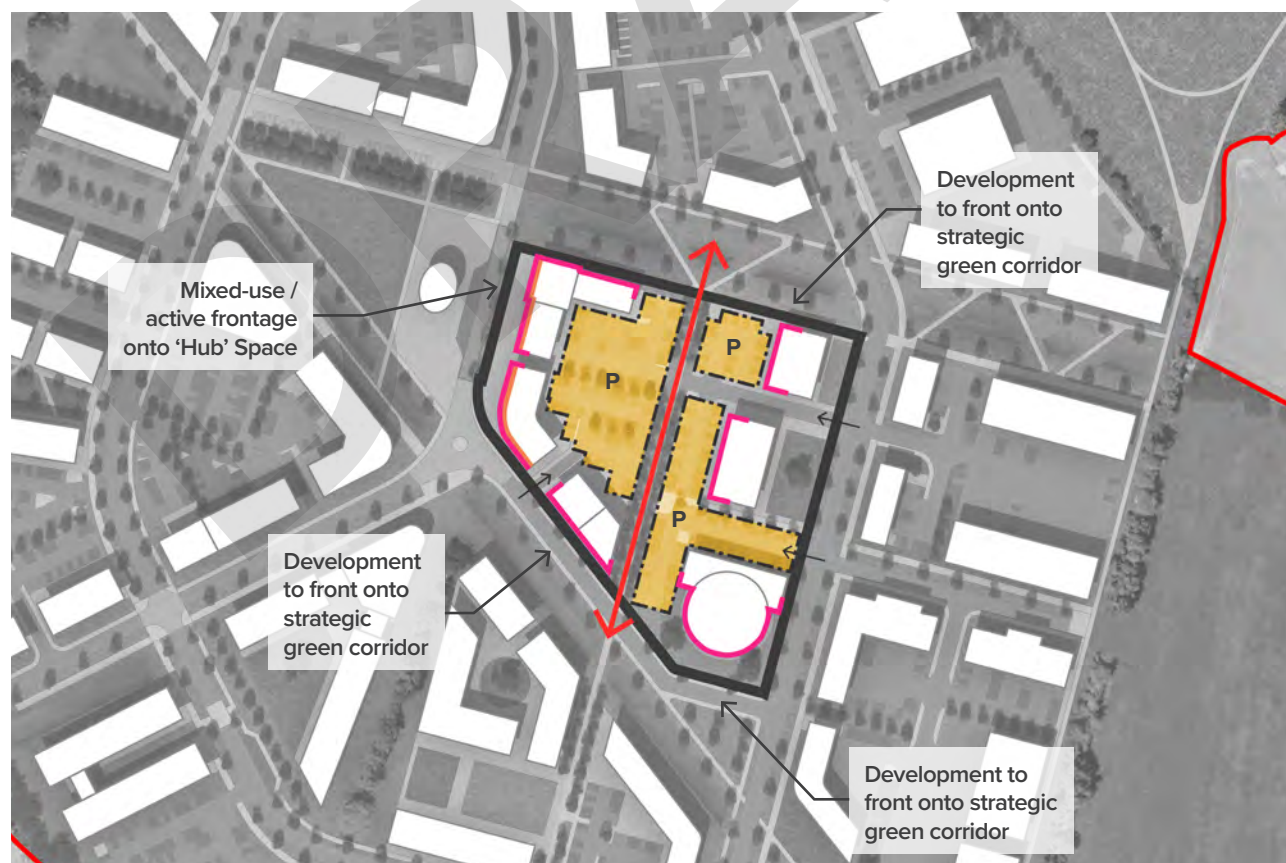
3.5.17 Plot 3

- 3.5.18** Plot 3 is located at the centre of the Nexus 25 masterplan.
- 3.5.19** Land uses shall accord with those stipulated in the LDO. In summary, these will comprise; B1(a) offices, B1(b) Research and development of products or processes, A1 Shops, A3 Restaurants and Cafes, A4 Drinking Establishments, C1 Hotels and Hostels.
- 3.5.20** Ancillary retail (A1) uses shall be located on the ground floor of new development fronting on to the Nexus 25 'Hub' space.
- 3.5.21** Parking areas shall be located to the rear of development to maintain street frontage and will be accessed from junctions leading off of the Secondary Distribution Road and tertiary streets. Vehicle access from the Primary Link Road running through the 'Hub' space will not be permitted to maintain the integrity and pedestrian focus of this key public realm space.

3.5.22 Development shall provide street frontage onto the Nexus 25 'Hub' space and also to the strategic green corridors to the north and south, Secondary Distribution Road and Tertiary road where possible.

3.5.23 A strategic pedestrian link, running north to south through the centre of plot 3, shall be delivered to form part of the site-wide circulation strategy.

✓ Figure 11.0 - Plot 3 Urban Design Parameters



3.5.23 Plot 4

- 3.5.24** Plot 4 is located at the eastern perimeter of the Nexus 25 masterplan.
- 3.5.25** Land uses shall accord with those stipulated in the LDO. In summary, these will comprise; B1(c) Light Industry, B2 General Industrial, B8 Storage and Distribution. Car show rooms (sui generis) will also be permitted facing onto the Secondary Distribution Road.
- 3.5.26** Parking areas shall be located to the rear of development to maintain street frontage and/or within service yards (B2/B8 units).
- 3.5.27** Development should provide street frontage onto the Secondary Distribution Road to the west and should also face onto the strategic green corridors to the north and south.
- 3.5.28** Where possible, buildings should be orientated perpendicular to the eastern plot boundary to break up the built form of the development edge where it meets surrounding countryside.
- 3.5.29** Existing trees and hedgerows present along the eastern perimeter of the plot shall be protected and retained.

✓ Figure 12.0 - Plot 4 Urban Design Parameters



3 Design Parameters

3.5.30 Plot 5

- 3.5.31** Plot 5 occupies land within the southern area of the Nexus 25 masterplan.
- 3.5.32** Land uses shall accord with those stipulated in the LDO. In summary, these will comprise; B1(a) offices, B1(b) Research and development of products or processes, C2 Residential Institutions and D1 Non-Residential Institutions.
- 3.5.33** Development should provide street frontage onto the Primary Link Road and Secondary Distribution Road and should also face onto the strategic green corridor to the north.
- 3.5.34** Built form should be grouped to form a campus environment, which is pedestrian focussed and has connected open spaces.

3.5.35 A focal building (or feature) shall be delivered to terminate the vista along the Primary Link Road.

3.5.36 Parking areas shall be located along the southern perimeter of the plot to provide an offset between new built development and the settlement of Haydon further to the south. Combined car parking may be considered, which is suitable for campus type development.

3.5.37 Existing trees and hedgerows present along the southern perimeter of the plot shall be protected and retained. An existing treed hedgerow boundary running north-south through the centre of the plot will also be retained where possible.

✓ Figure 13.0 - Plot 5 Urban Design Parameters



3.5.38 Plot 6

- 3.5.39 Plot 6 is located at the western perimeter of the Nexus 25 masterplan.
- 3.5.40 Land uses shall accord with those stipulated in the LDO. In summary, these will comprise; B1(a) offices, B1(b) Research and development of products or processes, A1 Shops, C1 Hotels and Hostels.
- 3.5.41 Parking areas shall be located to the rear or between developments.
- 3.5.42 Development should provide street frontage onto the Primary Link Road to the west and should also face onto the Nexus 25 'Hub' space.
- 3.5.43 Where possible, buildings should be orientated perpendicular to the western plot boundary to break up the built form of the development edge where it meets the strategic green corridor beyond.
- 3.5.44 Existing trees and hedgerows present along the western perimeter of the plot shall be protected and retained.

✓ Figure 14.0 - Plot 6 Urban Design Parameters







3 Design Parameters

3.6 Landscape and Green Infrastructure Strategy

3.7 Green Infrastructure Framework

3.7.1 The Green Infrastructure Framework (see figure 15.0) underpins the masterplan structure and will deliver a connected network of green spaces, ecological and biodiversity gains and opportunity for SUDs combining to develop a 'green' character to Nexus 25 and a pleasant and healthy working environment.









3.7.2 The Green Infrastructure Framework and open spaces proposed predominantly occupy land outside of designated development plots. Therefore, it is paramount that a delivery and funding mechanism is agreed at the earliest opportunity to safeguard successful implementation.

3.7.3 The key components of the Green Infrastructure Framework are illustrated on figure 15.0 and are summarised as delivering;

- A 'green skirt' around the development, which will offer a generous multi-functional greenspace around the perimeter of the built form. This will provide recreation space, ecological improvements, flood relief and act as a green buffer between the M5 corridor and development edge. A portion of this land will continue to be managed as agricultural land.
- Tree lined streets developing a network of green streets linking open spaces.
- Two key axial green corridors transecting the site and running south and east to link the green skirt with the countryside beyond. These will accommodate pedestrian cycle routes, SUDs features and offer green recreational space to those working in nearby businesses.
- Retention and enhancement of existing trees and hedgerows along key boundaries of the site.
- An integrated SUDs network within green corridors and public spaces.
- Landscaped ponds and wetland areas.
- A trim trail and recreational opportunities offering health and fitness opportunities
- Natural play areas
- Additional woodland and buffer planting around the perimeter of development.

✓ Figure 15.0 - Green Infrastructure Framework Parameter Plan



- | | | | | | |
|---|---|---|--|---|--|
|  | Site Boundary |  | Enhanced Boundary Planting |  | Existing Trees / Boundaries to be Retained |
|  | Strategic Green Corridor / Linear Green Space |  | 'Green Skirt' (to provide Recreation Open Space, Biodiversity and Flood Attenuation) |  | Tree Lined 'Green Streets' |
|  | Key Green Space |  | Potential SUDS / Wetland Areas | | |

3 Design Parameters

3.8 Soft landscape and Planting within Development Plots

- 3.8.1 The on-plot soft landscaping scheme shall comprise tree planting, native and ornamental species shrub planting and seeding. The size of nursery tree stock shall range from transplants to semi-mature size and include a range of native and ornamental species suitable to the site conditions and selected to optimise wildlife benefit and potential for habitat creation.
- 3.8.2 Landscape proposals must allow for the provision of any strategic planting required as part of the green infrastructure strategy, which fall within the development plot or application area. This is required to maintain the integrity of the overall green infrastructure strategy.
- 3.8.3 All existing trees and hedgerows identified on the green infrastructure strategy must be retained and adequate tree protection in accordance with BS 5837:2012 must be used during construction.
- 3.8.4 A range of tree species shall be used that have a variety of canopy forms, leaf textures, and seasonal colour and growth habits.
- 3.8.5 The planting schemes shall take into consideration the required visibility for users of internal roads and pedestrians.
- 3.8.6 On each individual plot, a minimum perimeter landscape width of 3m shall be provided adjacent to infrastructure corridors and 5m to adjacent plots (see Figure 16.0). Security fencing along this zone to infrastructure corridors shall be towards the plot side of the landscape strip.
- 3.8.7 Where adjacent to car parks, landscaping shall include both native understorey, scrub and woodland planting. Where screening delivery yards, landscaping shall be entirely native woodland planting.

3.8.8 Ornamental shrub, herbaceous and specimen tree planting shall be included within car parking areas.

3.8.9 Development plots shall be tied into the existing landform along their edge at a gradient not exceeding 1:3. To help screen delivery yards and built form, the regraded slopes shall be aligned along their upper edge by standard trees in a native hedgerow.

3.8.10 The soft landscaping scheme for each plot shall be implemented within the first full growing season after building completion or occupation whichever is the sooner. New landscaping shall be maintained and remedial action taken as necessary to maintain healthy growth.

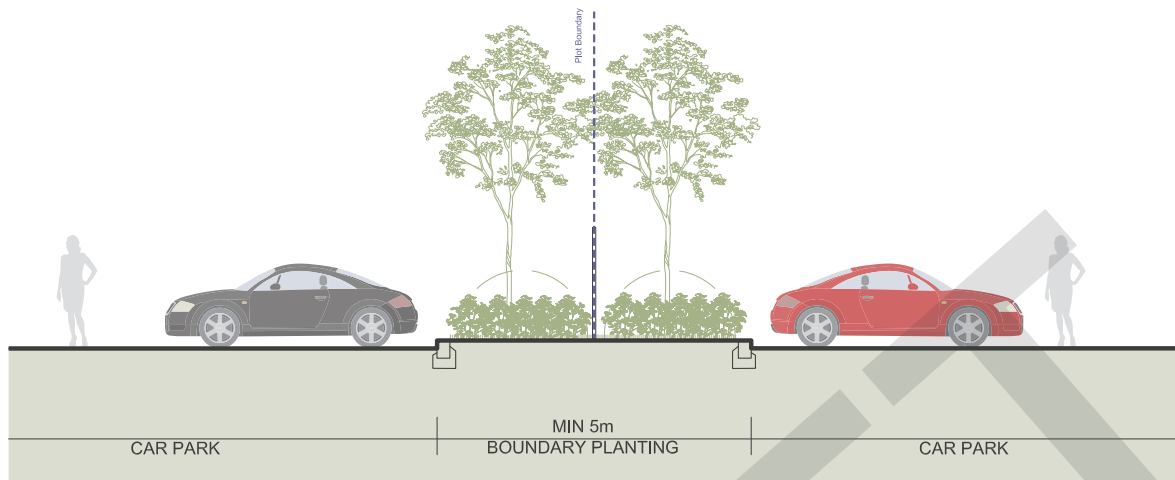
3.8.11 The soft landscaping scheme for plots shall comply with the requirements set out within the LDO.

3.8.12 All new tree planting must have suitable irrigation, aeration, support systems and an adequate soil volume within each tree pit to sustain healthy establishment and ongoing growth. Where tree planting is carried out within hard surfaces suitable underground structural soil cells must be used as required to provide an effective tree pit detail.

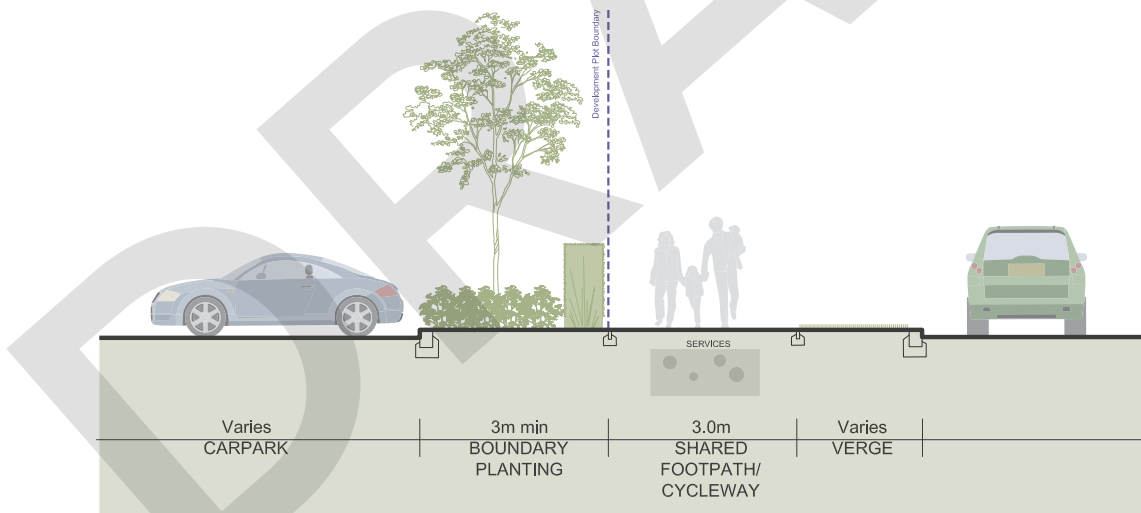
3.9 Landscape Management

- 3.9.1 A coherent, strategic and integrated approach to the management and maintenance of the soft landscape components associated with the development, shall be adopted to ensure the successful establishment and ongoing development of new planting.
- 3.9.2 Landscape management of public realm and strategic green infrastructure shall be controlled by a separate management company set up specifically for Nexus J25.
- 3.9.3 Landscape management of individual developments will be the responsibility the occupier and shall accord with the relevant condition(s) included within the LDO.

✓ Figure 16.0 -Typical section between development plots and infrastructure corridors



✓ Figure 17.0 -Typical section between development plots



TYPICAL SECTION THROUGH CAR PARK AND INFRASTRUCTURE CORRIDORS

3 Design Parameters

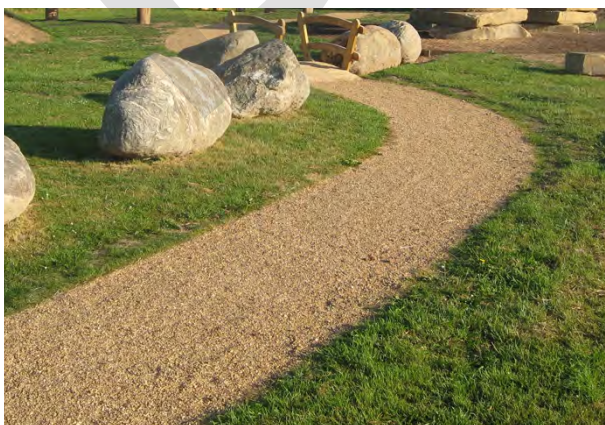
3.10 External Finishes

- 3.10.1** A cohesive and high quality materials palette will be adopted within the external environment.
- 3.10.2** External finishes shall comprise;
- Tarmacadam to access roads and carriageways within car park areas.
 - Concrete block or flag paving to entrance areas and open spaces around new buildings.
 - PCC kerb units to highways and paving edges. High profile kerbing shall be specified within areas susceptible to HGV damage.
 - Porous concrete block or porous asphalt paving within carpark bays. The use of thermoplastic white and yellow lining will be permitted but restricted upon block paving and Turfstone/grasscrete.
 - Natural stone or concrete block/flag paving to public realm areas.
 - Use of suitable block paving or coloured high friction surfacing upon shared space carriageways, junctions and crossing points.
 - Use of tarmacadam, resin-bonded aggregate or self-binding gravel within footpaths as appropriate to intended use.
 - In-situ concrete surfacing to service yards.
- 3.10.3** Where external finishes are proposed within adopted highways they must be designed in accordance with SCC Highways standards.
- 3.10.4** All external finishes must be fit for purpose and suitable for the intended pedestrian and traffic loading. All paving systems and build ups will be designed by a suitably qualified civil engineer.

3.11 External Lighting

- 3.11.1** External lighting shall be fit for purpose and shall meet the relevant lighting standards applicable. A range of lighting types shall be permitted and on plot external lighting will be subject to occupier requirements.
- 3.11.2** External lighting shall respond to any ecological constraint as required.

✓ Indicative external finishes



✓ Indicative external lighting



3 Design Parameters

3.12 Street Furniture

3.12.1 Street furniture within the public realm and areas outside of development plots will be delivered as part of the infrastructure works.

3.12.2 Individual occupiers shall be responsible for the delivery street furniture, appropriate to their individual requirements.

3.12.3 To maintain a consistent and cohesive use of street furniture the following guidelines are applied to the specification of all street furniture within the development.

3.12.4 General Requirements

- Street furniture products shall be applied in families which are complementary to one another and should reflect a contemporary and robust style.
- Street furniture shall be grouped together and located in close proximity to key building entrances.
- Street furniture should not be positioned in locations which would impede pedestrian movement.

3.12.5 Finishes

All street furniture items shall conform to the following finishes:

- Timber elements: FSC certified hardwood (Iroko or similar).
- Stainless steel elements: Grade 316 stainless steel (satin polished or brushed finish).
- Galvanised elements: Hot dip galvanised to BS EN ISO 1461.
- Concrete elements: White / light grey smooth finish.
- Powder coated galvanised mild steel elements.

3.12.6 Bollards:

- Shall be manufactured in galvanised steel or brushed grade 316 stainless steel.
- Shall be tubular with a flat or domed top or square with a flat top.
- May vary in height from 900-1200mm and in section from 76mm to 204mm diameter depending on their intended use.

- May include reflective banding, recessed banding, internal luminaries and other such accessories.
- May be fixed, collapsible, telescopic, retracting or removable depending on their intended use.
- Unless required to do otherwise all bollards will be root fixed below ground.

3.12.7 Seating:

- Shall be composite galvanized steel or brushed grade 316 stainless steel with FSC hardwood timber; or pre-cast smooth finished concrete.
- May include backrests, armrests, centre armrests and anti-skateboard devices.
- Shall be root fixed below ground where manufactured in composite steel and timber.
- Concrete seating units will be of sufficient weight to resist movement.

3.12.8 Litter Bins / Cigarette Ash Waste Bins:

- Shall be manufactured in galvanised steel, brushed grade 316 stainless steel or Polyethylene plastic and may include areas of FSC hardwood timber.
- Shall be root fixed below ground.
- Shall have a minimum capacity of 80 litres.
- shall be powder coated galvanised steel
- Maintenance access entry points shall be fitted with secure locking devices.

3.12.9 Additional street furniture items may be incorporated into the development. Where required, selection shall reflect the character indicated within the street furniture ranges specified.

✓ Indicative street furniture



3 Design Parameters

3.13 Boundary Treatments

- 3.13.1** Individual occupiers shall be responsible for on-site security of their development plots and will be required to install a suitable boundary treatment, appropriate to their individual requirements.
- 3.13.2** Fencing to the perimeter of each plot shall be designed to be unobtrusive within the perimeter of the landscaped zone, with the minimal amount of impact on landscaping.
- 3.13.3** The height of perimeter fencing shall be a maximum of 3m above ground level and shall typically take the form of a 1.2m high timber post & rail fence, 1.8m-3.0m high steel palisade or weld-mesh fencing or hedge planting as appropriate.
- 3.13.4** The specification of palisade fencing will only be used where the use of a secure boundary treatment is required for security or safety reasons. All steel fencing should be Black RAL9005 powder coated galvanised steel finish.
- 3.13.5** Other typical systems to be used across the development shall include:
- Wooden knee rail fencing;
 - Car park barrier controls;
 - Galvanised steel pedestrian barriers;
 - Automated sliding gate systems;
 - Timber demarcation bollards;
 - Timber post and wire fencing;

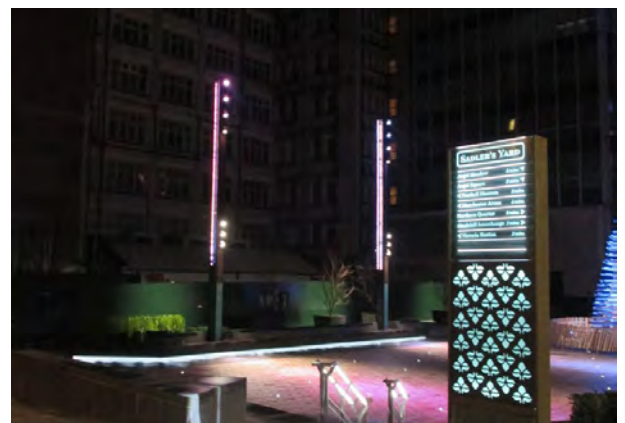
3.14 Wayfinding and Signage

- 3.14.1** Site wayfinding and signage within public realm areas will be coordinated and share a common design language.
- 3.14.2** On-plot signage will be the responsibility of the occupier and dependent upon their needs. The use of marketing signage may comprise totem and monolith signage, building signage or glazing manifestations. All signage must be proportionally appropriate and must not become a dominant architectural feature.

Indicative boundary treatments



Indicative wayfinding and signage



3 Design Parameters

3.15 Drainage and Water Management Strategy

3.16 Drainage and Water Management Strategy

3.16.1 The indicative surface water strategy will need to be developed using best practice Sustainable Urban Drainage Systems (SuDS) techniques. Guidance on the suitable techniques and methods can be obtained from the EA, the Sedgemoor SFRA, Somerset Levels and Moors Flood Action Plan and The SuDS Manual (CIRIA C697, 2007) among other sources.

3.16.2 The overall philosophy of Sustainable Drainage Systems is to replicate, as closely as possible, the natural drainage processes of a site prior to development and can help to mitigate the adverse effects of urban storm water run-off on the environment. SuDS provide the ability to control surface water flows but also improve water quality, ecology and amenity within the development.

3.16.3 The proposal to manage surface water drainage for the development should include a variety of

3.16.4 SuDS techniques within the network. The benefits of a SuDS network can be summarised as follows:

- Reduce surface water runoff rates thus reducing the risk of flooding downstream.
- Reduce surface water runoff volumes.
- Encourage groundwater recharge.
- Reduce pollutant concentrations.
- Act as a buffer for accidental polluting spills.
- Contribute to enhancing amenity and aesthetic value of development.

- Provide habitats for wildlife in urban areas and opportunities for biodiversity

3.16.5 The surface water drainage strategy consists of mainly over ground flow routes by means of swales, bio retention and other SuDS features, discharging to attenuation basins located within green/blue infrastructure and ultimately discharging into local watercourses watercourse at a rate below the existing greenfield site in compliance with current local planning policy. Rainfall up to the 1 in 30 year event will be managed as part of the overall strategic blue green infrastructure network. Rainfall events in excess of this, up to the 1 in 100 year event (plus 40% allowance for climate change) will be managed by individual development plots. As each plot is designed and developed, the individual applications will need to demonstrate how the surface water from the plots will be managed in accordance with the overall surface water drainage strategy.

3.16.6 The SuDS scheme has been designed to provide an integrated Blue Green Infrastructure network, ensuring enhancements to amenity, water quality and ecology whilst ensuring flood risk both on and off site is suitably mitigated.

✓ Indicative SuDS features



✓ Figure 18.0 - Drainage and Water Management Strategy Plan



- Site Boundary
- Proposed attenuation for SCC Highways Junction Scheme (Extent TBC)
- Attenuation Basin
- Roadside Swales

3 Design Parameters

3.17 Roads, Parking and Access

3.18 Highways Design and Street Hierarchy

- 3.18.1** The principles of the street hierarchy will be aimed at ensuring effective distribution of traffic across the site and to provide a safe environment for all users. A number of primary routes will be used to provide access strategically around the site, with smaller routes providing the access connections to individual plots.
- 3.18.2** It is proposed that the on-site highways will remain privately owned and will not be offered to Somerset County Council as the Local Highway Authority for adoption. All highway areas will still be designed in line with the appropriate guidance / standards. The use of different standards across the site will be dictated by the type of vehicles using the road, the environment in which a road is located, proposed vehicle speeds and any capacity requirements.
- 3.18.3** Typical street sections have been produced for each different street type to define the interaction between pedestrians, cyclists, private vehicles and service vehicles and the allocation of space for each.

Primary Link Road

- 3.18.4** The primary routes will carry the majority of traffic and their specification reflects this, with a road width of 7.3 metres and a smooth alignment to maximise capacity and to accommodate HGV and potential bus traffic. Pedestrian footways and shared facilities will be set back from the carriageway behind verges to ensure the safety of pedestrians and cyclists using these routes.

Secondary Access Road

- 3.18.5** Secondary routes for local distribution to plots that do not require HGV access will be constructed with a reduced carriageway width of 6 metres (subject to confirmation of the service vehicles required to use them) and may have more circuitous alignments to improve the quality of the highway spaces and to discourage high vehicle speeds.

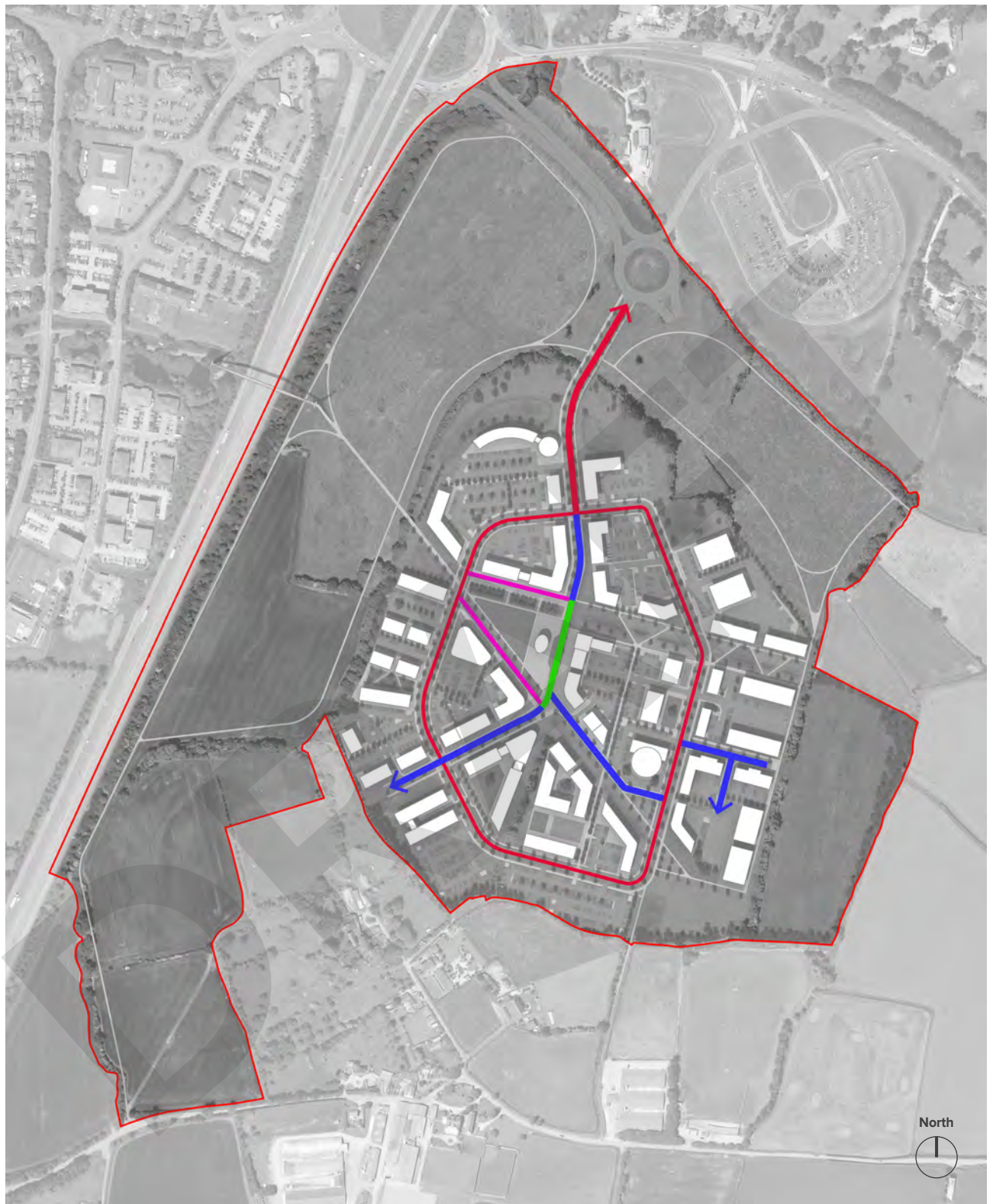
Shared Space Streets

- 3.18.6** There may be some areas that are designated as shared space within the development where pedestrians and cyclists share one surface with motorised vehicles. These will be located in areas where vehicle volumes and speeds are anticipated to be very low and would be designed to ensure that priority to pedestrians and cyclists is obvious.

Nexus Space

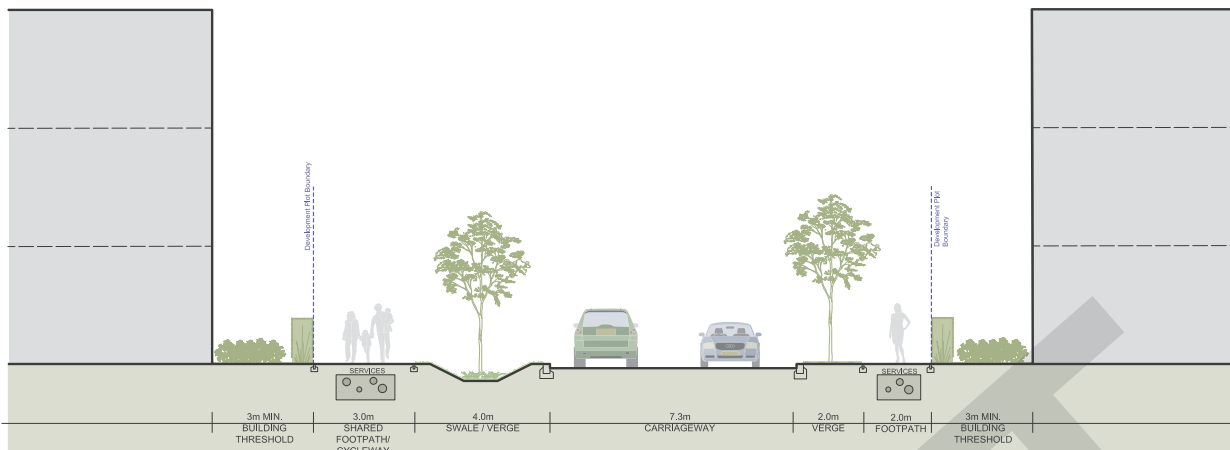
- 3.18.7** A local facilities hub is proposed within the site and pedestrian footfall is expected to be high in this area. For this reason, wide paved areas will be provided for pedestrians on either side of the main carriageway. This area will also act as a hub for access to public transport services so bus laybys and high quality waiting facilities are to be provided adjacent to the carriageway.

✓ Figure 19.0 - Street Hierarchy Plan

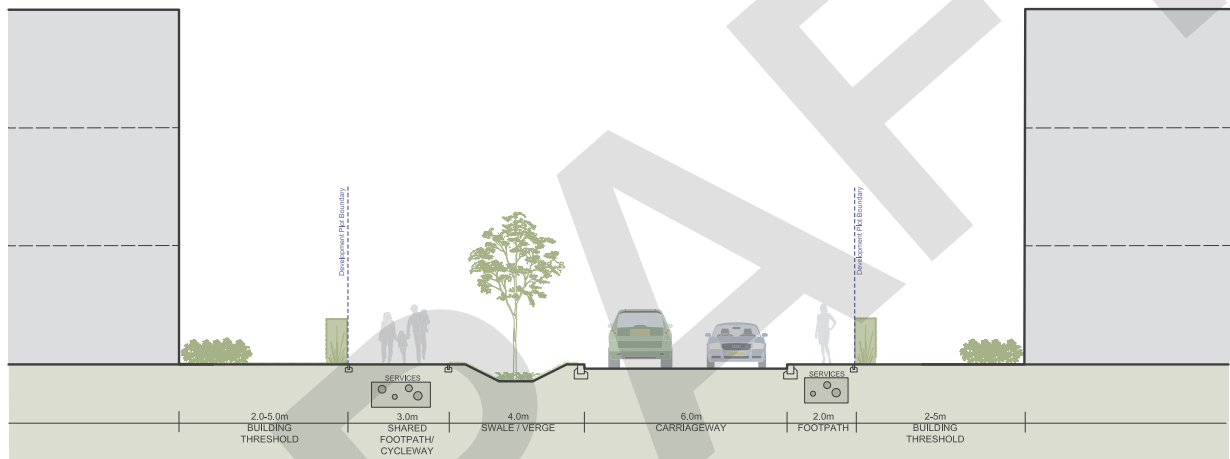


- Site Boundary
- Primary link Road
- Secondary Access Road
- Nexus Space
- Shared Space Streets

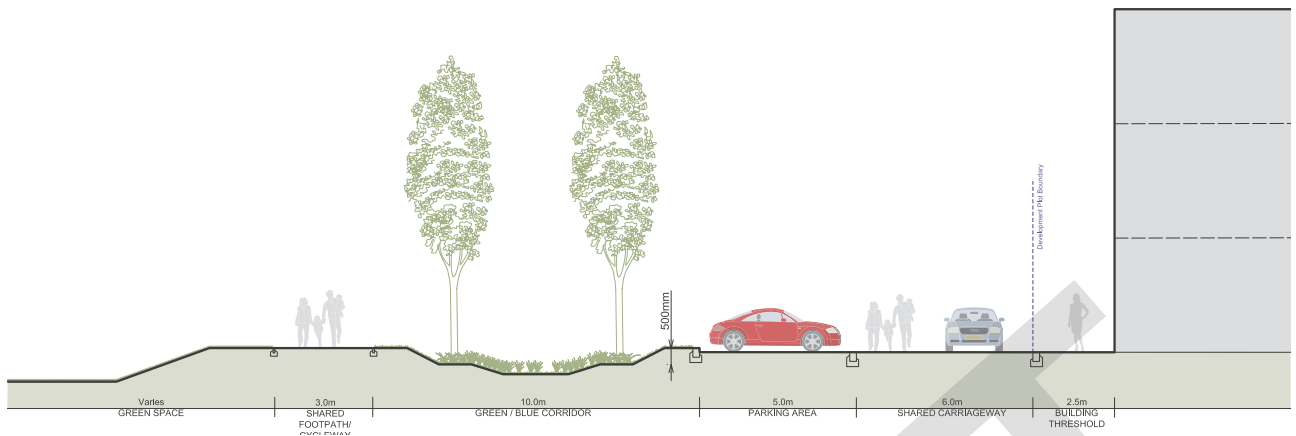
✓ Figure 20.0 - Typical section through Primary Link Road



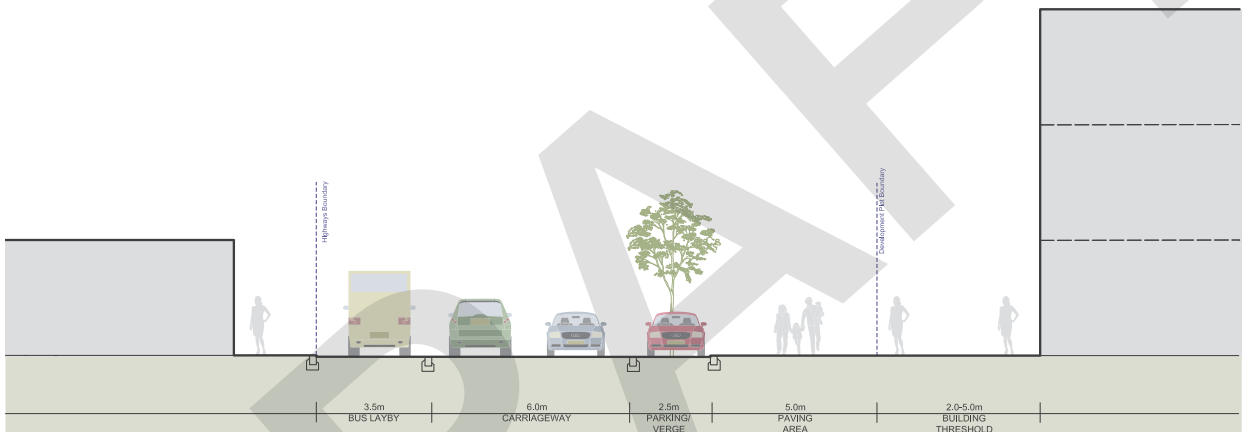
✓ Figure 21.0 - Section through Secondary Access Road



✓ Figure 22.0 - Typical section through Shared Space Streets



✓ Figure 23.0 - Typical section through Nexus Space



3 Design Parameters

3.19 Bus Routes and Facilities

- 3.19.1** The potential for the development site to be served by local and / or park and ride buses is being considered by Somerset County Council as a means of ensuring that site users can readily access the development via public transport. The layout of the site will allow buses to circulate through the site, using the primary roads to ensure the best distribution of pick-up/drop-off points and easy access for all users to the public transport network. Services would route to a central transport hub, which is likely to have ancillary uses such as shops and cafes adjacent to various sustainable transport facilities.
- 3.19.2** Bus stops would be strategically located to provide convenient accessibility and be equipped with high quality shelters, seating and timetabling information to ensure the best experience for those using the public transport system.

✓ Figure 24.0 - Indicative Bus Route Plan



3.20 Footpaths and Cycle ways

- 3.20.1** A network of footpaths and cycleways will be provided throughout the site, both along and between roads, to ensure permeability for both pedestrians and cyclists and direct routes to all destinations across the site. The design of the facilities will be developed to ensure they are high quality and thus promote travel by these modes of transport.
- 3.20.2** A new pedestrian/cycle connection will potentially be made on the western boundary of the site via a new bridge over the M5. Taunton has a well-established network of pedestrian/cycle facilities which run from the town centre to the western side of the M5, which the bridge would facilitate a safe, attractive and traffic-free connection to. The connection would be made through Blackbrook Business Park, providing a route for cross-visitation between the sites and the ability for employees at either site to use the facilities at the other. This design element remains an aspiration to the LDO but is not part of the LDO. It will be possible to provide a high quality, segregated footway cycleway through the centre of the development area in the event that the M5 bridge is delivered.
- 3.20.3** All on-site roads will be provided with a footway on one side and a shared foot/cycleway on the opposite side to remove cyclists from the carriageway.
- 3.20.4** Crossings throughout the site will generally be uncontrolled with dropped kerbs and tactile paving. At locations where pedestrian/cyclist activity is anticipated to be high, for example in and around the central hub, crossings may be provided on a raised table to infer a priority for the more sustainable modes of transport.

✓ Figure 25.0 - Pedestrian & Cycle Connections







3.21 Parking Standards

3.21.1 Parking across the site will be provided in line with Taunton Deane Borough Council's maximum parking standards which are provided in Appendix E of the Site Allocations and Development Management Plan, adopted in December 2016. The parking standards set out the level of parking that should be provided based on the location of the development. The guidance states that TDBC will consider the parking space demand alongside the accessibility of the site, such that parking is reduced where the site is readily accessible by alternative and more sustainable modes of transport than the private car. Due to the proposed improvements and the excellent connectivity of the site into the local pedestrian, cycle and public transport network, it seems likely that the number of bays provided will be able to be reduced below that set out in the guidance and will in turn reduce the reliance on the private car. The final number of spaces to be provided, will be determined through discussion with TDBC.

3.21.2 SCC also provide guidance relating to the design and management of parking spaces in new developments. Minimum dimensions for various parking layouts are provided alongside guidance relating to the provision of disabled bays, bays designated for car share users and bays with electric charging points for electric vehicles. These will need to be provided across the site and will be considered during the masterplanning process.

3.22 Cycle Parking

3.22.1 TDBC also provide guidance relating to the level of parking required for cycles and motorcycles. These relate to the location of the development and are dependent on the accessibility of the site. Since it is proposed that there will be significant investment in cycle facilities at the site, there will be a need to ensure that an adequate provision of cycle parking is accommodated.

3.22.2 Cycle parking areas will need to be provided at individual employment units and across the site at key destinations such as shops and cafes. There are various ancillary facilities likely to be provided at the centre of the site and provision of cycle parking in this location will be required to allow employees to make internal trips by cycle.

3.23 Emergency Access

3.23.1 Emergency access will be provided via the pedestrian link to Haydon Lane at the southern boundary of the site. The link will need to be provided to an appropriate design specification such that it can potentially accommodate emergency vehicles including a fire tender. The access will require bollards (or similar) at either end to ensure that private vehicles cannot access the site via the link.

3.24 HGV Access and Service Areas

3.24.1 B2/B8 land uses are expected to be present in some areas of the site. These units will require access for HGV's and as such, roads routing to these units will be specified appropriately to accommodate their swept path and to ensure the safety and comfort of other highway users. This is likely to require wider road widths, increased radii of the horizontal alignment and verges to provide separation between the carriageway and vulnerable road users, such as pedestrians and cyclists.

3.24.2 Dedicated service areas for B2/B8 units should be provided separately to parking and should be appropriately sized to accommodate the swept path of manoeuvring vehicles. Large vehicles should not be expected to reverse over long distances as this may result in the safety of pedestrians being compromised. Vehicles must also be able to enter and exit the service yards in a forward gear.

3.24.3 Smaller service areas will also be required for all other units across the site to cater for their refuse storage and collection requirements. Kerbside collection will be avoided wherever possible and commercial vehicles will need to be able to directly access the refuse storage point to collect refuse containers. Swept path analysis ensuring adequate space for refuse vehicles to manoeuvre and access refuse collection points will need to be undertaken as the masterplan develops.

3 Design Parameters

3.25 Building Design Standards

3.26 Building Size

- 3.26.1 A range of building sizes will be permitted and will be determined by occupiers' needs.
- 3.26.2 Mezzanine floors shall contribute towards overall gross internal floorspace unless they are solely to provide for safe and efficient access to stacked or stored goods.
- 3.26.3 Buildings shall maintain a minimum separation distance of at least 3m to the plot boundary and of at least 6m from an adjoining building.

3.27 Building Heights

- 3.27.1 Development shall not exceed the maximum height of 12m. Buildings of up to three storeys will be permitted.
- 3.27.2 Building height shall be measured from the finished floor level to the ridgeline of the roof.
- 3.27.3 Taller ancillary service and utilities structures such as mobile telephone masts will be permitted where required. The location of such structures should be carefully positioned.

3.28 General Cladding and Roofing Principles

- 3.28.1 Given the ambition of creating a high quality environment, buildings will be required to respond to their environment and be of high quality architectural design. The use of natural materials or colour palettes common within the surrounding Taunton and Somerset vicinity will be used to result in a modern yet contextual architectural response.
- 3.28.2 It is proposed that all new building developments will share a contemporary architectural design and utilise a coordinated palette of materials to develop a cohesive architectural character.

3.28.3 Elevation treatments of B1 offices are to use a coordinated palette of materials from the following materials; Clay brick, timber cladding, Rainscreen cladding, standing seam, natural stone, render feature panels or Glass curtain walls. Elevation materials can be used individually or in combination to develop a unified architectural design.

3.28.4 Large industrial and warehouse units shall typically be constructed from either prefabricated composite insulated metal panels or sheets of profiled steel or aluminium, spanning between primary or secondary steel frames and cladding rails.

3.28.5 The use of materials and finishes are to be selected from a colour palette in harmony with those found in the surrounding Taunton and Somerset setting. The swatches opposite offer a guide to acceptable colour finishes. The limited use of contrasting coloured panels or window reveals may be allowed but must be in-keeping with the architectural character of the building and not be a dominant feature.

3.28.6 Buildings and elevations that face onto surrounding countryside areas shall be light in colour as to be recessive and minimise visual intrusion. Elevations that have aspects onto the interior of the site can be of brighter colours to highlight company identity.

3.28.7 Flat or pitched roofs will be permitted.

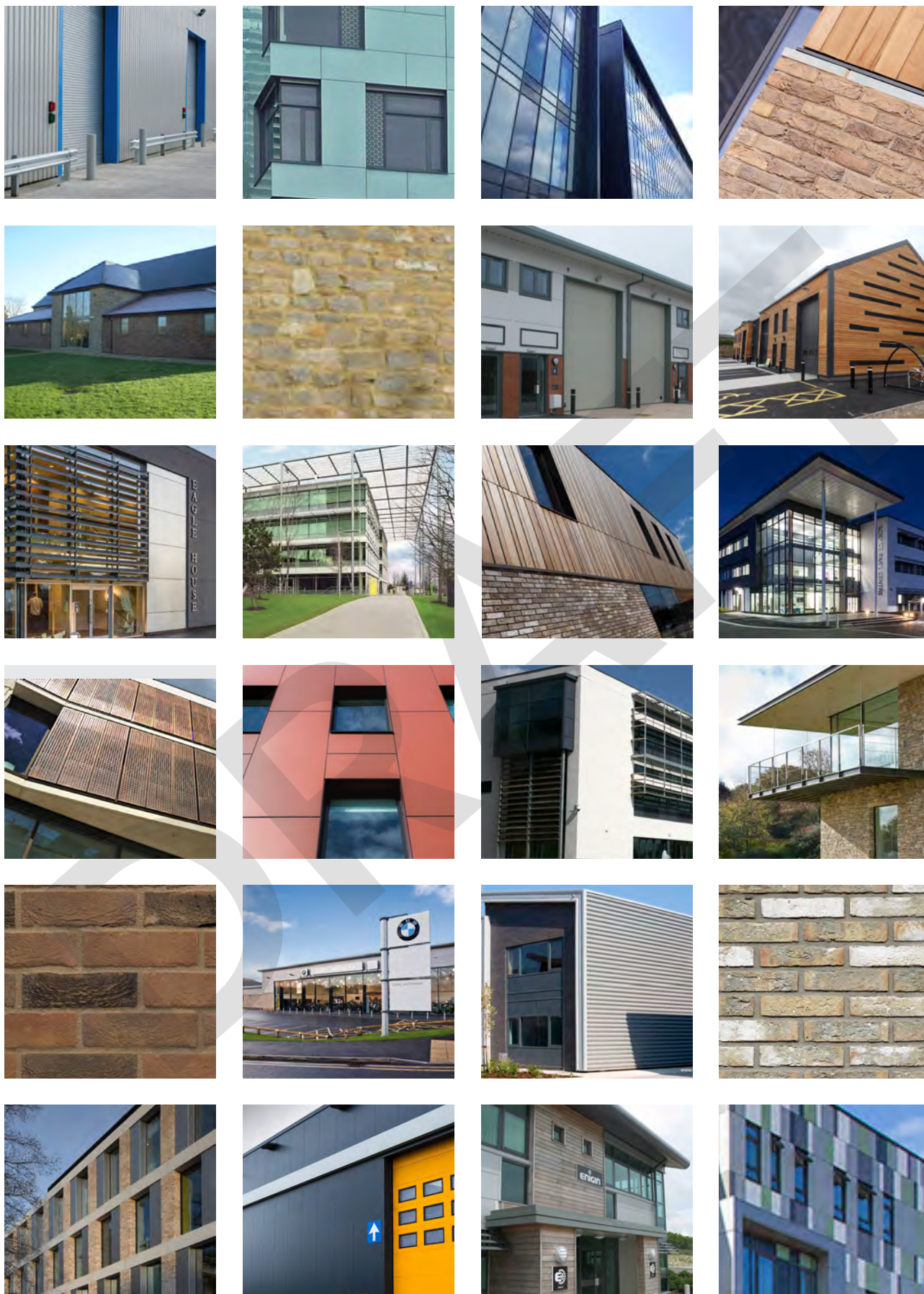
3.29 Roofscape and Plant

3.29.1 Plant upon rooftop may be permitted within suitable enclosure.

3.29.2 The use of photovoltaic cells upon rooftops shall be permitted subject to occupier requirements.

3.29.3 Green and brown roof systems may be permitted subject to occupier requirements.

✓ Indicative facade materials palette



3 Design Parameters

3.30 Art Strategy

3.31 Art Strategy

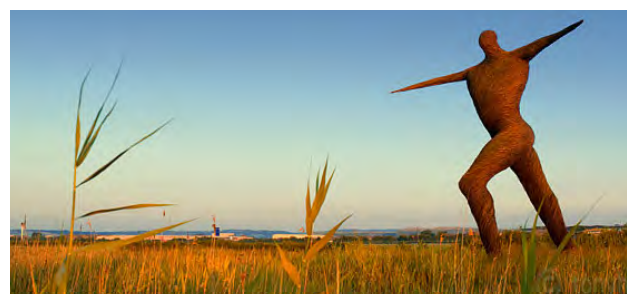
3.31.1 An arts strategy is adopted within the scheme that is in accordance with the adopted Taunton Deane Public Art Code, 2009. This stipulates that;

“All developers are required to:

- Demonstrate compliance with the Public Art Code throughout the development and planning process
- Integrate public art into overall masterplanning at the earliest possible stage following the priorities and guidance of the Public Art Code
- Commit a sum (the Developer Contribution) towards the provision of the agreed public art and public realm enhancements through commissioning and integrating public art into the design of buildings and the public realm to the value of one percent of construction costs based on BCIS data.”

3.31.2 Artwork at key gateways such as the access roundabout and the potential new M5 pedestrian bridge is proposed.

3.31.3 Artwork may also be incorporated into functional features within the public realm which may include paving, way-finding, street furniture, play features and lighting.



3.32 Services Infrastructure

3.33 Telecommunications Infrastructure

- 3.33.1** Digital communications is a critical aspect for businesses locating at Nexus 25. The site will include the most forward looking, flexible communications infrastructure to facilitate gigabit fibre access throughout the site. There will be a choice of infrastructure communications providers to meet the range of services, speeds and prices tenants' will require.
- 3.33.2** Mobile connectivity is also of paramount importance to many businesses and visitors and the LDO will enable mobile operators to provide 4G/5G services and future solutions on the site.
- 3.33.3** The provision of secure location within a building in a central location within the Nexus space will be provided for telecommunications interconnection (all operators) where all ducts will connect with. Building occupier(s) will be required to accommodate such equipment as required.
- 3.34.4** The provision for a lattice mast or rooftop location suitable to carry equipment for up to four mobile network operators (MNOs) to a maximum height of 30 meters and for the provision of 4G or more advanced services will be provided. Building occupier(s) will be required to accommodate such equipment as required.
- 3.34.5** Provision of telecommunications infrastructure will be in accordance with requirements set out within the LDO.

3.34 Sub-Station, Pumping Houses and Other Non-Commercial Buildings

- 3.34.1** The provision of sub-stations, pumping houses and other non-commercial buildings will be permitted where required.
- 3.34.2** The design and location of service buildings will meet the relevant statutory undertakers' requirements.
- 3.34.3** Careful consideration regarding the location of such buildings or structures should be given to ensure they do not adversely affect the setting and character of the streetscape, public realm or green infrastructure.

DRAFT



nexus²⁵

DRAFT



architecture
urbanism
landscape

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Nexus 25, Taunton Local Development Order

Transport Appraisal Report

On behalf of **Taunton Deane Borough Council**


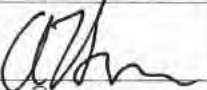
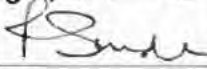


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For and on behalf of Peter Brett Associates LLP				

Revision	Date	Description	Prepared	Reviewed	Approved
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A	22/09/17	Client Issue	CM	AS	RES

This report has been prepared by Peter Brett Associates LLP ('PBA') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which PBA was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). PBA accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

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Executive Summary

Peter Brett Associates LLP has been commissioned by Taunton Deane Borough Council to provide transport support for the Local Development Order (LDO) for a new strategic employment site ('Nexus 25') located adjacent to the M5 Junction 25 in Taunton, Somerset.

This Transport Assessment Report (TAR) sets out the framework delivery strategy for development on this site. This strategy has been agreed in principle with Somerset County Council (SCC) and Highways England (HE) and sets out how this sustainable site will come forward in a staged manner.

The key elements of this strategy are:

- No development on the Nexus 25 site prior to implementation of SCC's improvement scheme for Junction 25 of the M5.
- Minor variations are required to SCC's scheme to ensure that it accommodates the latest version of the Nexus 25 illustrative masterplan.
- The access scheme being currently progressed and providing access to Nexus 25, whilst not delivering the A358 Henlade bypass, doesn't prejudice the ability for one to come forward in the future, should it be progressed by HE / SCC.
- Limited development can be occupied at Nexus 25 once the site access has been provided without further highway mitigation.
- The Creech Castle junction on the A358 Toneway Corridor acts as a capacity restraint for development. A limited scale of development can be occupied at Nexus 25 prior to Creech the Castle junction being improved by SCC.
- This TAR sets out the agreed approach and methodology by which the level of development which can be occupied prior to improvements at the Creech Castle junction can be quantified.
- Given the flexible nature of an LDO it is unclear at the current time what the final development mix and whom the end occupiers on the site will be. Therefore, the TAR has assessed a 'core development' scenario which represents a quantum of development that is considered most likely to come forward at the current time.
- Based on the current illustrative masterplan and the 'core development' scenario, plots 1,2 and 3 could be occupied in advance of the delivery of improvement works to the Creech Castle junction. This mix could be amended within the limits defined by the TAR depending on which parcel of the site comes forward first.
- Transport interventions have been identified which may be delivered as part of the development, including Personalised Travel Planning, public transport improvements, and a new pedestrian / cycle bridge connecting the site to Taunton via Blackbrook Business Park. The benefits that should be realised through these interventions has been quantified within this TAR in terms of how this affects the off-site highway capacity constraints on the development.
- The TAR needs to be read in conjunction with the Framework Travel Plan report which sets out the ongoing management strategy for the site. This identifies the measures which need to be put in place and delivered by the developers in addition to the travel plan monitoring which will need to be undertaken in collaboration with SCC.

PBA considers that there is an appropriate mitigation and intervention strategy capable of accommodating the potential transport impact of the development without resulting in a severe impact on the local highway network. The TAR sets out a series of safeguards and restrictions on the occupation of the development and these will be monitored by the developer in close collaboration with SCC and HE.

It is therefore considered that the development proposals are in accordance with local and national policy requirements.

1 Introduction

1.1 Project Brief

- 1.1.0 Peter Brett Associates LLP (PBA) has been commissioned by Taunton Deane Borough Council (TDBC) to provide transport support for the Local Development Order (LDO) for a new strategic employment site ('Nexus 25') located adjacent to the M5 Junction 25 in Taunton, Somerset.
- 1.1.1 The Nexus 25 site comprises approximately 54 hectares of land located to the east of the M5 motorway, approximately 2.5 miles east of Taunton Town Centre.
- 1.1.2 LDO's are intended to enable local planning to be simplified and flexible under certain circumstances. LDO's are also intended to help attract investment to an area, and to support existing businesses by giving certainty for developers, decreasing timescales and reducing the costs associated with making a planning application.
- 1.1.3 LDO's can be made by local planning authorities to extend permitted development rights, or grant planning permission for specific development proposals or classes of development in a particular area.
- 1.1.4 Given the flexible nature of an LDO it is unclear at the current time what the final development mix and whom the end occupiers on the site will be.
- 1.1.5 The purpose of this TAR is to forecast the potential transport impacts generated by the proposed development, and to provide a framework for how the Nexus 25 site is anticipated to be delivered over the lifetime of the LDO, and how this potentially changes with the implementation of a series of transport interventions and the delivery of planned off-site highway improvements.
- 1.1.6 This TAR should be reviewed alongside the Framework 'Umbrella' Travel Plan (FTP) for the site that has been prepared in accordance with the Somerset County Council (SCC) Travel Plan Guidance, and also supports the LDO.
- 1.1.7 The FTP aims to reduce the environmental impact of Nexus 25 on the surrounding highway network by minimising the number of single occupancy vehicle trips by encouraging users of the site to travel on foot, by cycle, by public transport or car-share instead.
- 1.1.8 The FTP will serve as an overarching travel plan for the development and will set the parameters for the requirement for the Travel Plans for individual plots within the overall Nexus 25 development as and when they come forward in accordance with the LDO.

1.2 Pre-Application Consultation

- 1.2.0 The scope and parameters for the assessment set out in this TAR and the TPF have been agreed with SCC as the local highway authority through an iterative pre-application consultation process where informal advice without prejudice has been given by SCC.
- 1.2.1 The consultation process undertaken with SCC has involved a series of technical meetings with the appropriate officers, and through the submission of PBA's Technical Note 1 dated 6th March 2017 and Technical Note 2 dated 11th April 2017, which were both reviewed by WSP on SCC's behalf.

- 1.2.2 Technical Note 1 contained baseline trip rates and vehicle trip distribution information for the various land uses that potentially could be considered at Nexus 25, and Technical Note 2 explained the approach for taking account of modal shift through the delivery of transport interventions. SCC and HE confirmed that the technical notes were generally acceptable, subject to a number of minor amendments which have been made and the provision of additional clarification which has been given.
- 1.2.3 A further meeting was held with Highways England (HE) officers in regard to the operation and safety of the Strategic Road Network for the same purposes.

1.3 Structure of the Transport Appraisal Report

- 1.3.0 The remainder of this document is structured as follows:
- Chapter 2: This chapter identifies the national and local transport and planning policies that are appropriate to the proposed development site.
 - Chapter 3: This chapter reviews the site conditions in respect of access, location and provision of non-car modes of transport which could be used to access the Nexus 25 development.
 - Chapter 4: This chapter provides a description of the development which forms the LDO.
 - Chapter 5: This chapter demonstrates the forecast baseline trip generation for the development for all modes of transport, prior to any adjustments being undertaken for modal shift achieved through interventions being implemented.
 - Chapter 6: This chapter provides details of the transport interventions that are proposed by the developer in order to reduce the number of vehicle trips generated by the site.
 - Chapter 7: This chapter forecasts how the delivery of each transport intervention could impact on the number of trips generated by users of the development by all modes of transport.
 - Chapter 8: This chapter provides a framework for how the Nexus 25 site is anticipated to be delivered over the lifetime of the LDO and how this potentially changes with the implementation of a series of on-site transport interventions and the delivery of planned off-site highway improvements.
 - Chapter 9: This chapter provides a summary and conclusion to the report.

2 Review of Transport and Planning Policy

2.1 Introduction

- 2.1.0 PBA appreciates that the transportation elements of the scheme needs to be undertaken in a consistent manner in order to take account of the development proposals, policy background and previous studies that have focused on the strategy for development within Taunton and Somerset. It is important that the development accords with all appropriate national and local policy which is outlined within this chapter.

2.2 National Policy

National Planning Policy Framework, 2012

- 2.2.0 The National Planning Policy Framework (NPPF, *Department for Communities and Local Government*, 2012) sets out the Government's economic, environmental and social planning policies for England and replaces previous policy statements issued by the Government, including PPS1 Delivering Sustainable Development and PPG13 Transport. The NPPF articulates the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.
- 2.2.1 The NPPF sets out the Government's commitment to ensuring that the planning system helps to achieve sustainable development. A positive planning system is essential because, without growth, a sustainable future cannot be achieved. Planning must operate to encourage growth and not act as an impediment. Therefore, the NPPF stipulates that *'significant weight should be placed on the need to support economic growth through the planning system'* (Paragraph 19). Furthermore, local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. The relationship between decision-taking and plan-making should be seamless, translating plans into high quality development on the ground.
- 2.2.2 The NPPF sets out 12 Core Planning Principles at Paragraph 17. With regards to the principles that authorities should consider in determining planning applications (rather than those which specifically relate to plan making), the system should:

'Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth'

and,

'actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable;'

- 2.2.3 Paragraph 187 of the NPPF continues to detail the new approach to planning, stating that:

'Local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible. Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.'

- 2.2.4 The Transport section of the NPPF notes the importance that transport policies have in facilitating development but also in contributing to wider sustainability and health objectives. Section 4 of the NPPF states that Transport policies should *'have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives.'*
- 2.2.5 It also states, in paragraph 30, that:
- 'Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.'*
- 2.2.6 The NPPF identifies that planning policies should protect and enhance public rights of way and access. Local authorities should seek opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.
- 2.2.7 The NPPF also states, in Paragraph 32, that:
- *'All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*
 - *The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
 - *Safe and suitable access to the site can be achieved for all people; and*
 - *Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.'*
- 2.2.8 The NPPF identifies that a key tool to facilitate these objectives is a Travel Plan, with all developments which generate significant amounts of movement being required to produce a Travel Plan.

2.3 Local Policy

Taunton Deane Core Strategy, 2011 - 2028

- 2.3.0 The Taunton Deane Core Strategy was adopted in September 2012. The plan sets out the overarching framework for the Borough and its long-term development over the period up to 2028. This section addresses objectives and policies relevant to the LDO.

Strategic Objective 2: Economy

- 2.3.1 Addresses the overall aim of the Core Strategy in terms of the economy; to provide the right conditions and sufficient land in appropriate locations to retain the Borough's high levels of self-containment, re-balance the local economy away from its public sector dominance, promote the growth of the green knowledge economy and raise the overall quality of jobs through related strategies, enabling Taunton and the rest of the Borough to fulfil its true economic potential.
- 2.3.2 In order to enable the Borough to reach its full potential, the Core Strategy seeks to provide sufficiently deliverable land to enable sustainable growth, to avoid unsustainable travel by an increasing residential population needing to commute beyond the Borough to find work.

Strategic Objective 6: Accessibility

- 2.3.3 Aims to improve accessibility between homes, jobs and services and to encourage sustainable travel.

Strategic Objective 8: Environment

- 2.3.4 Aims to maintain and enhance the environment of the LDO area while minimising the need to travel.

Policy CP 2: Economy

- 2.3.5 Aims to meet the forecast growth of around 11,900 net additional jobs in Taunton Deane. It states that to enable the Borough to reach its full economic potential the Core Strategy must provide sufficient, deliverable land in the right place and at the right time to enable sustainable growth (para 3.24). Consideration of a strategic employment site should be taken forward through the Site Allocation DPD and includes the Junction 25 site (para 3.36). Provision will be made for:

- 36.5 ha of land for Class B1 (b) (c), B2, B8 and Sui Generis uses within the Taunton urban area; and
- 49,500 sq. m of additional Class B1a. office space, focused on Taunton Town Centre.

Policy CP 6: Transport and Accessibility

- 2.3.6 Addresses the requirement to improve accessibility to jobs and raises the issue of potential improvements at Junction 25 of the M5 (para 3.87).

Policy SP1: Sustainable Development Locations

- 2.3.7 Proposals should promote principles of sustainable development by: minimising and/or mitigating pressures on the natural and historic environment and valuable natural resources; ensuring that sufficient utilities and infrastructure can be provided to support new development; and directing development away from areas of greatest flood risk wherever possible.
- 2.3.8 The Taunton Urban Area will remain the strategic focus for growth, accommodating at least 9,500 jobs in the Plan period. Key growth sectors are identified and include education and health, business services and distribution.

Policy SP2: Realising the Vision for Taunton

- 2.3.9 Concerned with realising the forecast growth in the local economy, focusing on health, education and the retail and the promotion of the green economy as well as securing improvement to Junction 25 of the M5.

Policy SS8: Taunton Broad Location for Strategic Employment

- 2.3.10 Over the period towards a Plan review in 2016 the Borough Council will work positively with the Business Community and other stakeholders to establish an evidenced need for an additional strategic employment site to meet Taunton's future medium to longer term growth requirements.
- 2.3.11 A number of sites have been proposed for investigation including land around Monkton Heathfield, Junction 25 of the M5 and Comeytrowe.

Development Management Policies

- 2.3.12 The Core Strategy sets out a number of broad development management policies that will be applied at the strategic level across the Borough. Policies relevant to the LDO are summarised in the table below.

Policy	Summary
DM1: General Requirements	Sets out the criteria for development which includes making the most effective and efficient use of land.
DM4: Design	Aims to encourage a sense of place by addressing design at a range of spatial scales using planning documents that relate to each scale.
DM5: Use of Resources and Sustainable Development	States that the Council will require all development to incorporate sustainable design features to reduce their impact on the environment.

Table 2-1 Development management policies

Site Allocation and Development Management Plan (SADMP), 2016

- 2.3.13 The purpose of the SADMP is to set out a range of smaller allocations across the Borough consistent with the Core Strategy and to define development management policies.
- 2.3.14 The J25 Strategic Employment Site emerged through the plan preparation process on the basis of the Core Strategy policy SS8, using Sustainability Appraisal (which considered three locations for such a development) and the relevant evidence base information. As a result of this work, the J25 Strategic Employment Site was demonstrated to be the only site which fulfilled the necessary criteria leading to its inclusion in the SADMP Preferred Options consultation in 2013.
- 2.3.15 The SADMP was subsequently found sound at Examination and was adopted on the 13th December 2016.
- 2.3.16 In December 2015 the Council resolved to progress the implementation of the New Strategic Employment Site at M5 J25 required by Core Strategy policy SS8 through the preparation of a Local Development Order.

Somerset's Future Transport Plan, 2012

- 2.3.17 Somerset's Future Transport Plan sets their transport policy for the next 15 years. It describes the challenges faced and the policies and investments put forward to tackle these challenges. It covers the period between 2011 and 2026 and replaces Somerset's Second Local Transport Plan, which finished in March 2011.
- 2.3.18 Key relevant policies within this document include:
- SUS 3 Smarter Choices - SCC will help people make smarter travel choices. SCC will provide high quality transport information and encourage organisations to develop 'Travel Plans'.
 - SUS 2 Bus and Community Transport Services - SCC will try to maintain essential services in the early years of this plan and work to improve the way services work together and provide better bus information during its later years.

- SUS 4 Cycling - SCC will encourage people to cycle more by helping them to make smarter travel choices and get better cycling skills. SCC will support the provision of appropriate and well connected cycling facilities.
- SUS 5 Walking - SCC will help people make more trips on foot and help people see the benefits of walking.
- ECN 1 Car and Taxi - SCC will work to better manage the traffic on the roads and improve the most congested junctions and routes. SCC will work with developers to try and make sure new developments do not make conditions worse.
- ECN 2 Sustainable Development - SCC will work with developers to ensure they take into account the way people travel, and how people travel, to access services.
- ECN 3 Parking - SCC will help improve parking facilities to encourage more sustainable means of travel. SCC will work to improve the management of parking and help plan new developments appropriately.

2.3.19 Somerset's Future Transport Plan confirms that all new development is required to address its own transport implications and those which are likely to have significant transport implications, are required to prepare Transport Assessments, which determine whether the impact of the development on transport is acceptable.

2.4 Conclusion

2.4.0 A full review has been undertaken to identify the national and local transport and planning policies that are appropriate to the proposed development site.

2.4.1 It is concluded that the LDO development proposals are compliant with current policy and this is demonstrated throughout the remainder of this document.

3 Baseline Transport Conditions

3.1 Introduction

3.1.0 This chapter reviews the site conditions in respect of access, location and provision of non-car modes of transport which could be used to access the Nexus 25 development. Each alternative transport mode will be considered along with its suitability as an alternative to the private car.

3.1.1 It is important to understand the current nature of the site and surrounding areas, as well as the current provision for all modes of transport, in order to better understand how the proposals for the development will complement and enhance what is already there, and build upon existing transport provision.

3.2 Site Location

3.2.0 The Nexus 25 site is located to the east of the M5 motorway, approximately 2.5 miles east of Taunton Town Centre, Somerset. It comprises approximately 54 hectares of land, of which approximately 17 hectares are planned for built development (see **Figure 3-1**).

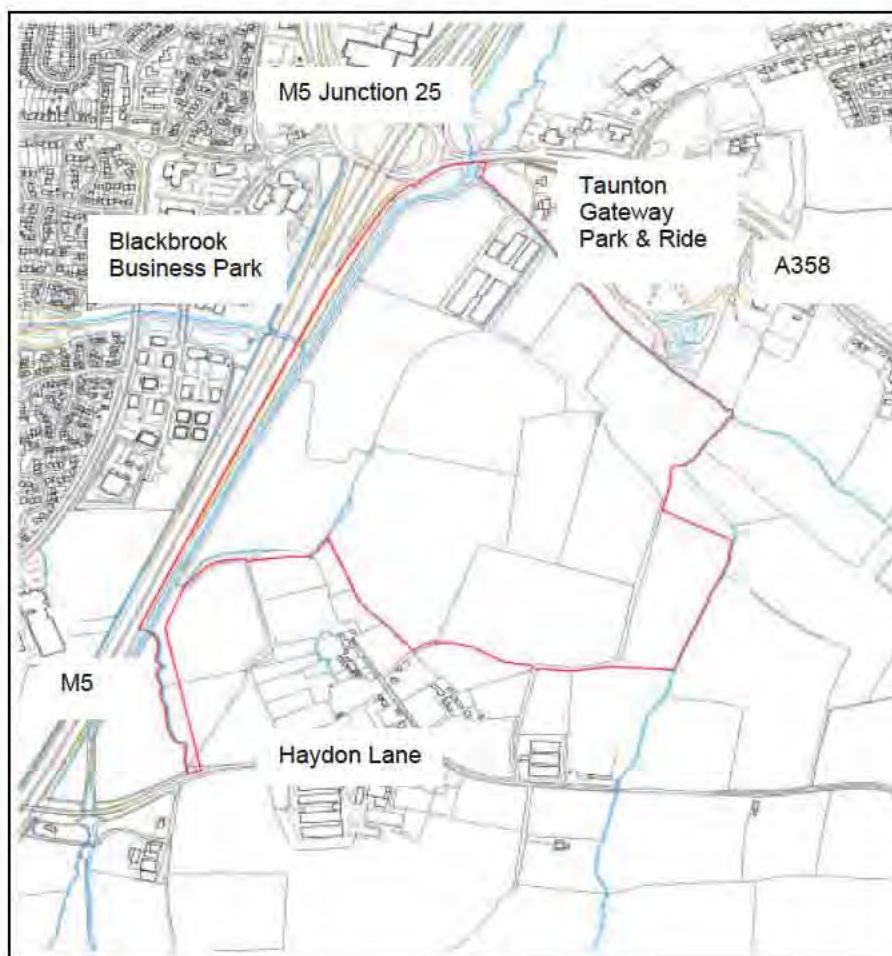


Figure 3-1 Site location

- 3.2.1 The site is located immediately south of Junction 25 of the M5 motorway and bounded by the M5 along its western boundary. Taunton Gateway Park and Ride and Cambria Farm are located immediately to the north east of the site and beyond to the north east is the A358 road. Some buildings associated with Cambria Farm are located within the site boundary. Haydon village is located immediately to the south of the site. Arable fields lie to the east of the site and further to the east is the village of Henlade.
- 3.2.2 Within Taunton, Blackbrook Business Park is located immediately west of the M5 from the site. Beyond the A358 to the north of the site is the Toby Carvery Taunton, Premier Inn Ruishton and also Woodlands Castle, a private function and wedding party venue. Swingrite golf centre is situated adjacent to the site's southwestern boundary.

3.3 Site Access

- 3.3.0 The Nexus 25 site will achieve vehicular access from an improved M5 Junction 25. Junction 25 is proposed to be improved by SCC to increase its capacity, help to reduce existing traffic congestion at peak times and provide access to Nexus 25 as part of a potential strategic highway improvement. The scheme has been designed to accommodate traffic generated by proposed housing and employment growth (including Nexus 25) in Taunton through to 2033.
- 3.3.1 The SCC Junction 25 improvement scheme is included within the baseline conditions on the basis that it provides the only means of access to the development, and because a planning application (ref: 4/38/17/0205) has already been submitted to TDBC in April 2017.
- 3.3.2 The documentation submitted to support the SCC planning application for the Junction 25 improvement scheme defines the proposed development as:
- Widening circulatory roads and signalisation of Junction 25 roundabout
 - Widening Toneway at its junction with the Junction 25 roundabout
 - Construction of a new dual carriageway to the new arm of the roundabout leading to the Nexus 2 site
 - Construction of a new roundabout serving the Nexus 25 site and construction of a new A358 westbound link to Junction 25
 - Construction of new cycleways to maintain the link from Ruishton Lane junction and Blackbrook Business Park on the west side of the Junction 25 roundabout
 - Construction of a dedicated bus lane to link the Gateway Park and Ride to Junction 25
 - Construction of new cycleways to link the Nexus 25 site
 - Provision of directional, wayfinding signs and street lighting
 - Diversion of some right of ways and provision of safe crossing points for pedestrians
 - Landscaping and provision of attenuation systems to collect surface water and gradually discharge to rivers and watercourses
- 3.3.3 The SCC Junction 25 improvement scheme drawing as submitted for planning is included in **Appendix A**.

3.4 Walking and Cycling Accessibility

- 3.4.0 The proposed development is considered to be accessible by walking and cycling modes of transport in the baseline situation following completion of the improvement works at Junction 25.
- 3.4.1 An audit of existing walking and cycling infrastructure across the town has been undertaken and it has been determined that there is an appropriate infrastructure network available between the site and main residential areas within Taunton, which are likely to be the main origin for visitors to the site.
- 3.4.2 It is acknowledged that there are limits to how far end users of the site will be willing to walk and cycle for journeys to work, before alternative modes of transport are preferred. Walking and cycling distances of approximately 2km and 5km respectively are generally considered to be appropriate.
- 3.4.3 The figure included in **Appendix B** shows how the Taunton urban area has been divided into a series of zones which are:
- Zone A: Taunton Station Environs
 - Zone B: Bathpool / Monkton Heathfield
 - Zone C: East Taunton / Holway
 - Zone D: Taunton Town Centre
 - Zone E: Trull & Galmington
 - Zone F: North Taunton
- 3.4.4 Walking and cycling access between the site and each zone is considered below. Each route has been audited against the same criteria to ensure a consistent approach for the assessment. Furthermore, the stated length of each route audited has been measured using Google Earth, and is representative of the approximate distance between the proposed site access roundabout and the centre area of each zone. It is accepted that greater distances will be involved for journeys undertaken from locations on the periphery of zones rather than the centre, however consequently shorter distances will be experienced for trips in the nearside of that zone.

Zone A – Taunton Station Environs

- 3.4.5 The figure in **Appendix C** demonstrates that there are appropriate routes for pedestrians and cyclists travelling between the site and Zone A.
- 3.4.6 **Table 3-1** contains an audit assessment of the route that is considered to represent the most suitable option available to pedestrians and cyclists, so this does not mean it is the only route available. These details can be cross referenced against the plan included in **Appendix C**.

Audit Criteria for Route	Description
Recommended Route	Cross Junction 25 and then head along Blackbrook Park Avenue. Take the traffic free route comprising foot / cycleway to Hamilton Park and then onto Firepool, and then use the two underpasses to avoid the need to cross either the Toneway or the A3038. The recently constructed Firepool access road includes segregated foot / cycleways and crossing points adjacent to the station. On road cycle lanes are also present on Kingston road, to allow cyclists to access the northern entrance to the station via the Firepool / Kingston Rd signalised junction.
Length	Approximately 4km from the primary site access to the central area of the zone using the recommended route.
Signage	Some signage provided on the off road sections. One sign on the road. Blue cycle / pedestrian signs indicate direction to town centre / local areas etc.
Surface	Surfaced for the full length.
Safety	Majority of the route is traffic free. The section on Lambrook Road requires cyclists to use the carriageway, although the road is wide and in a residential setting, so is considered to be appropriate for cycling on the carriageway.

Table 3-1 Pedestrian / cycle accessibility audit between site and Zone A

Zone B – Monkton Heathfield / Bathpool

- 3.4.7 **Table 3-2** contains an audit assessment of the route that is considered to represent the most suitable option available to pedestrians and cyclists, so this does not mean it is the only route available. These details can be cross referenced against the plan in **Appendix D**.

Audit Criteria for Route	Description
Recommended Route	After crossing Junction 25, travel along Deane Gate Avenue before crossing the A358 Toneway via an existing pedestrian and cycle bridge that connects to Hankridge Way. A traffic free route is available from here up to the A38 Bridgwater Road. At this point there are continuous footways along both sides through Bathpool and up to the recently constructed Phase 1 development at Monkton Heathfield. There are sections of off-carriageway cycle lane along this stretch, however cyclists are mainly required to cycle on the carriageway. A high quality shared foot / cycleway network is then provided throughout the Phase 1 development.
Length	Approximately 3.3km from the primary site access to the central area of the zone using the recommended route. Additional facilities are available from the central area into peripheral parts of the zone via the Phase 1 development which includes a network of high quality footway / cycleways. The residential nature of most roads within the zone ensures they are lightly trafficked and experience low vehicle speeds which is considered appropriate for cyclists.
Signage	Good signage, including directions to local centre, town centre and Blackbrook Business Park.
Surface	Surfaced except for a section alongside the River Tone.
Safety	Majority of route will be traffic free and has street lighting.

Table 3-2 Pedestrian / cycle accessibility audit between site and Zone B

Zone C – East Taunton / Holway

- 3.4.8 **Table 3-3** contains an audit assessment of the route that is considered to represent the most suitable option available to pedestrians and cyclists, so this does not mean it is the only route available. These details can be cross referenced against the plan in **Appendix E**.

Audit Criteria for Route	Description
Recommended Route	Cross Junction 25 and then head along Blackbrook Park Avenue. Take the traffic free route comprising segregated foot / cycleway to Severn Drive. From here, Lisieux Way acts as a distributor road for the residential area and there are also traffic free routes connecting to Hamilton Park and Blackbrook Leisure Centre. There are also intermittent traffic free routes through Holway to Richard Huish College, Kings College and Bishop Foxes Secondary School.
Length	Approximately 2km from the primary site access to the central area of the zone using the recommended route. There are a number of shared footway / cycleways providing access to peripheral areas within the zone. The majority of the zone is residential in nature, which provides safe cycling and a high quality footway network throughout.
Signage	Good signage, including directions to local centre, town centre and Blackbrook Bus. Park
Surface	Surfaced for the full length.
Safety	Majority of route will be traffic free and has street lighting.

Table 3-3 Pedestrian / cycle accessibility audit between site and Zone C

Zone D – Taunton Town Centre

- 3.4.9 **Table 3-4** contains an audit assessment of the route that is considered to represent the most suitable option available to pedestrians and cyclists, so this does not mean it is the only route available. These details can be cross referenced against the plan in **Appendix F**.

Audit Criteria for Route	Description
Recommended Route	Cross Junction 25 and then head along Blackbrook Park Avenue. Take the traffic free route comprising segregated foot / cycleway to Severn Drive. From here, Lisieux Way provides a traffic free shared foot / cycleway that extends onto Wordsworth Drive. To prevent cyclists from having to cycle along East Reach (on carriageway) into the town centre, cyclists are directed to follow an alternative 'quiet' route along Queen Street and Alma Street.
Length	Approximately 3.5km from the primary site access to the central area of the zone using the recommended route. The compact nature of the town centre means that the entirety of the zone is readily accessible by walking and cycling, whilst there are also some on- street cycle lanes provided.
Signage	Well signed route. Town Centre directed from Blackbrook Business Park.
Surface	Surfaced for the full length.
Safety	Majority of route will be traffic free and has street lighting.

Table 3-4 Pedestrian / cycle accessibility audit between site and Zone D

Zone E – Trull and Galmington

- 3.4.10 **Table 3-5** contains an audit assessment of the route that is considered to represent the most suitable option available to pedestrians and cyclists, so this does not mean it is the only route available. These details can be cross referenced against the plan in **Appendix G**.

Audit Criteria for Route	Description
Recommended Route	The recommended route is signed via the town centre, as described in Table 3-4. There is however an alternative route along the River Tone that can be used to access the town centre that is predominantly traffic free, although less direct and contains unmade paths. From the town centre there are segregated pedestrian / cycle routes along the A38 Wellington Road with signage to the University Centre Somerset and to Musgrove Hospital. A well signed, predominantly traffic free cycle and pedestrian route continues south into the residential areas of Trull and Galmington.
Length	Approximately 6km from the primary site access to the central area of the zone using the recommended route. Additional facilities available from central area into peripheral areas of the zone. The zone is relatively large but can be accessed via a network of footway / cycleways and lightly trafficked residential roads. In order to access parts of Trull, cyclists are required to travel via Honiton Road which is a relatively well-used route, so it is still considered that the zone is accessible by pedestrian / cycle modes.
Signage	Well signed throughout route. Town Centre directed from Blackbrook Business Park, and signage to Trull / Galmington from the town centre.
Surface	Surfaced throughout route via Town Centre. Unmade on cycle path, although gravel surface suitable for most weather conditions and is well used.
Safety	Off road segregated route ensures high level of safety. Galmington has a good network of cycle routes and lightly trafficked residential roads providing access to local centres, schools and Musgrove Park Hospital. River path route is unlit.

Table 3-5 Pedestrian / cycle accessibility audit between site and Zone E

Zone F – North Taunton

- 3.4.11 **Table 3-6** contains an audit assessment of the route that is considered to represent the most suitable option available to pedestrians and cyclists, so this does not mean it is the only route available. These details can be cross referenced against the plan in **Appendix H**.

Audit Criteria for Route	Description
Recommended Route	Follow the route described in Table 3-1 to access the Station Environs up to the underpasses beneath the Toneway and Obridge Viaduct, before crossing the River Tone onto Winckworth Way / Obridge Road. Alternatively, there is a further route available via the cycle path alongside the River Tone to access Obridge Road. From here, access to the north western side of Taunton can be gained via the town centre route (as included in Table 3-1) and continues on the segregated foot / cycleway on Silk Mills Lane.
Length	Approximately 4.5km from the primary site access to the central area of the zone using the recommended route. An extensive pedestrian footway network provides access to the entirety of the zone. The residential nature of most roads within the zone ensures they are lightly trafficked and experience low vehicle speeds which is considered appropriate for cyclists.
Signage	Good signage to Railway Station / Firepool. Less visible signage within Priorswood and Staplegrove. Some signs directing towards the town centre.
Surface	Surfaced. Path via river is unmade, although gravel surface and is well used.
Safety	Predominantly off road to the Railway Station. North of the railway line there are intermittent cycle facilities, although plenty of crossing points on Priorswood Road and residential areas to the north are lightly trafficked with low speeds.

Table 3-6 Pedestrian / cycle accessibility audit between site and Zone F

- 3.4.12 The large majority of Taunton is located within 6km of Nexus 25 and is therefore considered to be accessible by cycle, particularly as this audit has demonstrated that there is an appropriate existing cycling infrastructure network already in place.
- 3.4.13 Walking is only likely to be a realistic travel option for journeys up to around 2km in distance (although it is recognised that particularly for commuters some journeys will be longer), and so alternative modes of transport are likely to be preferred for some longer journeys. Similarly, walking and cycling may be less likely for journeys to the site from smaller settlements surrounding the site, particularly those located to the east of the M5 motorway where infrastructure is more limited. However, the potential for journeys to be undertaken by park and ride services and local bus services is considered further within this chapter and also within the development proposals chapter.

3.5 Public Transport Accessibility

- 3.5.0 The nearest bus stops to the site are located approximately 700m from the centre of the development at the existing Taunton Gateway Park and Ride (P&R) facility which will be readily accessible from the site via walking and cycling routes. The P&R is understood to be operating with some spare capacity at present, so there is considered to be good potential for end users to access the site via this mode of transport.
- 3.5.1 There are additional bus stops located on the A358 adjacent to the P&R access. These stops provide access to a wider range of local bus services that connect to a number of surrounding destinations.
- 3.5.2 **Tables 3-7 and 3-8** summarise the bus services that can be accessed close to the site from the P&R and on the A358.

Bus Service	Destinations	Weekday Frequency (First and Last service)	Saturday Frequency (First and Last service)	Sunday Frequency (First and Last service)
Taunton Park and Ride	Taunton Town Centre, Silk Mills P&R	Every 12 mins during peak, every 15 mins off peak (06:45 & 19:15)	Every 15 mins throughout day (07:30 & 18:15)	No Service

Table 3-7 Summary of Park and Ride services

Bus Service	Destinations	Weekday Frequency (First and Last service)	Saturday Frequency (First and Last service)	Sunday Frequency (First and Last service)
No. 29	Taunton - Wells	Every 2 hours (07:49 and 18:00)	Every 2 hours (08:02 and 18:00)	No Service
No. 30	Taunton – Axminster	Every 90 Mins (05:44 and 20:01)	Every 90 Mins (05:44 and 20:01)	No Service
No. 51	Taunton – North Curry – Stoke St. Gregory - Athelny	Every 2 Hours (08:12 and 18:11)	Every 2 Hours (08:12 and 18:11)	No Service
No. 54	Yeovil – Somerton – Langport - Taunton	Hourly (05:44 and 19:49)	Hourly (05:44 and 19:49)	No Service
N10/N10C	Taunton – Ilminster - Martock	Approx. 2 Hourly (09:09 – 16:41)	Approx. 2 Hourly (09:57 – 16:36)	No Service

Table 3-8 Summary of local bus services accessible from the A358

- 3.5.3 These tables summarise the services that are available on the A358 from bus stops within the 2km walking distance of the proposed development. The available services connect the site to Taunton Town Centre and some surrounding settlements throughout the day, via all of the routes that stop in close proximity to the site. These services also operate during the peak periods and so could reasonably be used for journeys to work.
- 3.5.4 Taunton Railway Station is located on the north side of the town centre at a distance of approximately 4km from the primary site access for Nexus 25.
- 3.5.5 Great Western Railway operates a typically hourly service through Taunton between London Paddington and destinations such as Exeter St Davids, Paignton, Plymouth and Penzance. The same operator provides an hourly service to Bristol Temple Meads and Cardiff Central via Weston-super-Mare.
- 3.5.6 CrossCountry operates at least an hourly service during the daytime between Plymouth, Bristol Temple Meads, Birmingham New Street and the North. Most trains run through to Edinburgh Waverley via Leeds, with some extensions through to either Glasgow Central or Dundee & Aberdeen.
- 3.5.7 The station is considered to be accessible by bike and should be a realistic travel option for some end users of the site due to the reasonably high frequency and coverage of services available throughout the day from Taunton station.

3.6 Local and Strategic Road Network

M5

- 3.6.0 M5 Junction 25 is located immediately to the north west of Nexus 25 and following completion of the improvements proposed by SCC will comprise a large six-arm grade separated roundabout with a three lane circulatory carriageway beneath the motorway mainline. The motorway off-slip arms operate under full time signal control to reduce traffic queuing back onto the motorway mainline at peak times.
- 3.6.1 M5 Junction 25 is heavily used at peak times and carries a total traffic volume of around 5,000 vehicles during the weekday peak hours. Average hourly inter-peak volumes are in the order of 3,500 vehicles with about 6% of traffic being HGV's. Junction 25 experiences traffic congestion at peak times and is therefore proposed to be improved by SCC (as previously explained).
- 3.6.2 The improved junction will provide additional facilities for non-motorised users and a new cycle and footpath will be provided around the southern side of the junction.

A358 East

- 3.6.3 The A358 on the eastern side of M5 Junction 25 passes to the north of Nexus 25. It extends to the south east of the site as far as the Southfields roundabout, and intersects at this point with the A303 which forms part of the Strategic Road Network.
- 3.6.4 The A358 / A303 corridor represents the most direct main route between the south west and the south east. However, the A358 between Taunton and Southfields roundabout currently comprises of a mix of dual and single lane carriageway, which leads to localised congestion, impacting adversely on journey times and journey time reliability.
- 3.6.5 In its Road Investment Strategy, the government identified a need to transform the A358 / A303 corridor into an expressway, a new type of strategic road which is as safe and reliable as a motorway. Highways England are currently in the process of consulting the public on their preferred improvement scheme.

A358 West

- 3.6.6 To the west of the Junction 25, the A358 is a dual carriageway known locally as the Toneway Corridor. This route provides access to the Taunton urban area. Along this corridor there is a three arm compact roundabout that provides access to the Hankridge Farm retail park and a large signalised crossroads junction (known locally as the Creech Castle junction) that links the A358 with the A38 which passes through Monkton Heathfield, Bridgwater and beyond. Further to the west, there is another roundabout (known locally as the Wickes roundabout) that provides an access route into the centre of Taunton.
- 3.6.7 The Toneway Corridor currently experiences some congestion at peak times, however there are intentions to deliver improvements to junctions following completion of the Junction 25 improvement. This issue is considered in further detail later in this report.

Haydon Lane

- 3.6.8 Haydon Lane is a single carriageway lane located immediately to the south of Nexus 25 and takes a broad east west alignment and running almost parallel to the A358 East. At its eastern end, Haydon Lane becomes Greenway Lane at its junction with Stoke Road, while to the west of the site, it passes over the M5 motorway and intersects with Chestnut Drive which forms a distributor road for the Holway / Blackbrook area of Taunton.

3.7 Collision Analysis

- 3.7.0 Personal Injury Collision (PIC) data was obtained from SCC for the most recently available five-year period between 01/04/2012 and 31/03/2017. The study area assessed is reasonably large and includes the Toneway Corridor between (and inclusive of) Wickes Roundabout and Junction 25. It also includes the section of the A358 from the M5 to Henlade.
- 3.7.1 The headline findings of the collision analysis are set out below, while the detailed collision data records and collision scatter plot are included in [Appendix I](#).
- 3.7.2 Within the large study area, a total of 61 collisions were recorded with 54 classified as 'slight' and seven as 'serious' in terms of severity of injury. This equates to an average of 12 collisions per year.
- 3.7.3 The large majority of collisions to have occurred were located at or close to junctions. There were no fatal collisions recorded during this time-period. In terms of casualties, seven were motorcycle riders, two were pedal cyclists, and one was a pedestrian.
- 3.7.4 The most frequent location for collisions was at Junction 25 with 26 collisions recorded, two of which were classified as 'serious'. The majority of the collisions to have occurred at this location were rear end shunts whilst drivers were either waiting to enter the roundabout or were stationary on the motorway slip roads. It is however considered that this issue does not require further investigation at this time due to SCC's proposals to implement an improvement scheme at Junction 25 which should mitigate this issue.
- 3.7.5 Two 'serious' collisions occurred on the A358 between the M5 and Ruishton Lane, close to the location of the proposed site access. Both collisions involved a motorcyclist and a car, with one driver running a red light, and the other failing to give way when exiting the Park and Ride. It is however considered that this issue does not require further investigation at the current time due to SCC's proposals to implement an improvement scheme at Junction 25, which will also involve modifications to the existing road layout around the Park and Ride access, and because both collisions are likely to have been caused by driver error.
- 3.7.6 The Creech Castle junction was the location for 15 collisions over the five-year period. Of the collisions to occur, two were categorised as 'serious' and the remainder were 'slight'. The large majority of the recorded collisions at this junction involved rear end shunts when a car was stationary or slowing at traffic lights. It is however considered that this issue does not require further investigation at the current time because SCC has already secured public funding to improve this junction, and are in the process of developing a scheme.
- 3.7.7 A further 11 collisions occurred at the Wickes Roundabout, with one of these being 'serious' and the remainder 'slight'. It is however considered that this issue does not require further investigation at the current time because this equates to an average of just 2 collisions per year, and the majority of collisions involved drivers failing to give way upon entering the roundabout or rear end shunts, so are likely to have been caused by driver error.

3.8 Conclusion

- 3.8.0 This chapter has reviewed the existing conditions in the vicinity of the site and the following conclusions are made:
- The Nexus 25 site will achieve vehicular access from an improved M5 Junction 25. Junction 25 is proposed to be improved by SCC to increase its capacity, help to reduce existing traffic congestion at peak times and provide access to Nexus 25 as part of a potential strategic highway improvement.
 - The SCC Junction 25 improvement scheme is included within the baseline conditions on the basis that it provides the only means of access to the development, and because a planning application has already been submitted to TDBC in April 2017. Subject to minor modifications it provides an appropriate access to Nexus 25.

- The proposed development is considered to be accessible by walking and cycling modes of transport in the baseline situation following completion of the improvement works at Junction 25.
- An audit of existing walking and cycling infrastructure across the town has been undertaken and it has been determined that there is an appropriate infrastructure network available between the site and main residential areas within Taunton, which are likely to be the main origin for visitors to the site.
- The large majority of Taunton is located within 6km of Nexus 25 and is therefore considered to be accessible by bike, particularly as the baseline audit has demonstrated that there is an appropriate existing cycling infrastructure network already in place.
- Walking is only likely to be a realistic travel option for journeys up to around 2km in distance, and so alternative modes of transport are likely to be preferred for some longer journeys. Similarly, walking and cycling may be less likely for journeys to the site from smaller settlements surrounding the site, particularly those located to the east of the M5 motorway where infrastructure is more limited. However, the potential for journeys to be undertaken by park and ride services and local bus services is considered further within this chapter and also within the development proposals chapter.
- The nearest bus stops to the site are located approximately 700m from the centre of the development at the existing Taunton Gateway Park and Ride facility which will be readily accessible from the site via walking and cycling routes. The P&R is understood to be operating with spare capacity at present, so there is considered to be good potential for end users to access the site via this mode of transport. The Park and Ride provide a high frequency service (approximately every 12 minutes Monday to Saturday) to Taunton Town Centre throughout the day.
- There are additional bus stops located on the A358 adjacent to the P&R access. These stops provide access to a wider range of local bus services that connect to a number of surrounding destinations.
- Taunton Railway Station is located in the town centre at a distance of approximately 4km from Nexus 25 by road. The station is considered to be accessible by bike and should be a realistic travel option for some end users of the site due to the reasonably high frequency and coverage of services available throughout the day from Taunton station.
- The site is well located to access both the local and strategic road network.
- PIC data has been obtained from SCC in relation to a large study area surrounding the site. A total of 61 collisions were recorded with 54 classified as 'slight' and seven as 'serious' in terms of severity of injury. This equates to an average of 12 collisions per year. There were no fatal collisions recorded during the five-year time period assessed.
- The large majority of collisions to have occurred were located at or close to the Wickes Roundabout, Creech Castle junction and Junction 25. However, it is concluded that the majority of collisions to have occurred were rear end shunts or side impacts resulting from drivers failing to give way appropriately. This in combination with the fact that Junction 25 and the Creech Castle junction are both planned to be improved, means that there should be no requirement to undertake further road safety investigations at this time.

4 Development Proposals

4.1 Introduction

- 4.1.0 The LDO, once adopted by TDBC, will grant planning permission exclusively for the erection of buildings and / or the use of land and associated development as set out in this chapter. Further details are also provided in the LDO document and the accompanying Design Guide.
- 4.1.1 The Design Guide sets out the minimum applicable standards to be applied to the Nexus 25 development. Its purpose is to ensure that a high and consistent standard of design is maintained throughout the scheme to provide a sustainable and stimulating working environment whilst at the same time enabling the diverse requirements of individual occupiers to be met.
- 4.1.2 This chapter provides a description of the development to be approved and should be read in conjunction with the parameter plan provided in [Appendix J](#). The parameter plan sets the parameters within which development at the site will be delivered and has formed the basis of all technical assessments.
- 4.1.3 The LDO has been prepared to help streamline the planning process and enable development of Nexus 25. The Nexus 25 masterplan seeks to deliver a strategic employment site to support the future growth needs of Taunton.
- 4.1.4 The design objectives underpinning the masterplan are driven by four key objectives including:
- Creating a pleasant and experientially rich working environment – first and foremost the site will aim to deliver a high quality working environment for businesses and employees.
 - Creating a ‘green’ and sustainable development – the site will be a landscape led development to provide generous and connected green campus that enriches both the working environment and preserves existing landscape features and enhances biodiversity. Sustainable approaches to external drainage, building design and transport are also key components.
 - Creating a connected development – the site will aim to maximise connectivity with Taunton urban area and the surrounding region. An improved junction linking the scheme to the M5, as well as new bus connections, and pedestrian and cycle links will ensure that the scheme is accessible by all modes of transport.
 - Creating a flexible and deliverable development – the site will offer flexibility to ensure that development can be delivered in a commercial, viable and adaptive manner.

4.2 Development Parameters

- 4.2.0 The development to be approved is shown in the parameter plan and is summarised in terms of permitted land uses in [Table 4-1](#).

Use Class	Definition	Limitations
A1	Shops- shops, retail warehouses, showrooms.	Ancillary use with limited floorspace
A3	Restaurants and cafes	Ancillary use with limited floorspace
A4	Drinking establishments	Ancillary use with limited floorspace
B1	B1 (a) An office other than a use within class A2 B1 (b) Research and development of products or processes B1 (c) For any industrial process	
B2	General industrial	
B8	Use for storage or as a distribution centre- Storage Logistics Centre	
C1	Hotels and hostels	
C2	Residential institutions - provision of residential accommodation and care to people in need of care, hospital or nursing home, residential school or training school.	
D1	Non-residential institutions - medical or health service, crèche, education, public hall.	
D2	Assembly and leisure	Gymnasium only
Sui Generis	Any use other than listed above	Motor car showrooms only

Table 4-1 Development permitted by the LDO

- 4.2.1 An indicative masterplan has been prepared to illustrate how these parameters may be delivered at the site. The masterplan is only indicative and provides one illustration of how the site could be delivered within these parameters. This TAR has been based on the parameter plans, rather than the indicative masterplan. The indicative masterplan is however provided for information in [Appendix K](#).
- 4.3 'Core Development' Scenario
- 4.3.0 Given the flexible nature of an LDO it is unclear at the current time what the final development mix and whom the end occupiers on the site will be. However, in order to forecast what the potential traffic impact of the development could be, it has been necessary to take the maximum floorspace figures per plot (shown on the parameter plan) and make assumptions about how these could be divided between the permissible land uses. This is referred to as the 'core development' scenario as it represents a quantum of development that is considered most likely to come forward at the current time.
- 4.3.1 A strategy has been developed and will be implemented to monitor how the development is built out over time so that the actual traffic impacts generated can be monitored. This will be especially important to understand if the development build out does not fully reflect the assumptions that have been made for the 'core development' scenario.
- 4.3.2 **Table 4-2** provides a summary of the 'core development' scenario that has been assessed within the TAR. Supporting ancillary uses such as local convenience facilities that could also come forward have been excluded as they are likely to generate internal trips only that would remain within the site.

Land Use	Plot 1	Plot 2	Plot 3	Plot 4	Plot 5	Plot 6	Total
B1 a/b	16,057 m ² GFA	2,963 m ² GFA	3,111 m ² GFA		7,407 m ² GFA	7,827 m ² GFA	37,365 m ² GFA
B1c / B2		2,963 m ² GFA	3,020 m ² GFA	1,997 m ² GFA			7,980 m ² GFA
B8 warehousing storage		2,963 m ² GFA		1,997 m ² GFA			4,960 m ² GFA
B8 commercial warehousing		2,963 m ² GFA		1,997 m ² GFA			4,960 m ² GFA
C1 hotel			3,020 m ² GFA			7,827 m ² GFA	10,847 m ² GFA
C2 hospital					7,189 m ² GFA		7,189 m ² GFA
D1 education					7,189 m ² GFA		7,189 m ² GFA
Sui generis – car showroom		2,963 m ² GFA		1,997 m ² GFA			4,960 m ² GFA
Total	16,057 m ² GFA	14,817 m ² GFA	9,150 m ² GFA	7,989 m ² GFA	21,785 m ² GFA	15,653 m ² GFA	85,451 m ² GFA

Table 4-2 'Core development' scenario

4.4 Site Access Arrangements

Primary Access

- 4.4.0 As previously set out, the Nexus 25 site will achieve vehicular access from an improved M5 Junction 25. Junction 25 is proposed to be improved by SCC to increase its capacity, help to reduce existing traffic congestion at peak times and provide access to Nexus 25 as part of a potential strategic highway improvement. The scheme has been designed to accommodate traffic generated by proposed housing and employment growth (including Nexus 25) in Taunton through to 2033.
- 4.4.1 The ability of the SCC scheme to provide access to the site which can deliver strategic employment growth for Taunton was key to SCC securing funding for the scheme.
- 4.4.2 SCC submitted a planning application (ref: 4/38/17/0205) for the Junction 25 improvement scheme in April 2017, and expect for construction to commence in 2018 if approval is granted.

- 4.4.3 Whilst the SCC improvement scheme will result in substantial changes to the road network, it will also provide improved provisions for buses via a dedicated lane into the park and ride, and enhanced facilities for pedestrians and cyclists which will make it easier and safer to cross the motorway junction and move between the site and Taunton's urban area, minimising severance.

Relationship with Highways England A358 Taunton to Southfields Improvements

- 4.4.4 Highways England is currently progressing a trunk road improvement scheme which includes the upgrading to dual carriageway of the A358 between its junction with the A303 to the east, and the M5 at Taunton.
- 4.4.5 The recent Highways England consultation exercise included a single option which included a new section of off-line road between the existing A358 at West Hatch, and a new junction with the M5 close to Killams Avenue on the south side of Taunton. The consultation option did not include a spur providing a direct connection from this new road to Nexus 25 and M5 Junction 25.
- 4.4.6 Highways England have not precluded the provision of a connection by others, if for example a developer proposed and funded such a connection. Amongst other matters, The Council responded in the strongest terms urging Highways England to provide such a direct link in further iterations of the scheme. It must however be noted that whilst the consultation route passes not far to the south of the Nexus 25 site, and that the provision of a direct link is considered to be advantageous, the delivery of Nexus 25 is in no way dependent on this trunk road scheme, furthermore, Nexus 25 does not prejudice an A358 scheme from coming forward.
- 4.4.7 If the HE are inclined to link the A358 improvements with the SCC Junction 25 scheme, there will be an opportunity to do this via the proposed roundabout that will be constructed adjacent to Junction 25 to serve as an access to the site. This roundabout has been designed in such a way that it will allow an eastern arm to be constructed to form a connection with the HE scheme if this is required as can be seen in **Drawing 38488-SK02** included in **Appendix L**.
- 4.4.8 It is clear that whilst there appears to be an intention to improve the A358 between Taunton and Southfields, there is still considerable uncertainty at the time of writing the TAR, over the details of the final scheme and the associated timescales for this being progressed. On this basis, and unlike the SCC Junction 25 improvement scheme where a planning application has already been submitted, this uncertainty means that the HE scheme cannot be treated as a 'committed scheme' within the assessments that follow later in this report.

Pedestrian / Cycle / Emergency Access

- 4.4.9 Whilst the improved Junction 25 will represent the primary access for Nexus 25, further pedestrian and cyclist access will be available from Haydon Lane on the southern boundary of the site. A shared foot / cycleway will be available from the southern access and will continue throughout the internal layout of the site. It will also extend up to the primary access where it will tie into the shared foot / cycleway that forms part of the SCC Junction 25 scheme.
- 4.4.10 Emergency access will also be provided via the Haydon Lane access at the southern boundary of the site. The link will need to be provided to an appropriate design specification such that it can potentially accommodate emergency vehicles including a fire tender. The access will require bollards (or similar) at either end to ensure that private vehicles cannot access the site via the link.

Potential M5 Pedestrian and Cycle Bridge

- 4.4.11 It is anticipated that a reasonable proportion of employees at the proposed development will live within Taunton on the west side of the M5, and hence good connections between the site and the west of the M5 are vital to ensure sustainable travel options are not only viable but attractive.
- 4.4.12 Consideration is being given to construction of a pedestrian and cycle bridge over the M5 connecting to Blackbrook Business Park on the western boundary of the site.
- 4.4.13 Taunton has a well-established network of pedestrian / cycle facilities which run from the town centre to the western side of the M5, which the bridge would facilitate a safe, attractive and traffic-free connection to. The connection would be made through Blackbrook Business Park, providing a route for cross-visitation between the sites and the ability for employees at either site to use the facilities at the other.
- 4.4.14 Whilst the construction of this infrastructure would benefit the development and the wider area, it is not strictly required in order to make the LDO acceptable on the basis that this report has already demonstrated that the site will be accessible on foot for some short journeys and by bike from the main residential areas of Taunton in the baseline situation.
- 4.4.15 Whilst the pedestrian and cycle bridge is not fundamental to the scheme, the additional benefits and opportunities it could provide means that it remains an aspiration to the LDO, and is the focus of further technical investigations. Further potential funding options are also being considered.
- 4.4.16 It therefore does not form part of the LDO and would be brought forward as a separate planning application if necessary.
- 4.4.17 On the basis that there is considered to be some potential for the pedestrian and cycle bridge to come forward, this infrastructure is considered further within the remaining chapters.

Potential Public Transport Access

- 4.4.18 There are two Park and Ride sites in Taunton; one at Silk Mills on the west side of Taunton and another, Taunton Gateway, which is on the east side of Taunton, directly to the north of the proposed development. These sites operate Monday to Saturday and provide services every 12 minutes at peak times and every 15 minutes off-peak.
- 4.4.19 Given the high frequency of existing park and ride services and convenient access from the site (approximately 700m from the centre of the development), there is considered to be excellent accessibility between the site and Taunton Town Centre. It is however accepted that there is currently relatively limited accessibility between the site and existing residential areas and planned growth areas located on the edge of town by local bus services.
- 4.4.20 There is potential to deliver bus service improvements through the development proposals to improve accessibility between the site and edge of town locations. It is envisaged that these improvements could be funded by the developer and secured through the Section 106 Agreement, and then procured by SCC's Public Transport team.
- 4.4.21 The exact details of the proposed improvements have not been determined at the current time as discussions with SCC, whom are working on a wider bus strategy for Taunton, are still ongoing. However, it is considered that it could be necessary to introduce a bespoke Nexus 25 shuttle service that would operate between the centre of the development, potentially the Gateway Park and Ride, and also various residential areas located beyond the town centre.

- 4.4.22 This option requires further investigation and discussion with SCC, however this would need to be designed to have maximum impact in terms of improving the site's accessibility. The investigations that will be undertaken will need to cover matters such as the desired level of service, route coverage, timing of delivery in terms of when there is likely to be sufficient critical mass from end users, and what the demand for the service is likely to be as this will impact on the number of shuttles required. It is recognised that some of this information will only become available as plots are occupied and end users are known.

4.5 Internal Site Layout

Footpaths and Cycleways

- 4.5.0 A network of footpaths and cycleways will be provided throughout the site, both along and between roads, to ensure permeability for both pedestrians and cyclists and direct routes to all destinations across the site. The design of the facilities will be developed to ensure they are high quality and thus promote travel by these modes of transport.
- 4.5.1 It will be possible to provide a high quality, segregated footway cycleway through the centre of the development area in the event that the M5 bridge is delivered as land has been safeguarded to allow for this.
- 4.5.2 All on-site roads will be provided with a footway on one side and a shared foot / cycleway on the opposite side to remove cyclists from the carriageway.
- 4.5.3 Crossings throughout the site will generally be uncontrolled with dropped kerbs and tactile paving. At locations where pedestrian / cyclist activity is anticipated to be high, for example in and around the central hub, crossings may be provided on a raised table to infer a priority for sustainable modes of transport.

Public Transport

- 4.5.4 The layout of the site will allow buses / shuttles to circulate through the site, using the primary roads to ensure the best distribution of pick-up/drop-off points and easy access for all users to the public transport network. Services would route to a central transport hub, which is likely to have ancillary uses such as shops and cafes adjacent to various sustainable transport facilities.
- 4.5.5 In the event that bus / shuttle services operate from the site, it will be necessary to provide bus stop and passenger waiting infrastructure. Any bus stops situated within the development site would be equipped with the following:
- A high quality, 3 sided shelter
 - Seating and lighting
 - Comprehensive timetable information, with the potential for including network maps and fare details
 - A flag indicating services calling at the stop
 - Real Time Passenger Information screens indicating departure times of the next bus
 - A raised kerb to allow the less mobile or those with pushchairs to access the bus easily
 - 'Bus stop' lay-by / bus cage road markings

- 4.5.6 Provision of these facilities and their prompt maintenance and repair will ensure that the point of access to bus services is kept to a high standard and will act as an attractor to public transport services within the development. On-site bus stop infrastructure will be installed in line with the delivery of the associated highway infrastructure.

Parking Standards

- 4.5.7 Parking across the site will be provided in line with Taunton Deane Borough Council's (TDBC) standards which are provided in Appendix E of the Site Allocations and Development Management Plan, adopted in December 2016. Specifically, the 'Taunton urban area outside the town centre, including urban extensions' standards will be applied. However, as parking policy and standards can vary over time, the amount of parking for each subsequent plot will be determined at the detailed design stage, taking into account the TDBC published standards at that time.
- 4.5.8 This approach towards on-site parking provision was discussed with both TDBC and SCC as part of pre-application scoping discussions. It should also be noted that the application of TDBC standards rather than SCC's Parking Strategy standards will result in slightly reduced levels of car parking across the site and will serve to encourage travel by other more sustainable modes.
- 4.5.9 SCC's Parking Strategy also provides guidance relating to the design and management of parking spaces in new developments. Minimum dimensions for various parking layouts are provided alongside guidance relating to the provision of disabled bays, bays designated for car share users and bays with electric charging points for electric vehicles. These will need to be provided across the site and will also be detailed as each subsequent application is submitted.
- 4.5.10 Cycle and motorcycle parking will need to be provided at all individual units and also at key communal destinations such as the Nexus hub. High quality cycle storage facilities will be provided at all locations and will most likely comprise of Sheffield cycle stands with a canopy, and be located in highly accessible and prominent locations where there will be good natural surveillance as well as CCTV.

4.6 Conclusion

- 4.6.0 The proposed access strategy and improvements will create a permeable layout that allows this development to be well connected to Taunton town centre, existing residential areas of Taunton which are likely to be the main origin for visitors to the site, and the existing walking and cycling network.

5 Baseline Trip Generation & Distribution

5.1 Introduction

5.1.0 This chapter explains the methodology that has been followed to forecast the baseline trip generation for the development for all modes of transport, prior to any adjustments being undertaken for modal shift achieved through interventions being implemented. This chapter also explains how vehicle trips generated by the development are forecast to distribute around the road network surrounding the site.

5.1.1 The information set out in this chapter was presented in Technical Note 1 dated 6th March 2017 that was submitted to and agreed by SCC and HE (subject to some minor comments which have been addressed) at the scoping stage.

5.2 Person Trip Rates

5.2.0 The TRICS database (version 7.3.4) has been used to derive weekday AM and PM peak hour person trip rates for each land use. **Table 5-1** demonstrates the TRICS land use categories that have been used, while **Table 5-2** contains the resultant person trip rates.

Land Use	TRICS Land Use Category
B1 (a) offices	02-Employment: B-Business Park
B1 (b) workspaces	02-Employment: B-Business Park
B1 (c) light industry	02-Employment: D-Industrial Estate
B2 general industry	02-Employment: D-Industrial Estate
B8 warehouse (storage)	02-Employment: Warehousing (self-storage)
B8 warehouse (commercial)	02-Employment: Warehousing (commercial)
C1 hotel	06: Hotel, Food and Drink: A-Hotels
D2 (e) gymnasium	Will form part of hotel and therefore represents an ancillary use so not assessed as a standalone trip generator
D1 medical	05: Health: B-General hospital w/out casualty
D1 higher education	04: Education: C-College / university
Sui generis (car showroom)	Car showroom

Table 5-1 TRICS categories

Land Use	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Calculation Factor
	Arrival	Departure	Total	Arrival	Departure	Total	
B1 (a) offices	2.541	0.452	2.993	0.376	2.024	2.400	100 sqm GFA
B1 (b) workspaces	2.541	0.452	2.993	0.376	2.024	2.400	100 sqm GFA
B1 (c) light industry	0.945	0.475	1.420	0.218	0.741	0.959	100 sqm GFA
B2 general industry	0.945	0.475	1.420	0.218	0.741	0.959	100 sqm GFA
B8 warehouse (storage)	0.173	0.173	0.346	0.155	0.161	0.316	100 sqm GFA
B8 warehouse (commercial)	0.092	0.032	0.124	0.036	0.107	0.143	100 sqm GFA
C1 hotel	0.188	0.645	0.833	0.442	0.223	0.665	Per 1 bedroom
D1 medical	1.344	0.292	1.636	0.232	0.327	0.559	100 sqm GFA
D1 higher education	2.826	0.355	3.181	0.687	1.459	2.146	100 sqm GFA
Sui generis (car showroom)	0.983	0.455	1.438	0.433	0.748	1.181	100 sqm GFA

Table 5-2 Weekday AM and PM peak person trip rates

5.2.1 **Appendix M** contains detailed TRICS output reports that demonstrate the site selection criteria adopted to derive the person trip rates for each use.

5.3 Modal Share Profiles

5.3.0 Weekday peak hour modal share profiles for each land use have been generated so that they can be applied to the person trip rates to provide trip generation by mode of transport. **Table 5-3** explains how each modal share profile has been derived.

Land Use	Modal Share Source
B1 (a) offices	2011 Census using Method of Travel to Work Dataset (for workplace population) – Taunton Deane 006 MSOA selected.
B1 (b) workspaces	
B1 (c) light industry	
B2 general industry	Staff trips: as above but with homeworking removed. Operational trips: assumes all 'vehicle driver' trips.
B8 warehouse (storage)	
B8 warehouse (commercial)	
C1 hotel	TRICS database version 7.3.4; average of AM and PM peak hours
D1 medical	TRICS database version 7.3.4; average of AM and PM peak hours
D1 higher education	TRICS database version 7.3.4; average of AM and PM peak hours
Sui generis (car showroom)	Assumes 100% 'vehicle driver' trips

Table 5-3 Weekday AM and PM peak baseline modal share source information

5.3.1 **Table 5-4** provides baseline modal share profiles for each land use.

Mode of Transport	B1a & b (Staff Trips)	B1c, B2 & B8 (Staff Trips)	B1c, B2 & B8 (Operating Trips)	C1 Hotel	D1 Medical	D1 Higher Education	Car Showroom
Walk	8.5%	8.5%	0.0%	10.5%	11.4%	9.3%	0%
Cycle	5.2%	5.2%	0.0%	2.2%	1.1%	2.4%	0%
Train ¹	0.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0%
Bus	2.4%	2.4%	0.0%	0.0%	3.2%	15.8%	0%
Vehicle Passenger	5.8%	5.8%	0.0%	23.5%	16.3%	15.5%	0%
Vehicle Driver	77.7%	77.7%	100.0%	63.8%	68.0%	57.0%	100%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 5-4 Weekday AM and PM peak baseline modal share profiles

5.3.2 The modal share profiles derived from the TRICS database and 2011 Census are not considered to be fully representative of the location of Nexus 25 in the sense that the site is located on the edge of town and next to the M5 motorway that currently serves as a partial barrier to movement by walking and cycling. In particular, the walking modal share figures for most of the land uses are considered to be unrealistically high for the reasons stated.

5.3.3 Manual adjustments to the modal share figures have been undertaken by capping the walk share at an arbitrary 1.5% to reflect the low potential for walking trips under baseline conditions, with the difference redistributed proportionally across the bus, cycle, vehicle passenger and vehicle driver modes (so they all increase).

¹ Census modal share data is based on the mode of transport that is used for the greatest part of a journey to work, so in this instance, some employees are assumed to arrive / depart Taunton train station and use another mode to get to/from Nexus 25

- 5.3.4 **Table 5-5** provides a summary of the modal share profiles for each land use after these adjustments have been made.

Mode of Transport	B1a & b (Staff Trips)	B1c, B2 & B8 (Staff Trips)	B1c, B2 & B8 (Operating Trips)	C1 Hotel	D1 Medical	D1 Higher Education	Car Showroom
Walk	1.5%	1.5%	0.0%	1.5%	1.5%	1.5%	0.0%
Cycle	5.%	5.6%	0.0%	2.4%	1.2%	2.6%	0.0%
Train	0.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%
Bus	2.7%	2.7%	0.0%	0.0%	3.7%	17.2%	0.0%
Vehicle Passenger	6.2%	6.2%	0.0%	26.0%	18.1%	16.8%	0.0%
Vehicle Driver	83.6%	83.6%	100.0%	70.2%	75.6%	61.9%	100.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 5-5 Weekday peak hour baseline modal share profiles (post manual adjustments)

5.4 Separation of Employee Trips and Operational Trips

- 5.4.0 The B1c, B2 and B8 land uses will generate employee movements and operational movements. These trips have been separated out as we consider that they will distribute across the road network in different ways, whereby operational trips will be undertaken by larger vehicles that will utilise the strategic roads more than local roads.
- 5.4.1 To separate the employee trips from the operational trips further interrogation of the TRICS database has been undertaken. Each survey site used for calculating the person trip rates for B1c, B2 and B8 land uses has been considered individually by reviewing the underlying survey data to calculate the proportion of light vehicle movements (i.e. cars generated by staff and visitors) and heavy vehicle movements (i.e. LGVs and HGVs generated by operational activities). The individual proportions calculated have then been averaged as shown in **Tables 5-6** and **5-7**.

B1c and B2 TRICS Surveys	Heavies	Lights
CB02D04	35%	65%
CH02D02	32%	68%
CW02D02	38%	62%
ES02D05	37%	63%
HI02D03	25%	75%
KC02D02	48%	52%
LC02D04	43%	57%
NB02D01	25%	75%
WL02D01	40%	60%
Average	36%	64%

Table 5-6 B1c and B2 proportions of heavies and lights trips

B8 TRICS Surveys	Heavies	Lights
CA02E02	30%	70%
CA02E03	57%	43%
KC02E01	34%	66%
KC02E03	31%	69%
CB02F01	52%	48%
LN02F01	32%	68%
TV02F02	42%	58%
CA02E02	30%	70%
Average	40%	60%

Table 5-7 B8 proportions of heavies and lights trips

5.5 Trip Internalisation

5.5.0 The proposed development will be an integrated and sustainable site, which means that employees and visitors will potentially be able to access certain amenities and services as part of a single visit, without travelling externally from the site (particularly by car). It is considered that there is potential for some cross-visitation between the employment uses and the following other land uses proposed:

- Education
- Hotel incorporating gym

5.5.1 Given the potential for trip internalisation, it is not considered appropriate to calculate the total overall trip demand for the site simply via the aggregation of the individual stand-alone trip totals for the various land uses. Such a methodology would result in an over-estimate of likely traffic demand to / from the site, as it would not take into account the opportunity for internal linked trips between different elements of the site (i.e. those trips common between two or more development units on the site). For example, a visitor to the employment uses may finish work and then stay overnight at the hotel on the site, and therefore satisfy two trip purposes while only making one two-way trip to / from the site.

5.5.2 To avoid double counting of trips and to ensure an appropriate assessment of the impact of the development on the local highway network, the trip generation for the employment uses shall remain unadjusted as these will be the primary attractors, but manual adjustments are to be applied to the medical and hotel uses. **Table 5-8** provides a summary of the proposed trip adjustments to account for internalisation.

Land Use	Internal Trips	External Trips
B1 (a) offices	0%	100%
B1 (b) workspaces	0%	100%
B1 (c) light industry	0%	100%
B2 general industry	0%	100%
B8 warehouse (storage)	0%	100%
B8 warehouse (commercial)	0%	100%
C1 hotel (including gym)	40%	60%
D1 medical	0%	100%
D1 education	5%	95%
Sui generis (car showroom)	0%	100%

Table 5-8 Trip internalisation adjustments

5.6 Baseline Multi Modal Trip Generation

5.6.0 The multi modal trip generation (external trips only) has been calculated for each plot based on the 'core' development scenario that was defined previously. The results are set out in **Tables 5-9 to 5-14**.

Mode of Transport	AM Peak Arrival	AM Peak Departure	AM Peak Total	PM Peak Arrival	PM Peak Departure	PM Peak Total
Walk	6	1	7	1	5	6
Cycle	23	4	27	3	18	22
Train	2	0	2	0	1	1
Bus	11	2	13	2	9	10
Vehicle Passenger	25	4	30	4	20	24
Vehicle Driver	341	61	402	51	272	322
All	408	73	481	60	325	385

Table 5-9 Baseline multi modal trip generation for Plot 1

Mode of Transport	AM Peak Arrival	AM Peak Departure	AM Peak Total	PM Peak Arrival	PM Peak Departure	PM Peak Total
Walk	1	0	2	0	1	1
Cycle	5	1	7	1	4	5
Train	0	0	0	0	0	0
Bus	3	1	3	0	2	3
Vehicle Passenger	6	2	8	1	5	6
Vehicle Driver	124	43	167	33	99	132
All	140	47	187	36	112	148

Table 5-10 Baseline multi modal trip generation for Plot 2

Mode of Transport	AM Peak Arrival	AM Peak Departure	AM Peak Total	PM Peak Arrival	PM Peak Departure	PM Peak Total
Walk	2	1	2	0	1	2
Cycle	6	2	7	1	4	6
Train	0	0	0	0	0	0
Bus	3	1	3	0	2	2
Vehicle Passenger	7	6	14	4	7	11
Vehicle Driver	96	38	134	25	77	102
All	113	48	161	32	92	124

Table 5-11 Baseline multi modal trip generation for Plot 3

Mode of Transport	AM Peak Arrival	AM Peak Departure	AM Peak Total	PM Peak Arrival	PM Peak Departure	PM Peak Total
Walk	0	0	0	0	0	0
Cycle	1	0	1	0	1	1
Train	0	0	0	0	0	0
Bus	0	0	1	0	0	0
Vehicle Passenger	1	1	2	0	1	1
Vehicle Driver	41	21	62	16	33	49
All	44	23	67	17	35	52

Table 5-12 Baseline multi modal trip generation for Plot 4

Mode of Transport	AM Peak Arrival	AM Peak Departure	AM Peak Total	PM Peak Arrival	PM Peak Departure	PM Peak Total
Walk	7	1	8	1	5	6
Cycle	17	3	19	3	12	14
Train	1	0	1	0	1	1
Bus	42	6	48	9	23	32
Vehicle Passenger	62	10	72	13	35	48
Vehicle Driver	350	59	409	65	226	291
All	478	79	557	91	301	392

Table 5-13 Baseline multi modal trip generation for Plot 5

Mode of Transport	AM Peak Arrival	AM Peak Departure	AM Peak Total	PM Peak Arrival	PM Peak Departure	PM Peak Total
Walk	3	1	4	1	2	3
Cycle	11	2	14	2	9	11
Train	1	0	1	0	1	1
Bus	5	1	6	1	4	5
Vehicle Passenger	14	7	21	5	12	17
Vehicle Driver	170	43	214	34	137	171
All	205	55	259	43	165	208

Table 5-14 Baseline multi modal trip generation for Plot 6

- 5.6.1 The total multi modal trip generation (external trips only) for the site as a whole has been calculated based on the 'core development' scenario and is shown in **Table 5-15**.

Mode of Transport	AM Peak Arrival	AM Peak Departure	AM Peak Total	PM Peak Arrival	PM Peak Departure	PM Peak Total
Walk	19	4	23	3	14	18
Cycle	63	12	75	10	48	59
Train	4	0	4	0	3	3
Bus	64	11	74	12	40	52
Vehicle Passenger	115	30	147	27	80	107
Vehicle Driver	1,122	265	1,388	224	844	1,067
All	1,388	325	1,712	279	1,030	1,309

Table 5-15 Baseline multi modal trip generation for entire site

5.7 Trip Distribution

- 5.7.0 **Table 5-16** confirms the methodology that has been used to calculate a likely distribution for vehicle trips that are forecast to be generated in the core development scenario.

Land Use	Vehicle Distribution Methodology
B class employment – light vehicles	2011 Census: Location of usual residence and place of work by method of travel to work dataset for MSOA zone Taunton Deane 006.
B class employment – heavy vehicles	In accordance with existing HGV proportions using each link, with the data obtained from DfT Automatic Traffic Counters.
D1 medical	Simple gravity model taking the form of: <i>Resident population / generalised costs</i> (which is assumed to be travel distance and average peak hour travel time). The attractiveness of the destination is inversely proportional to a function of the population and generalised cost. Only destinations located within an hour drive time of J25 included in the analysis as this is understood to be consistent with the current patient catchment area for Taunton's existing Musgrove Park Hospital.
D1 education	Richard Huish pupil travel survey (postal code data only) obtained from Travel Plan in the public domain. The data used demonstrates that this educational establishment draws pupils from a wide area that extends well beyond Taunton.
C1 hotel (including gym)	Same methodology as used for medical use.
Sui generis (car showroom)	Same methodology as used for 'employment – light vehicles'.

Table 5-16 Trip distribution methodologies

5.7.1 **Appendix N** contains flow diagrams illustrating the resulting vehicle distributions for the following land uses:

- B class employment (light vehicles) & car showroom
- B class employment (heavy vehicles)
- Higher education
- Medical / hotel

5.8 Conclusion

5.8.0 This chapter has demonstrated the baseline multi modal trip generation for the core development scenario, with the figures calculated in accordance with the methodology previously agreed with HE and SCC. The vehicle trips forecast to be generated have also been distributed across the road network surrounding the site also in accordance with the methodology that was agreed with both highway authorities at the scoping stage.

6 Description of Transport Interventions

6.1 Introduction

6.1.0 This chapter builds upon the baseline trip generation information by providing details of the transport interventions that are proposed to be funded (either in part or in full) by the developer in order to reduce the number of vehicle trips generated by encouraging and facilitating travel by alternative, sustainable modes of transport.

6.2 Travel Plan Interventions

6.2.0 The TPF that has also been submitted to support the LDO provides a detailed description of the package of infrastructure measures ('hard' measures) and the provision of services and information ('soft' measures) to be implemented at Nexus 25 to encourage end users of the site to travel by sustainable modes of transport.

6.2.1 The overall package of measures proposed is set out in an 'Action Plan' within the appendices of the TPF, and is also set out in [Table 6-1](#) for ease of reference. The potential M5 pedestrian and cycle bridge and improvements to public transport have been excluded from the table on the basis that these interventions are considered separately within this chapter.

Action	Timescale	Responsibility
Appoint Travel Plan Co-ordinator for the site	Appointed prior to commencement of the development and remain in place for the lifetime of the permission (15 years)	Developer
Appoint Travel Plan Representatives for each unit	Appointed at the reserved matters stage when occupiers are known	Occupiers
Construction of Junction 25 improvement scheme providing access to the development	Likely to be completed by mid-2019 (according to latest estimation by SCC)	SCC
Construction of Haydon Lane pedestrian / cycle / emergency access	During construction of the site	Developer
On-site physical infrastructure – footways, shared space, shared foot / cycle ways etc	During construction of the site	Developer
Cycle parking – high quality, secure, sheltered	During construction of the site	Developer
Showers, changing facilities and lockers provided within all buildings	During construction of the site	Occupiers
Minimum of 7% of car parking spaces designated (and clearly marked) for use by car sharers only	During construction of the site	Developer
Preparation of Travel Packs	During construction phase	Travel Plan Co-ordinator
Dissemination of Travel Packs	Prior to starting work on the site	Travel Plan Representatives
Noticeboards located within plots	Maximum of one month following occupation of each plot	Travel Plan Co-ordinator / Travel Plan Representatives

Action	Timescale	Responsibility
Bespoke travel information website	Prior to first occupation	Travel Plan Co-ordinator / third party
Newsletters	Bi-annual following first occupation	Travel Plan Co-ordinator / Travel Plan Representatives
Personalised Travel Planning (on-site only)	Maximum of two weeks after the occupation of each plot	Developer
Sustainable travel vouchers (£50)	Included as part of travel packs	Funded by developer, implemented by Travel Plan Co-ordinator
Bicycle User Group	Within 6 months of first occupation	Travel Plan Co-ordinator / Travel Plan Representatives
Mobile mechanic sessions	At least once per year following first occupation	Travel Plan Co-ordinator / Travel Plan Representatives
Sustainable travel related events	Minimum of 4 events per year	Travel Plan Co-ordinator / Travel Plan Representatives
Taunton Gateway P&R 'taster' ticket	Following first occupation	Travel Plan Co-ordinator
Guaranteed ride home service	Following first occupation	Occupiers
Smarter working practices	Following first occupation	Travel Plan Co-ordinator / Occupiers
TP Steering Group	Meetings held twice-yearly following first occupation	Travel Plan Co-ordinator to organise and chair
Marketing / advertising all aspects of the TP	Following first occupation	Travel Plan Co-ordinator (with assistance from Travel Plan Representatives)

Table 6-1 TPF Action Plan

6.2.2 Whilst these measures will be implemented at the development, it is anticipated that better opportunities for travel by sustainable modes of transport will also be available across the town in the future, brought about by:

- Other development coming forward in the town and delivery of their associated access and mitigation infrastructure / measures.
- Schemes delivered by TDBC / SCC using funds that have been secured from public bodies (for example, through Taunton's Garden Town Project, Heart of the South West Local Enterprise Partnership etc).

6.3 Public Transport Interventions

6.3.0 Given the high frequency of existing park and ride services and convenient access from the site (approximately 700m from the centre of the development), there is considered to be excellent accessibility between the site and Taunton Town Centre. It is however accepted that there is currently relatively limited accessibility between the site and existing residential areas and planned growth areas located on the edge of town by local bus services.

6.3.1 It is proposed to deliver bus service improvements through the development proposals to improve accessibility between the site and edge of town locations. It is envisaged that these improvements would be funded by the developer through the Section 106 Agreement.

- 6.3.2 The exact details of the proposed improvements have not been determined at the current time as discussions with SCC, whom are working on a wider bus strategy for Taunton, are still ongoing. However, it is considered that it could be necessary to introduce a bespoke Nexus 25 shuttle service that would operate between the centre of the development, potentially the Gateway Park and Ride, and also various residential areas located beyond the town centre.
- 6.3.3 This option requires further investigation and discussion with SCC, however would need to be designed to have maximum impact in terms of improving the site's accessibility. The investigations that will be undertaken will need to cover matters such as the desired level of service, route coverage, timing of delivery in terms of when there is likely to be sufficient critical mass from end users, and what the demand for the service is likely to be as this will impact on the number of shuttles required. It is recognised that some of this information will only become available as plots are occupied and end users are known.

6.4 M5 Pedestrian and Cycle Bridge Intervention

- 6.4.0 Investigations are currently being undertaken in relation to the potential for providing a new pedestrian and cycle bridge that would pass over the M5 to the south of Junction 25 and connect to Blackbrook Business Park. Taunton has a well-established network of pedestrian / cycle facilities which run from the town centre to the western side of the M5, through Blackbrook Business Park, which the bridge would facilitate a safe, attractive and traffic-free connection to.
- 6.4.1 If the bridge does come forward in the future, it can be expected to be used by a high proportion of walking and cycling trips generated by the development given there is likely to be a significant draw across the motorway and because it would be a traffic free route in pleasant surrounds. There is also obvious potential for the bridge to provide wider benefits such as the following:
- Cross visitation between employees at Blackbrook Business Park (approximately 2,000 in total according to 2011 Census statistics) and the proposed site, probably mostly to gain access to ancillary uses such as the proposed local retail.
 - To provide a highly attractive and safe through-route for people living locally on either side of the motorway.

6.5 Conclusion

- 6.5.0 This chapter has demonstrated that the developer is committed to reducing the number of vehicle trips generated by the development by implementing a comprehensive range of transport interventions that will encourage and facilitate travel by alternative, sustainable modes of transport.

7 Modal Shift Resulting From Transport Interventions

7.1 Introduction

- 7.1.0 This chapter forecasts how the delivery of each intervention could impact on the number of trips generated by users of the development for all modes of transport.

7.2 Methodology Overview

- 7.2.0 Delivery of the transport interventions will serve to encourage and facilitate some journeys made by end users of the site being undertaken by sustainable modes of transport rather than by private car. This will result in the baseline modal share for car driver trips reducing and those relating to sustainable modes of transport increasing, ultimately reducing the overall number of car trips generated by the development.

- 7.2.1 It is not considered appropriate to apply 'blanket' trip adjustments for modal shift on the basis that these interventions are unlikely to have any influence over the way that operational trips made by heavy vehicles are undertaken.

- 7.2.2 It is also likely that the interventions proposed will only have a negligible impact on the way that 'strategic' trips (where the origin / destination lies outside of the local area such as those expected to use the Strategic Road Network) are undertaken.

- 7.2.3 Given this context that has been set out, the following land uses are considered to be suitable for adjustment to account for modal shift:

- B1, B2, B8 class employment – light vehicle trips only
- Healthcare
- Education

- 7.2.4 The effects of modal shift will principally be realised locally to the site, so the delivery of the transport interventions will most significantly result in fewer vehicle trips generated by the development passing through Junction 25 and along the Toneway Corridor as alternative modes of transport will be used instead. On this basis, further analysis of the origin and destination of trips generated by these land uses has been undertaken to:

- Separate local trips (defined as being under 10km) from strategic trips (over 10km)
- Isolate local vehicle trips that are anticipated to pass through Junction 25 and the Toneway Corridor
- Separate the local trips passing through Junction 25 and the Toneway Corridor into sub categories for distances of 'under 1km', 'between 1.1-3km', 'between 3.1-5km' and 'between 5.1-10km' and 'more than 10.1km'

- 7.2.5 This analysis has identified the following percentages of local vehicle trips passing through Junction 25 and the Toneway Corridor for each land use (refer to [Tables 7-1 to 7-3](#)).

Trip Origin / Destination (2011 Census MSOA)	Vehicle Trips – J25 and Toneway
Sedgemoor 007 / 008	0.9%
Sedgemoor 014	3.2%
Taunton Deane 001	3.9%
Taunton Deane 002	4.0%
Taunton Deane 003	0.4%
Taunton Deane 004	4.3%
Taunton Deane 006	6.0%
Taunton Deane 007 / 009 / 010	14.2%
Taunton Deane 008	3.8%
Taunton Deane 011	3.7%
West Somerset 001	0.5%
West Somerset 002	0.2%
West Somerset 003 / 004	1.8%
West Somerset 005	0.4%
Total	47.4%

Table 7-1 Local employment (light) vehicle trips impacting on J25 and Toneway Corridor

Trip Origin / Destination (Gravity Model Zone)	Vehicle Trips – J25 and Toneway
Bridgwater	0.9%
Dunster	0.4%
Minehead	1.5%
Porlock	0.5%
Taunton	17.4%
Watchet	1.1%
Wellington	0.7%
Wiveliscombe	0.2%
Othery	0.4%
Total	23.2%

Table 7-2 Local healthcare vehicle trips impacting on J25 and Toneway Corridor

Trip Origin / Destination	Vehicle Trips – J25 and Toneway
North Taunton	2.0%
North West Taunton	10.3%
West of Bridgwater	0.2%
South of Bridgwater	0.3%
Wellington	2.6%
West Somerset / Exmoor	2.5%
Total	18.1%

Table 7-3 Local education vehicle trips impacting on J25 and Toneway Corridor

- 7.2.6 **Tables 7-4 to 7-6** further build upon this information by providing the percentage of local vehicle trips impacting on Junction 25 and the Toneway Corridor, categorised by trip distance.

Trip Origin / Destination (2011 Census MSOA)	Under 1km	1.1- 3km	3.1- 5km	5.1- 10km	Over 10.1km	Total Local	Total Strategic
Sedgemoor 007 / 008					0.9%		0.9%
Sedgemoor 014				1.6%	1.6%	1.6%	1.6%
Taunton Deane 001					3.9%		3.9%
Taunton Deane 002			3.0%	1.0%		4.0%	
Taunton Deane 003					0.4%		0.4%
Taunton Deane 004		1.1%	3.2%			4.3%	
Taunton Deane 006		3.0%	3.0%			6.0%	
Taunton Deane 007 / 009 / 010	2.2%	2.9%	9.1%			14.2%	
Taunton Deane 008				3.8%		3.8%	
Taunton Deane 011		0.4%	2.6%	0.7%		3.7%	
West Somerset 001					0.5%		0.5%
West Somerset 002					0.2%		0.2%
West Somerset 003 / 004					1.8%		1.8%
West Somerset 005					0.4%		0.4%
Total						37.6%	9.7%

Table 7-4 Local employment (light) vehicle trips by trip distance impacting on J25 and Toneway Corridor

Trip Origin / Destination (Gravity Model Zone)	Under 1km	1.1- 3km	3.1- 5km	5.1- 10km	Over 10.1km	Total Local	Total Strategic
Bridgwater					0.9%		0.9%
Dunster					0.4%		0.4%
Minehead					1.5%		1.5%
Porlock					0.5%		0.5%
Taunton	0.9%	8.7%	7.0%	0.9%		17.4%	
Watchet					1.1%		1.1%
Wellington					0.7%		0.7%
Wiveliscombe					0.2%		0.2%
Othery					0.4%		0.4%
Total						17.4%	5.7%

Table 7-5 Local healthcare vehicle trips by trip distance impacting on J25 and Toneway Corridor

Trip Origin / Destination	Under 1km	1.1- 3km	3.1- 5km	5.1- 10km	Over 10.1km	Total Local	Total Strategic
North Taunton		1.0%	0.7%	0.3%		2.0%	
North West Taunton					10.3%		10.3%
West of Bridgwater					0.2%		0.2%
South of Bridgwater					0.3%		0.3%
Wellington				0.5%	2.2%	0.5%	2.2%
West Somerset / Exmoor					2.5%		2.5%
Total						2.5%	15.5%

Table 7-6 Local education vehicle trips by trip distance impacting on J25 and Toneway Corridor

- 7.2.7 The 'local' trips are carried forward and are adjusted within the remainder of this chapter, whereas the strategic trips remain unadjusted as they are unlikely to be influenced by the transport interventions proposed.

7.3 Local Trip Adjustments for Travel Plan Interventions

7.3.0 In order to forecast the level of modal shift that could be achieved through implementation of the Travel Plan interventions, reference has been made to the Department for Transport 'The effects of Smarter Choices programmes in the Sustainable Travel Towns' report (Cairns et al, March 2010).

7.3.1 Table 13.3 of the DfT report identifies the changes in car driver trips for different journey distances that were recorded across three towns as a direct result of a broadly comparable Smarter Choices programme. The car driver reductions achieved through the DfT study are set out in **Table 7-7**.

DfT Research Findings	Under 1km	1.1-3km	3.1-5km	5.1-10km	10.1-50km	Over 50.1km
Potential change in car driver trips	-22%	-14%	-10%	-6%	-3%	0%

Table 7-7 Local car driver trip reductions by journey distance (DfT Study)

7.3.2 The DfT car driver trip reductions shown for distance categories up to 10km have been used to adjust the 'local' trips generated in the 'core development' scenario, to account for modal shift attributed to the Travel Plan interventions. The impact of the Travel Plan interventions on the 'local' trip generation for each plot is shown in **Table 7-8**.

	AM Arrival	AM Departure	AM Total	PM Arrival	PM Departure	PM Total
Plot 1 – Baseline	129	23	151	19	102	121
Plot 1 – Travel Plan Adjust	-14	-2	-16	-2	-11	-13
Plot 2 – Baseline	24	4	28	4	19	22
Plot 2 – Travel Plan Adjust	-3	-1	-4	-1	-3	-3
Plot 3 – Baseline	25	4	29	4	20	24
Plot 3 – Travel Plan Adjust	-3	-1	-4	-1	-3	-3
Plot 4 – Baseline	1	1	2	1	1	2
Plot 4 – Travel Plan Adjust	-1	0	-1	0	0	-1
Plot 5 – Baseline	59	11	70	9	47	56
Plot 5 – Travel Plan Adjust	-8	-2	-10	-1	-6	-7
Plot 6 – Baseline	63	11	74	9	50	59
Plot 6 – Travel Plan Adjust	-7	-1	-8	-1	-5	-6
Total – Baseline	300	54	354	45	239	284
Total – Travel Plan Adjust	-36	-7	-43	-6	-28	-34
Total – Post Adjust	264	47	311	39	211	251

Table 7-8 Comparison of baseline and TP intervention adjusted local trips by plot

7.4 Local Trip Adjustments for Public Transport Interventions

- 7.4.1 Whilst the details of the public transport improvements have not been finalised yet, it is considered appropriate to adjust the total baseline local vehicle trips passing through Junction 25 and the Toneway Corridor previously presented by applying the percentage reductions shown in **Table 7-9**.

	Under 1km	1.1-3km	3.1-5km	5.1-10km
Potential change in car driver trips	n/a	-5.0%	-12.5%	-12.5%

Table 7-9 Local car driver trip reductions by journey distance for bus service improvements

- 7.4.2 This level of reduction is considered to be reasonable in the absence of results from a cost logit modelling exercise, which cannot be undertaken until the precise form of the public transport improvements is known and has been agreed with SCC.
- 7.4.3 These figures have been used to adjust the 'local' trips generated in the 'core development' scenario, to account for modal shift attributed to the public transport interventions. The impact of the public transport interventions on the local trip generation for each plot is shown in **Table 7-10**.

	AM Arrival	AM Departure	AM Total	PM Arrival	PM Departure	PM Total
Plot 1 – Baseline	129	23	151	19	102	121
Plot 1 – PT Adjust	-13	-2	-16	-2	-11	-13
Plot 2 – Baseline	24	4	28	4	19	22
Plot 2 – PT Adjust	-3	-1	-4	-1	-3	-3
Plot 3 – Baseline	25	4	29	4	20	24
Plot 3 – PT Adjust	-3	-1	-4	-1	-3	-3
Plot 4 – Baseline	1	1	2	1	1	2
Plot 4 – PT Adjust	0	0	-1	0	0	-1
Plot 5 – Baseline	59	11	70	9	47	56
Plot 5 – PT Adjust	-7	-1	-9	-1	-6	-7
Plot 6 – Baseline	63	11	74	9	50	59
Plot 6 – PT Adjust	-6	-1	-8	-1	-5	-6
Total – Baseline	300	54	354	45	239	284
Total – PT Adjust	-34	-7	-41	-5	-27	-32
Total – Post Adjust	266	47	314	40	213	252

Table 7-10 Comparison of baseline and public transport intervention adjusted local trips by plot

7.5 Local Trip Adjustments for M5 Pedestrian and Cycle Bridge Intervention

- 7.5.0 In the event that the potential M5 pedestrian and cycle bridge does come forward, it is considered appropriate to adjust the total baseline local vehicle trips passing through Junction 25 and the Toneway Corridor previously presented by applying the percentage reductions shown in **Table 7-11**.

	Under 1km	1.1-3km	3.1-5km	5.1-10km
Potential change in car driver trips	-40.0%	-30.0%	-20.0%	-5.0%

Table 7-11 Local car driver trip reductions by journey distance for M5 pedestrian and cycle bridge intervention

- 7.5.1 This level of reduction is considered to be reasonable given that the provision of such substantial infrastructure would significantly improve the attractiveness and ease of travel between the development and the existing Taunton urban areas by walking and cycling.
- 7.5.2 The proposed reduction figures set out are reduced below the levels that were presented to SCC at the scoping stage. This has been undertaken in response to the feedback that was provided by SCC at that time. The proposed reductions reflect that journeys up to 2km and 5km are typically considered to be appropriate distances for walking and cycling trips respectively.
- 7.5.3 These figures have been used to adjust the 'local' trips generated in the 'core development' scenario, to account for modal shift attributed to the M5 pedestrian and cycle bridge intervention. The impact of the intervention on the local trip generation is shown in **Table 7-12**.

	AM Arrival	AM Departure	AM Total	PM Arrival	PM Departure	PM Total
Plot 1 – Baseline	129	23	151	19	102	121
Plot 1 – Ped Bridge Adjust	-26	-5	-31	-4	-21	-25
Plot 2 – Baseline	24	4	28	4	19	22
Plot 2 – Ped Bridge Adjust	-7	-2	-9	-1	-6	-7
Plot 3 – Baseline	25	4	29	4	20	24
Plot 3 – Ped Bridge Adjust	-7	-2	-8	-1	-5	-6
Plot 4 – Baseline	1	1	2	1	1	2
Plot 4 – Ped Bridge Adjust	-1	-1	-2	0	-1	-1
Plot 5 – Baseline	59	11	70	9	47	56
Plot 5 – Ped Bridge Adjust	-17	-3	-20	-3	-12	-15
Plot 6 – Baseline	63	11	74	9	50	59
Plot 6 – Ped Bridge Adjust	-13	-2	-15	-2	-10	-12
Total – Baseline	300	54	354	45	239	284
Total – Ped Bridge Adjust	-71	-14	-85	-11	-55	-66
Total – Post Adjust	229	40	269	34	184	218

Table 7-12 Comparison of baseline and M5 pedestrian bridge intervention adjusted local trips by plot

7.6 Total Local Trip Adjustments due to Transport Interventions

7.6.0 The impact of implementing all interventions on the 'local' trips generated in the 'core development' scenario trip generation for each plot is shown in **Table 7-13**.

	AM Arrival	AM Departure	AM Total	PM Arrival	PM Departure	PM Total
Plot 1 – Baseline	129	23	151	19	102	121
Plot 1 – All Interventions Adjust	-53	-9	-63	-8	-42	-50
Plot 2 – Baseline	24	4	28	4	19	22
Plot 2 – All Interventions Adjust	-13	-4	-17	-3	-11	-13
Plot 3 – Baseline	25	4	29	4	20	24
Plot 3 – All Interventions Adjust	-13	-3	-16	-2	-10	-13
Plot 4 – Baseline	1	1	2	1	1	2
Plot 4 – All Interventions Adjust	-2	-1	-4	-1	-2	-3
Plot 5 – Baseline	59	11	70	9	47	56
Plot 5 – All Interventions Adjust	-33	-6	-39	-5	-24	-29
Plot 6 – Baseline	63	11	74	9	50	59
Plot 6 – All Interventions Adjust	-26	-5	-30	-4	-21	-24
Total – Baseline	300	54	354	45	239	284
Total – All Interventions Adjust	-141	-28	-169	-22	-110	-132
Total – Post Adjust	160	26	185	23	129	152

Table 7-13 Comparison of baseline and all intervention adjusted local trips by plot

7.7 Summary of Vehicle Trip Generations by Plot (Post-Adjustment)

7.7.0 **Table 7-14** provides a summary of the total trip generation for the 'core development' scenario, both before and after the trip adjustments have been made just to 'local' trips, to account for modal shift due to transport interventions.

	AM Arrival	AM Depart	AM Total	PM Arrival	PM Depart	PM Total
Plot 1 – Total Baseline	341	61	402	51	272	322
Plot 1 – Adjustment for Travel Plan	-14	-2	-16	-2	-11	-13
Plot 1 – Adjustment for Public Transport	-13	-2	-16	-2	-11	-13
Plot 1 – Adjustment for M5 Bridge	-26	-5	-31	-4	-21	-25
Plot 1 – Adjustment for All Interventions	-53	-9	-63	-8	-42	-50
Plot 2 – Total Baseline	124	43	167	33	99	132
Plot 2 – Adjustment for Travel Plan	-3	-1	-4	-1	-3	-3
Plot 2 – Adjustment for Public Transport	-3	-1	-4	-1	-3	-3
Plot 2 – Adjustment for M5 Bridge	-7	-2	-9	-1	-6	-7
Plot 2 – Adjustment for All Interventions	-13	-4	-17	-3	-11	-13
Plot 3 – Total Baseline	96	38	134	25	77	102
Plot 3 – Adjustment for Travel Plan	-3	-1	-4	-1	-3	-3
Plot 3 – Adjustment for Public Transport	-3	-1	-4	-1	-3	-3
Plot 3 – Adjustment for M5 Bridge	-7	-2	-8	-1	-5	-6
Plot 3 – Adjustment for All Interventions	-13	-3	-16	-2	-10	-13
Plot 4 – Total Baseline	41	21	63	16	33	49
Plot 4 – Adjustment for Travel Plan	-1	0	-1	0	0	-1
Plot 4 – Adjustment for Public Transport	0	0	-1	0	0	-1
Plot 4 – Adjustment for M5 Bridge	-1	-1	-2	0	-1	-1
Plot 4 – Adjustment for All Interventions	-2	-1	-4	-1	-2	-3
Plot 5 – Total Baseline	350	59	409	65	226	291
Plot 5 – Adjustment for Travel Plan	-8	-2	-10	-1	-6	-7
Plot 5 – Adjustment for Public Transport	-7	-1	-9	-1	-6	-7
Plot 5 – Adjustment for M5 Bridge	-17	-3	-20	-3	-12	-15
Plot 5 – Adjustment for All Interventions	-33	-6	-39	-5	-24	-29
Plot 6 – Total Baseline	170	43	214	34	137	171
Plot 6 – Adjustment for Travel Plan	-7	-1	-8	-1	-5	-6
Plot 6 – Adjustment for Public Transport	-6	-1	-8	-1	-5	-6
Plot 6 – Adjustment for M5 Bridge	-13	-2	-15	-2	-10	-12
Plot 6 – Adjustment for All Interventions	-26	-5	-30	-4	-21	-24
All Plots – Total Baseline	1,123	265	1,388	223	845	1,068
All Plots – Adjustment for Travel Plan	-36	-7	-43	-6	-28	-34
All Plots – Adjustment for Public Transport	-34	-7	-41	-5	-27	-32
All Plots – Adjustment for M5 Bridge	-71	-14	-85	-11	-55	-66
All Plots – Adjustment for All Interventions	-141	-28	-169	-22	-110	-132
All Plots – Post Adjust for All Interventions	982	237	1,219	201	735	936

Table 7-14 Total vehicle trip generation, before and after local trip adjustments for transport interventions

7.8 Conclusion

- 7.8.0 This chapter has forecast how the delivery of each transport intervention could reduce the number of vehicle trips generated by encouraging a shift from car driver to other more sustainable modes of transport.
- 7.8.1 The trip adjustment process representing modal shift has been undertaken in a robust manner on the basis that:
- 'Blanket' trip reductions have not been applied.
 - Only light vehicle trips generated by certain land uses have been identified as being suitable for adjustment.
 - It has been recognised that the effects of modal shift will principally be realised locally to the site, and will only have a negligible impact on the way that 'strategic' trips (where the origin / destination lies outside of the local area such as those expected to use the Strategic Road Network) are undertaken.
 - On this basis, local trips (defined as being under 10km) were separated from strategic trips (over 10km).
 - Local vehicle trips that are anticipated to pass through Junction 25 and the Toneway Corridor were isolated.
 - The local trips passing through Junction 25 and the Toneway Corridor were divided into sub categories for distances of *'under 1km'*, *'between 1.1-3km'*, *'between 3.1-5km'* and *'between 5.1-10km'* and *'more than 10.1km'*.
 - Reference has been made to the Department for Transport 'The effects of Smarter Choices programmes in the Sustainable Travel Towns' report to forecast the level of modal shift that could be achieved through implementation of the Travel Plan interventions.
- 7.8.2 The main principles of the trip adjustment methodology set out were discussed with SCC at the scoping stage.
- 7.8.3 The results of the analysis undertaken forecasts that the overall external vehicle trip generation for Nexus 25 in the 'core development' scenario, could be reduced by 169 and 132 two-way trips in the weekday AM and PM peak hours respectively, with all transport interventions implemented.
- 7.8.4 These figures are equivalent to approximately 12% reductions in the overall number of two-way external vehicle trips generated by Nexus 25 during the weekday AM and PM peak hours.
- 7.8.5 This level of reduction is considered to be appropriate on the basis that it is more challenging than the 10% car driver trip reduction that is widely stated (and accepted by highway authorities) as the headline target within many Travel Plan documents. This level of reduction also demonstrates a firm commitment from the developer with regards to implementing a strong TPF in order to achieve modal shift away from the private car.

8 Traffic Impact Assessment

8.1 Introduction

- 8.1.0 The purpose of this chapter is to build upon the potential impacts of the development already set out, to provide a framework for how the Nexus 25 site is anticipated to be delivered over the lifetime of the LDO and how this potentially changes with the implementation of a series of on-site transport interventions and the delivery of planned off-site highway improvements.

8.2 Off-Site Highway Constraints

- 8.2.0 SCC identified at the scoping stage the following off-site highway constraints that would need to be considered through the TAR:

- Capacity and operation of M5 Junction 25
- Capacity and operation of the Creech Castle junction on the Toneway Corridor
- Capacity and operation of the remainder of the Toneway Corridor including Wickes Roundabout

- 8.2.1 The potential vehicular impact of the development in relation to each of these constraints is considered in further detail below.

8.3 M5 Junction 25 Constraint

- 8.3.0 It has already been identified through this report that the existing Junction 25 operates at capacity and with congestion at peak times. SCC therefore propose to improve the junction to increase its capacity and reduce congestion levels, whilst also accommodate traffic generated by proposed housing and employment growth (including Nexus 25) in Taunton. The improvement scheme designed by SCC was submitted for planning in April 2017 and the application is awaiting determination.

- 8.3.1 Junction 25 is considered to be a constraint on the delivery of Nexus 25, but only on the basis that the improvement scheme represents the only means of vehicular access to the development, and so therefore has to be constructed to enable the site to be delivered.

- 8.3.2 The improved Junction 25 will therefore facilitate access to Nexus 25, but is not considered to be a constraint in terms of highway capacity for the reasons set out below:

- SCC is understood to have secured public funding from the Heart of the South West Local Transport Board to help deliver the improvement scheme. The funding bid that was submitted for the scheme was supported by traffic modelling. The forecast year modelling scenarios assessed included traffic generated by future housing and employment growth in Taunton. This included the Nexus 25 development and the traffic generation was based on a predominant B1 office land use which is an intensive trip generator, and therefore represents a 'worst case' in traffic terms for this site. The SCC modelling demonstrated that the improved junction would operate within capacity, and so no further junction modelling has been required for this report.

- It is understood that the public funding secured by SCC has to be spent before a set date as a requirement of it being granted. This deadline is thought to be driving the SCC project programme which currently assumes that construction of the scheme will commence in mid-2018 and be completed by mid-2019. This programme means that these works would need to be completed prior to first occupation of Nexus 25. SCC has also confirmed that the proposed roundabout forming the point of access to Nexus 25 will be constructed prior to the works beginning at Junction 25, so this should allow construction to commence on the site in advance of the SCC scheme (or equivalent) being completed.
- The ability for the Junction 25 scheme (or equivalent) to provide access to the site which can deliver strategic employment growth for Taunton played a part in SCC securing funding for the scheme. It is therefore considered that Nexus 25 development would utilise some of the highway capacity that will be created.

8.4 Creech Castle Junction Constraint

- 8.4.0 SCC proposes to undertake highway capacity and safety improvements to the Toneway Corridor which includes the junctions of Creech Castle, Wickes roundabout and Hankridge Farm roundabout. The corridor already experiences congestion at peak times, represents the key highway connection between the motorway and Taunton Town Centre, and needs to be able to accommodate traffic generated by planned growth in the town.
- 8.4.1 SCC has been successful in securing a provisional fund allocation as part of the Local Enterprise Partnership's Growth Deal. This funding will help to deliver the first phase of the overall Toneway Corridor improvement scheme.
- 8.4.2 Phase 1 will be a major junction improvement at the Creech Castle junction. SCC are currently undertaking the necessary scheme development work and traffic modelling to assess scheme options before consulting with the public and businesses.
- 8.4.3 It is understood that SCC currently anticipate a planning application being submitted for the Creech Castle junction improvement scheme in mid-2018, with a view to planning permission being granted within 12 months. This would allow construction to commence immediately following completion of the Junction 25 scheme in mid-2019, and is likely to last 12 months (meaning completion in mid-2020).
- 8.4.4 The full occupation of Nexus 25 will be restricted in order to limit the amount of additional traffic impacting on the existing junction during weekday peak hours, until the SCC Creech Castle junction improvement scheme (or equivalent) has been completed to provide additional highway capacity. It is understood that SCC are developing their scheme for the Creech Castle junction using the 'worst case' flows from Nexus 25, so once the works have been completed, this junction will no longer be a constraint to development.
- 8.4.5 It is proposed that a 7.5% increase in the critical weekday AM peak hour (08:00-09:00) two-way flow using the link section of the Toneway Corridor between the Hankridge Farm and Creech Castle junction, represents an acceptable development impact at this location. This is on the basis that:
- Traffic flows are generally subject to 10% variation (as often cited in TA's)
 - IEMA Guidelines used to prepare Environmental Impact Assessments state that projected changes in traffic of less than 10% creates no discernible environmental impact

- 8.4.6 SCC provided Taunton SATURN model outputs for the Toneway Corridor for the AM peak '2018 Core Scenario' at the scoping stage. The two-way modelled flow using the link section of the Toneway Corridor between the Hankridge Farm and Creech Castle junction is 4,574 vehicles. The proposed increase of 7.5% on this link equates to 343 additional two-way vehicles in the weekday AM peak.
- 8.4.7 Using the baseline vehicle trip generation and distribution analysis presented previously, it is possible to demonstrate the potential level of development that can be occupied at Nexus 25 prior to completion of the SCC Creech Castle junction improvement (or equivalent) i.e. before the 343 AM peak trip threshold is exceeded (see [Table 8-1](#)). This is in relation to the baseline scenario whereby no transport interventions have been implemented.

	AM Arrival	AM Departure	AM Total
Plot 1	157	29	186
Plot 2	52	17	70
Plot 3	39	13	52
Plot 4	16	8	24
Plot 5	111	20	131
Plot 6	77	17	95
Total	453	104	557

Table 8-1 Baseline weekday AM peak two-way vehicle trips impacting on Creech Castle junction generated by Nexus plots

- 8.4.8 The analysis presented demonstrates that the full development will not be able to be occupied prior to completion of the SCC Creech Castle junction improvement (or equivalent), under the 'core development' scenario.
- 8.4.9 It does however demonstrate that it would still be possible under the 'core development' scenario for some plots to be occupied prior to completion of the SCC Creech Castle junction improvement (or equivalent). There are a number of potential plot combinations that would be permitted as the cumulative trip generation is below the 343 trips threshold, including for example:
- Plots 1, 2, 3 & 4 – equivalent to a cumulative total of 331 two-way vehicle trips
 - Plots 2, 3, 4 & 5 – equivalent to a cumulative total of 276 two-way vehicle trips
 - Plots 1, 4 & 5 – equivalent to a cumulative total of 340 two-way vehicle trips
 - Plots 1, 3 & 6 – equivalent to a cumulative total of 332 two-way vehicle trips
- 8.4.10 In the baseline scenario it can be seen that up to a maximum of four plots could be occupied prior to the Creech Castle junction being improved, if the site is built out in accordance with the 'core development' scenario that has been assumed at this early stage.
- 8.4.11 Introduction of the transport interventions described previously would serve to encourage modal shift away from the private car amongst some 'local' trips that would otherwise involve driving along the Toneway Corridor.
- 8.4.12 The potential impact of the transport interventions on the vehicle trips generated was demonstrated in Chapter 7. A similar exercise has been undertaken to forecast the impact of the transport interventions in terms of vehicle trips that would be removed (i.e. shift from car to another non-car mode) from the Creech Castle junction. The findings are set out in [Table 8-2](#) and are demonstrated individually for each intervention, as opposed to cumulatively, even though multiple interventions are proposed to be implemented.

	AM Arrival	AM Depart	AM Total
Plot 1 – Baseline	157	29	186
Plot 1 – Adjustment for Travel Plan	-14	-2	-16
Plot 1 – Adjustment for Public Transport	-13	-2	-16
Plot 1 – Adjustment for M5 Bridge	-26	-5	-31
Plot 1 – Adjustment for All Interventions	-53	-9	-63
Plot 2 – Baseline	52	17	70
Plot 2 – Adjustment for Travel Plan	-3	-1	-4
Plot 2 – Adjustment for Public Transport	-3	-1	-4
Plot 2 – Adjustment for M5 Bridge	-7	-2	-9
Plot 2 – Adjustment for All Interventions	-13	-4	-17
Plot 3 – Baseline	39	13	52
Plot 3 – Adjustment for Travel Plan	-3	-1	-4
Plot 3 – Adjustment for Public Transport	-3	-1	-4
Plot 3 – Adjustment for M5 Bridge	-7	-2	-8
Plot 3 – Adjustment for All Interventions	-13	-3	-16
Plot 4 – Baseline	16	8	24
Plot 4 – Adjustment for Travel Plan	-1	0	-1
Plot 4 – Adjustment for Public Transport	0	0	-1
Plot 4 – Adjustment for M5 Bridge	-1	-1	-2
Plot 4 – Adjustment for All Interventions	-2	-1	-4
Plot 5 – Baseline	111	20	131
Plot 5 – Adjustment for Travel Plan	-8	-2	-10
Plot 5 – Adjustment for Public Transport	-7	-1	-9
Plot 5 – Adjustment for M5 Bridge	-17	-3	-20
Plot 5 – Adjustment for All Interventions	-33	-6	-39
Plot 6 – Baseline	77	17	95
Plot 6 – Adjustment for Travel Plan	-7	-1	-8
Plot 6 – Adjustment for Public Transport	-6	-1	-8
Plot 6 – Adjustment for M5 Bridge	-13	-2	-15
Plot 6 – Adjustment for All Interventions	-26	-5	-30
All Plots – Baseline	453	104	557
All Plots – Adjustment for Travel Plan	-36	-7	-43
All Plots – Adjustment for Public Transport	-34	-7	-41
All Plots – Adjustment for M5 Bridge	-71	-14	-85
All Plots – Adjustment for All Interventions	-141	-28	-169
All Plots – Post Adjustment for All Interventions	312	76	388

Table 8-2 Adjusted weekday AM peak two-way vehicle trips impacting on Creech Castle junction generated by Nexus plots

- 8.4.13 It can be seen that the overall development in the baseline scenario is forecast to generate 557 two-way vehicle trips at the Creech Castle junction in the weekday AM peak hour.
- 8.4.14 It is also evident that the implementation of the transport interventions will generate the following reductions in two-way vehicle trips in the weekday AM peak hour at the Creech Castle junction:

- 43 trip reduction with the Travel Plan in place
- 41 trip reduction with public transport improvements in place
- 85 trip reduction with the M5 pedestrian and cycle bridge in place
- 169 trip reduction with all three interventions in place

8.4.15 These trip reductions serve to create 'capacity headroom' against the 343 trip threshold that is proposed for the purpose of restricting the impact of the development prior to completion of the Creech Castle junction improvement. In other words, the vehicle trip reductions calculated can be taken up and used to unlock further development occupations on Nexus 25, providing that the total trip impact still does not exceed the 343 trips threshold.

8.4.16 Under the baseline scenario (para. 8.4.10) it was demonstrated that up to four plots could be occupied in advance of the SCC Creech Castle junction improvement (or equivalent) being completed. However, with all of the transport interventions in place, it would be possible for up to five plots to be occupied due to the capacity headroom of 169 vehicle trips being created. The remaining plot could be occupied following completion of the SCC Creech Castle junction improvement (or equivalent), once the off-site highway constraint has been addressed.

8.5 Remainder of Toneway Corridor Constraint

8.5.0 It has already been demonstrated that no development can be occupied at Nexus 25 until Junction 25 has been improved to provide additional highway capacity.

8.5.1 It has been further demonstrated that only partial occupation of the development will be possible until the Creech Castle junction has been improved to provide additional highway capacity.

8.5.2 It is further acknowledged that any occupation of the development will also generate traffic impacts on the remainder of the Toneway Corridor, including at Wickes roundabout. However, these impacts will be initially limited by the aforementioned constraints, and in particular by the proposed trip generation threshold at the Creech Castle junction.

8.5.3 Beyond this, the TDBC Infrastructure Delivery Plan (IDP, 2014 update) states that further highway improvement schemes are to be undertaken on the Toneway Corridor including at Hankridge Farm roundabout and Wickes roundabout (paragraph 3.36 of the IDP). The document also confirms that TDBC, SCC and other partners are continuing to lobby for such improvements and submitting funding bids (paragraphs 3.37 & 3.38 of the IDP).

8.5.4 SCC² has also stated that the Hankridge Farm roundabout and Wickes roundabout junction improvements are critical to being able to cope with the additional traffic produced by Taunton's planned housing and employment growth.

8.6 Monitoring Strategy

8.6.0 All of the technical analysis set out in this report has been based on a 'core development' scenario which was defined in Chapter 4. Assumptions relating to the potential end uses, build out of the site, and travel patterns of end users, has been required in order to forecast the transport impacts of the development on the highway network and to restrict the development impact in trip generation terms at off-site constraint locations.

² <http://www.somerset.gov.uk/policies-and-plans/schemes-and-initiatives/toneway-improvements-taunton/>

- 8.6.1 There will be a need to implement a comprehensive monitoring strategy at the development in order to allow SCC and the developer to accurately quantify the individual and cumulative impacts of the development as the site is built out over time in accordance with the parameters of the LDO.
- 8.6.2 A robust monitoring strategy has been devised to ensure that accurate information can be gathered at the appropriate times. The strategy includes three elements which are:
- Cameras will be installed at all external accesses for the site and will continuously capture full multi-modal movements. These cameras will therefore be installed at the main access adjacent to Junction 25, at the Haydon Lane pedestrian access and potentially also at the pedestrian / cycle bridge over the M5 if this infrastructure comes forward. The precise location of the cameras will be agreed with SCC prior to being installed.
 - Permanent Automatic Traffic Counters will be installed during construction phases at individual plot access points to record vehicle movements in and out. The precise location of the ATC's will be agreed with SCC prior to being installed.
 - Staff travel surveys are to be undertaken annually by each occupier to establish staff travel patterns (including things such as mode choice, time of travel, journey length, home postal code etc.).
- 8.6.3 The Travel Plan Co-ordinator will be employed by the developer and be responsible for implementing the monitoring strategy at the site. The monitoring strategy will help to achieve the following:
- Tracking of site performance against Travel Plan targets over time
 - Identification of problem units / plots if targets are not being achieved as envisaged
 - Tracking of impact of the development on the trip generation threshold that is proposed in relation to the Creech Castle junction
- 8.6.4 This information will be collected and used appropriately and reported in the Transport Statements and Subsidiary Travel Plans that will need to be prepared to support Reserved Matters applications, to demonstrate that they are compliant with the LDO.

8.7 Conclusion

- 8.7.0 This chapter has built upon the potential impacts of the development already set out, to provide a framework for how the Nexus 25 site is anticipated to be delivered over the lifetime of the LDO and how this potentially changes with the implementation of a series of on-site transport interventions and the delivery of planned off-site highway improvements.
- 8.7.1 **Table 8-3** provides a summary of the way that the off-site highway constraints identified by SCC are proposed to impact on the build out of Nexus 25.

Proposed Implications for Nexus 25		
Off-Site Highway Constraint Location	Details of Highway Constraint	Comments
M5 Junction 25 & Access to Nexus 25	<p>SCC to construct improvement scheme proposed under planning application reference 4/38/17/0205 by mid-2019 (estimate).</p>	<p>SCC traffic modelling undertaken to support the improvement scheme planning application demonstrates that the full Nexus 25 development traffic can be accommodated at the improved junction.</p>
Creech Castle Junction on Toneway Corridor	<p>SCC to construct improvement scheme and to be completed by mid-2020 (estimate)</p>	<p>Development equaling to these trip reductions will need to be assessed using an appropriate traffic model to be agreed with SCC.</p> <p>A comprehensive monitoring strategy will be employed at the development in order to allow SCC and the developer to accurately quantify the individual and cumulative impacts of the development as the site is built out over time in accordance with the parameters of the LDO.</p>
Remainder of Toneway Corridor	<p>Potential improvement of the Hankridge Farm junction and Wickes Roundabout following completion of the Creech Castle junction improvement scheme.</p>	<p>If progressed as stated in the TDBC Infrastructure Delivery Plan, these improvements will be undertaken in a phased manner and following the Creech Castle junction upgrade being completed.</p>

Table 8.3 Summary of off-site highway constraints and implications for Nexus 25

- 8.7.2 This strategy and approach for restricting the occupation of Nexus 25 until specific off-site highway improvements have been completed will protect the operation and safety of the road network, whilst simultaneously facilitating the delivery of Taunton's strategic employment site which will provide significant wider benefits to the local area.

9 Summary and Conclusion

9.1 Summary

- 9.1.0 Peter Brett Associates LLP has been commissioned by Taunton Deane Borough Council (TDBC) to provide transport support for the Local Development Order (LDO) for a new strategic employment site ('Nexus 25') located adjacent to the M5 Junction 25 in Taunton, Somerset.
- 9.1.1 The Nexus 25 site comprises approximately 54 hectares of land located to the east of the M5 motorway, approximately 2.5 miles east of Taunton Town Centre.
- 9.1.2 LDO's are intended to enable local planning to be simplified and flexible under certain circumstances. LDO's are also intended to help attract investment to an area, and to support existing businesses by giving certainty for developers, decreasing timescales and reducing the costs associated with making a planning application.
- 9.1.3 This TAR forecasts the potential transport impacts generated by the proposed development. It also provides a framework for how the Nexus 25 site is anticipated to be delivered over the lifetime of the LDO, and how this potentially changes with the implementation of a series of transport interventions and the delivery of planned off-site highway improvements.
- 9.1.4 The scope and parameters for the assessment set out in this TAR and the TPF have been agreed with SCC as the local highway authority through an iterative pre-application consultation process where informal advice has been given by SCC.
- 9.1.5 The consultation process undertaken with SCC has involved a series of technical meetings with the appropriate officers, and through the submission of PBA Technical Notes 1 and 2, which were reviewed by WSP on SCC's behalf.
- 9.1.6 A further meeting was held with Highways England (HE) officers in regard to the operation and safety of the Strategic Road Network for the same purposes.
- 9.1.7 This Transport Appraisal Report (TAR) should be reviewed alongside the Framework Travel Plan for the site that has been prepared in accordance with the Somerset County Council Travel Plan Guidance, and also supports the LDO.
- 9.1.8 The findings of the TAR are summarised below:

Policy Compliance

- A full review has been undertaken to identify the national and local transport and planning policies and guidance that are appropriate to the proposed development site. It is concluded that the LDO development proposals are compliant with current policy and guidance.

Accessibility and Baseline Transport Conditions

- The site is well located to access both the local and strategic road network.
- The site will achieve vehicular access from an improved M5 Junction 25. Junction 25 is proposed to be improved by SCC to increase its capacity, help to reduce existing traffic congestion at peak times and provide access to Nexus 25 as part of a potential strategic highway improvement. The scheme has been designed to accommodate traffic generated by proposed housing and employment growth (including Nexus 25) in Taunton through to 2033.

- Whilst the SCC improvement scheme will result in substantial changes to the road network, it will also provide improved provisions for buses via a dedicated lane into the park and ride, and enhanced facilities for pedestrians and cyclists which will make it easier and safer to cross the motorway junction and move between the site and Taunton's urban area, minimising severance.
- HE has undertaken a public consultation on a scheme designed to improve the operation of the A358 between Taunton and Southfields (the 'HE scheme'). The Nexus 25 scheme as proposed does not prevent the HE scheme from being delivered. If the HE are inclined to link the A358 improvements with the SCC Junction 25 scheme, there will be an opportunity to do this via the proposed roundabout that will be constructed adjacent to Junction 25 to serve as an access to the site. This roundabout has been designed in such a way that it will allow an eastern arm to be constructed to form a connection with the HE scheme if this is required.
- The Nexus 25 site is considered to be accessible by walking and cycling modes of transport in the baseline situation following completion of the improvement works at Junction 25. An audit of existing walking and cycling infrastructure across the town has demonstrated that there is an appropriate infrastructure network available between the site and main residential areas within Taunton, which are likely to be the main origin for visitors to the site. It is however acknowledged that there are limits to how far end users of the site will be willing to walk and cycle for journeys to work, before alternative modes of transport are preferred.
- Whilst the improved Junction 25 will represent the primary access for Nexus 25, further pedestrian and cyclist access will be available from Haydon Lane on the southern boundary of the site.
- Consideration is being given to the construction of a pedestrian and cycle bridge over the M5 at the western site boundary. Taunton has a well-established network of pedestrian / cycle facilities which run from the town centre to the western side of the M5, which the bridge would facilitate a safe, attractive and traffic-free connection to. The connection would be made through Blackbrook Business Park, providing a route for cross-visitation between the sites and the ability for employees at either site to use the facilities at the other.
- Whilst the construction of the pedestrian and cycle bridge would benefit the development and the wider area, it is not strictly required in order to make the LDO acceptable on the basis that this report has already demonstrated that the site will be accessible on foot and by bike from the main residential areas of Taunton in the baseline situation. Whilst the pedestrian and cycle bridge is not fundamental to the scheme, the additional benefits and opportunities it could provide means that it remains an aspiration to the LDO, and is the focus of further technical investigations. Further potential funding options are also being considered.
- The nearest bus stops to the site are located approximately 700m from the centre of the development at the existing Taunton Gateway Park and Ride facility which will be readily accessible from the site via walking and cycling routes. The P&R is understood to be operating with spare capacity at present, so there is considered to be good potential for end users to access the site via this mode of transport. The Park and Ride provide a high frequency service (approximately every 12 minutes Monday to Saturday) to Taunton Town Centre throughout the day.
- There are additional bus stops located on the A358 adjacent to the P&R access approximately 800m. These stops provide access to a wider range of local bus services that connect to a number of surrounding destinations.
- There is potential to deliver bus service improvements through the development proposals to improve accessibility between the site and edge of town locations around Taunton. These improvements could be funded by the developer through the S106.

- The exact details of the proposed improvements have not been determined at the current time as discussions with SCC, whom are working on a wider bus strategy for Taunton, are still ongoing. However, it is considered that it could be necessary to introduce a bespoke Nexus 25 shuttle service that would operate between the centre of the development, potentially the Gateway Park and Ride, and also various residential areas located beyond the town centre.
- This option requires further investigation and discussion with SCC, however would need to be designed to have maximum impact in terms of improving the site's accessibility. The investigations that will be undertaken will need to cover matters such as the desired level of service, route coverage, timing of delivery in terms of when there is likely to be sufficient critical mass from end users, and what the demand for the service is likely to be as this will impact on the number of shuttles required. It is recognised that some of this information will only become available as plots are occupied and end users are known.
- Taunton Railway Station is located in the town centre at a distance of approximately 4km from Nexus 25 by road. The station is considered to be accessible by bike and should be a realistic travel option for some end users of the site due to the reasonably high frequency and coverage of train services available throughout the day from Taunton station.

Highway Safety

- Personal Injury Collision data has been obtained from SCC in relation to a large study area surrounding the site. A total of 61 collisions were recorded with 54 classified as 'slight' and seven as 'serious' in terms of severity of injury. This equates to an average of 12 collisions per year. There were no fatal collisions recorded during the five-year time period assessed.
- The large majority of collisions to have occurred were located at or close to the Wickes Roundabout, Creech Castle junction and Junction 25. However, it is concluded that the majority of collisions to have occurred were rear end shunts or side impacts resulting from drivers failing to give way appropriately. This in combination with the fact that Junction 25 and the Creech Castle junction are both planned to be improved, means that there should be no requirement to undertake further road safety investigations at this time.

Development Impact

- In order to forecast what the potential traffic impact of the development could be, it has been necessary to take the maximum floorspace figures per plot (shown on the parameter plan) and make assumptions about how these could be divided between the permissible land uses. This is referred to as the 'core development' scenario as it represents a quantum of development that is considered most likely to come forward at the current time.
- The baseline multi modal trip generation for the 'core development' scenario has been calculated in accordance with the methodology previously agreed with HE and SCC. The vehicle trips forecast to be generated have also been distributed across the road network surrounding the site also in accordance with the methodology that was agreed with both highway authorities at the scoping stage.
- The developer is committed to reducing the number of vehicle trips generated by the development by implementing transport interventions that will encourage and facilitate travel by alternative, sustainable modes of transport. The transport interventions assessed include a comprehensive range of Travel Plan measures, improvements to public transport services and potential construction of the M5 pedestrian and cycle bridge.

- Forecasts have been made for how the delivery of each transport intervention could reduce the number of vehicle trips generated by encouraging a shift from car driver to other more sustainable modes of transport. The main principles of the trip adjustment methodology were presented to and agreed with SCC at the scoping stage. The results of the analysis undertaken forecasts that the overall external vehicle trip generation for Nexus 25 in the 'core development' scenario, could be reduced by 169 and 132 two-way trips in the weekday AM and PM peak hours respectively, with all transport interventions implemented.
- These figures are equivalent to approximately 12% reductions in the overall number of two-way external vehicle trips generated by Nexus 25 during the weekday AM and PM peak hours. This level of reduction is considered to be appropriate on the basis that it is more challenging than the 10% car driver trip reduction that is widely stated (and accepted by highway authorities) as the headline target within many Travel Plan documents. This level of reduction also demonstrates a firm commitment from the developer with regards to implementing a strong TPF in order to achieve modal shift away from the private car.

Delivery Strategy

- It has been demonstrated how the Nexus 25 site could be delivered in relation to planned off-site highway improvements which serve as constraints on the development. These constraints include:
 - Capacity and operation of M5 Junction 25
 - Capacity and operation of the Creech Castle junction on the Toneway Corridor
 - Capacity and operation of the remainder of the Toneway Corridor including Wickes Roundabout
- It is proposed that no development can be occupied at Nexus 25 until Junction 25 has been improved to provide additional highway capacity.
- It is proposed that only partial occupation of the development will be possible until the Creech Castle junction has been improved to provide additional highway capacity.
- It is further acknowledged that any occupation of the development will also generate traffic impacts on the remainder of the Toneway Corridor, including at Wickes roundabout. However, these impacts will be initially limited by the aforementioned constraints, and in particular by the proposed trip generation threshold at the Creech Castle junction.
- Beyond this, the TDBC Infrastructure Delivery Plan (IDP, 2014 update) states that further highway improvement schemes are to be undertaken on the Toneway Corridor including at Hankridge Farm roundabout and Wickes roundabout (paragraph 3.36 of the IDP). The document also confirms that TDBC, SCC and other partners are continuing to lobby for such improvements and submitting funding bids (paragraphs 3.37 & 3.38 of the IDP).
- The strategy and approach for restricting the occupation of Nexus 25 until specific off-site highway improvements have been completed will protect the operation and safety of the road network, whilst simultaneously facilitating the delivery of Taunton's strategic employment site which will provide significant wider benefits to the local area.
- A robust monitoring strategy has been devised for the development in order to allow SCC and the developer to accurately quantify the individual and cumulative impacts of the development as the site is built out over time in accordance with the parameters of the LDO.

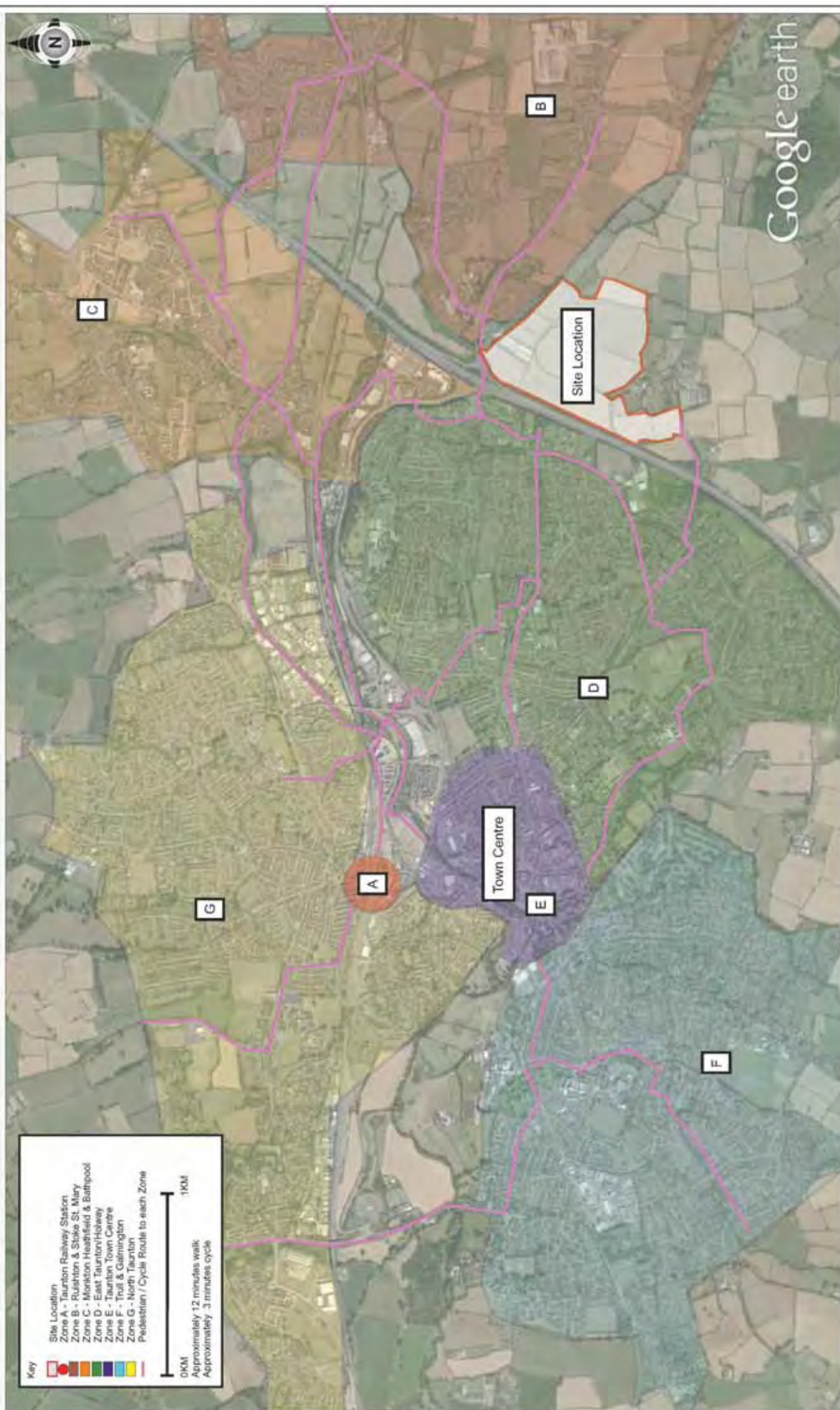
9.2 Conclusion

- 9.2.0 Considering the findings outlined above, it is concluded that there is an appropriate mitigation and intervention strategy capable of accommodating the impact of the development. On this basis, it is considered that there are no reasons to refuse the LDO on transport grounds. Moreover, the potential traffic impact generated by the proposed development scheme, subject to interventions and mitigation, is not considered to be severe and therefore accords with the requirements of the National Planning Policy Framework.

Appendices

Appendix A SCC Junction 25 Improvement Scheme

Appendix B Walking and Cycling Accessibility Audit Zone Plan

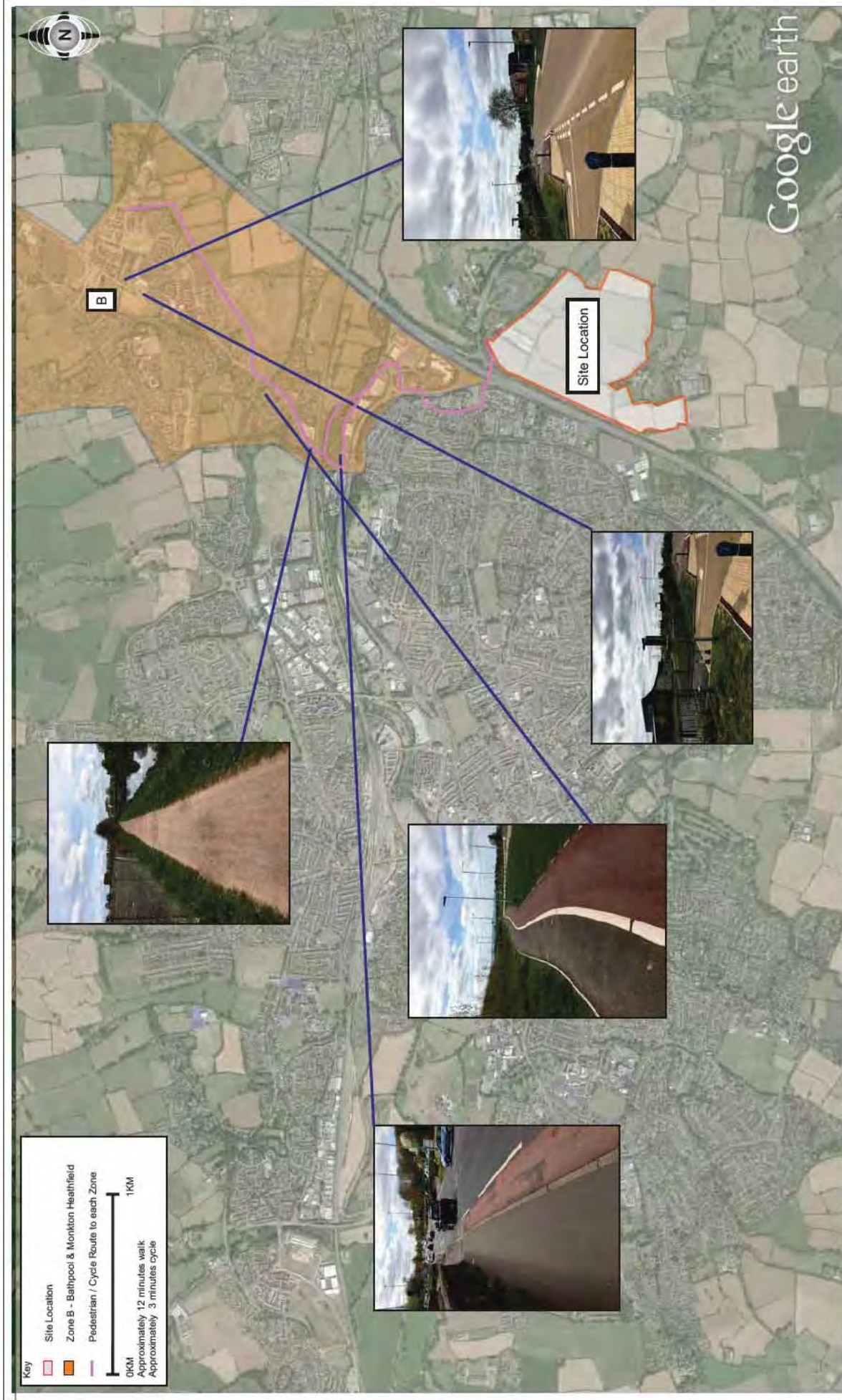


Google earth

<p>Client: TAUNTON DEANE BOROUGH COUNCIL</p> <p>© Peter Brett Associates LLP</p>		<p>16/09/2017</p> <p>A3 - N.T.G.</p> <p>J.P.</p> <p>C.M.</p>		<p>Appendix B</p>	
<p>NEXUS 25, TAUNTON</p> <p>WALKING AND CYCLING ACCESSIBILITY AUDIT ZONES</p>		<p>Date</p> <p>Scale</p> <p>Drawn by</p> <p>Checked by</p>		<p>Date</p> <p>Drawn</p> <p>Checked</p>	

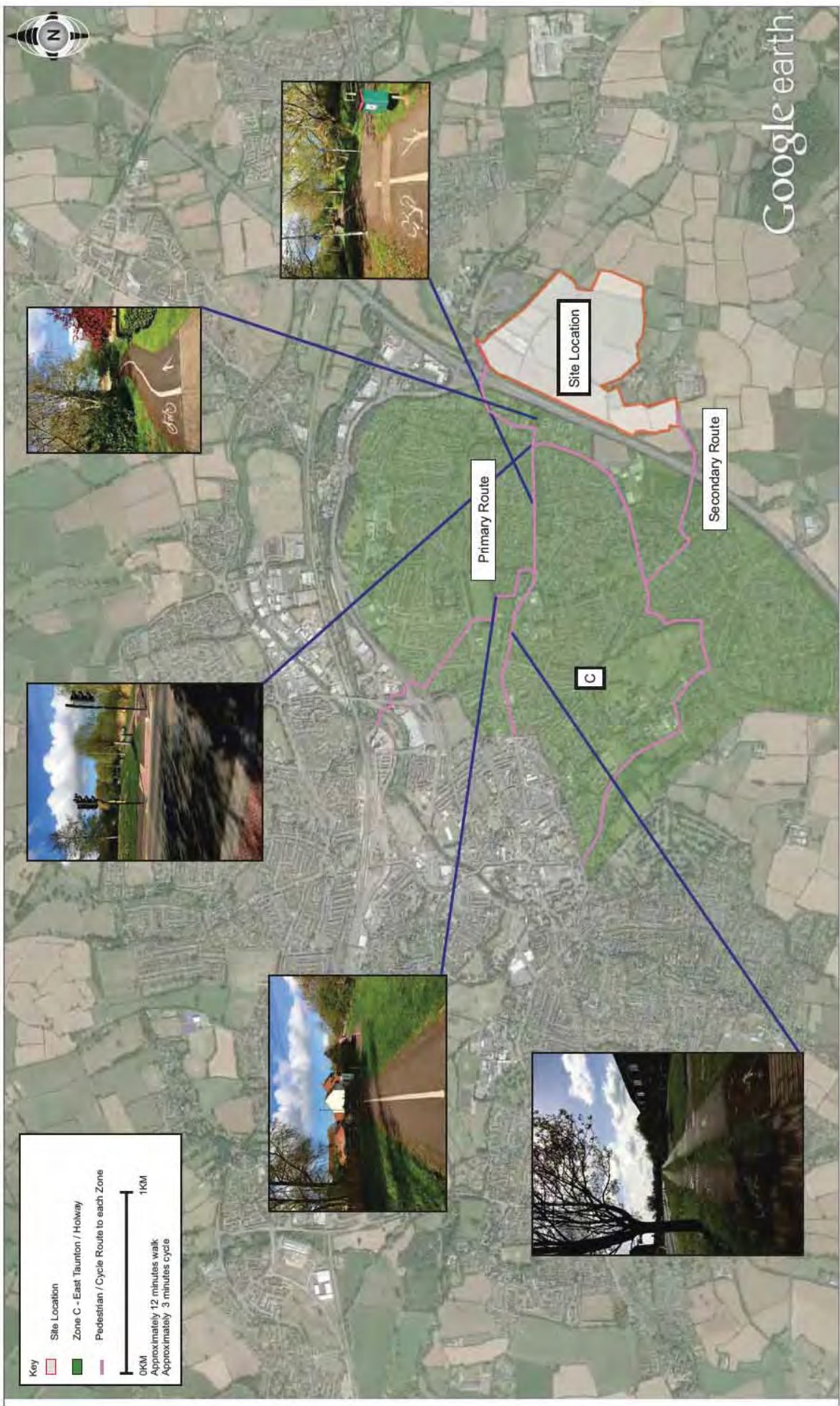
Appendix C Walking and Cycling Accessibility Audit – Zone A

Appendix D Walking and Cycling Accessibility Audit – Zone B



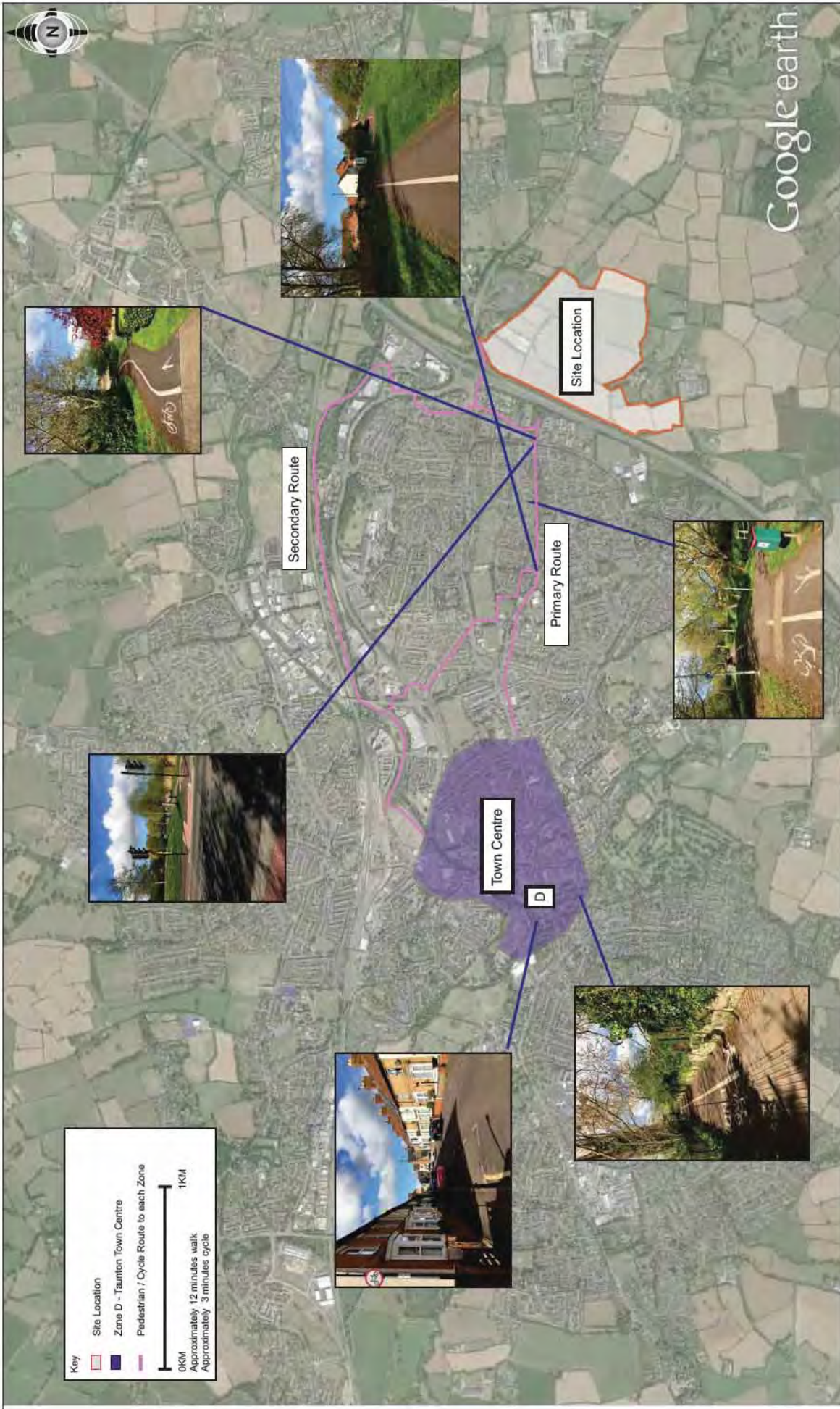
<p>Client</p> <p>TAUNTON DEANE BOROUGH COUNCIL</p>		<p>NEXUS 25, TAUNTON</p>		<p>WALKING AND CYCLING ACCESSIBILITY AUDIT - ZONE B</p>		<p>Appendix D</p>	
<p>Contains Ordnance Survey data © Crown copyright and database right 2015</p> <p>oba peterbrett</p> <p>Offices throughout the UK and Europe</p> <p>www.peterbrett.com</p>		<p>Map/Revision</p> <p>Date 16.08.2017</p> <p>Scale A3 - N.T.S.</p> <p>Drawn by JH</p> <p>Checked by CM</p>		<p>Drawn</p> <p>Date</p> <p>Check</p>		<p>103448 TDC - 25.00 Taunton Deane Council</p>	

Appendix E Walking and Cycling Accessibility Audit – Zone C



<p>Client</p> <p>TAUNTON DEANE BOROUGH COUNCIL</p>		<p>NEXUS 25, TAUNTON</p> <p>WALKING AND CYCLING ACCESSIBILITY AUDIT - ZONE C</p>		<p>Map/Revision</p> <p>Date</p> <p>Scale</p> <p>Drawn by</p> <p>Checked by</p>		<p>Date</p> <p>16.08.2017</p> <p>A3 - N.T.S.</p> <p>JH</p> <p>CM</p>		<p>Drawn</p> <p>Date</p> <p>Check</p>		<p>Appendix E</p>	
<p>Contains Ordnance Survey data © Crown copyright and database right 2015</p> <p>www.peterbrett.com</p>		<p>© Peter Brett Associates LLP</p>		<p>103448 TDC-25-000 (Taunton Borough Council)</p>							

Appendix F Walking and Cycling Accessibility Audit – Zone D



Mark	Revision	Drawn	Date	Check
Date	16.08.2017			
Scale	A3 - N.T.S.			
Drawn by	JH			
Checked by	CM			
Appendix F				

NEXUS 25, TAUNTON WALKING AND CYCLING ACCESSIBILITY AUDIT - ZONE D

Client
TAUNTON DEANE
BOROUGH COUNCIL

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Appendix G Walking and Cycling Accessibility Audit – Zone E

Appendix H Walking and Cycling Accessibility Audit – Zone F

Appendix I Personal Injury Collision Data

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

121202808 08/05/2012 Tuesday Time 1620 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Single carriageway
V1 WAITING AT THE GIVE WAY LINE OF RABOUT TO TRAVEL ONTO THE M5 SLIP ROAD.
V2, TRAV BEHIND, FAILED TO STOP IN TIME AND COLLIDED WITH REAR OF V1
Occurred on A358 TONEWAY AT RAB JCT WITH M5 SLIP ROAD, WEST MONKTON.

Vehicle Reference 1 Car Waiting to turn left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 19
Vehicle direction NW to NE
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 19 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Turning left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 53
Vehicle direction NW to NE
FRV Not foreign registered vehicle Journey 6

121204972 28/07/2012 Saturday Time 1252 Vehicles 2 Casualties 2 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Roundabout
V2 & V1 WAITING TO ENTER RAB, V1 PULLED FORWARD AND COLLIDED WITH REAR OF V1
Occurred on A358 AT RAB JCT WITH M5 SLIP ROAD, J25, WEST MONKTON.

Vehicle Reference 1 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 24
Vehicle direction E to W
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 24 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 47
Vehicle direction E to W
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 2 Age: 44 Female Passenger Severity: Slight

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

121207115 02/11/2012 Friday Time 1330 Vehicles 2 Casualties 1 Slight
Other Road surface Wet/Damp Daylight: street lights present
Special Conditions None Road Type Roundabout
V1 STATIONARY AT ENTRANCE TO RAB WAITING TO PROCEED. V2, TRAVELLING BEHIND V1,
TRAVELLED AHEAD WITHOUT NOTICING V1 IN FRONT AND HIT V1
Occurred on A358 HENLADE, BLACKBROOK RAB, WEST MONKTON.

Vehicle Reference 1 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 17
Vehicle direction NE to W
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 17 Female Passenger Severity: Slight

Vehicle Reference 2 Goods >= 7.5 tonnes mgw Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver
Vehicle direction NE to W
FRV Not foreign registered vehicle Journey 6

131300468 09/01/2013 Wednesday Time 1816 Vehicles 3 Casualties 2 Slight
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
Special Conditions None Road Type Single carriageway
V3, TRAVELLING WEST ON TONEWAY, WAS WAITING AT TRAFFIC LIGHTS. V2 WAS TRAVELLING BEHIND V3.,
V1BEHIND V2, FAILED TO STOP IN TIME, COLLIDING WITH V2 AND PUSHING V2 INTO V3.
Occurred on A358 TONEWAY, AT JCT WITH A38 BRIDGWATER ROAD, TAUNTON

Vehicle Reference 1 Car Slowing or Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 31
Vehicle direction E to W
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 31 Male Driver/rider Severity: Slight

Casualty Reference: 2 Age: 25 Female Passenger Severity: Slight

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 60
Vehicle direction E to W
FRV Not foreign registered vehicle Journey 6

Vehicle Reference 3 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 22
Vehicle direction E to W
FRV Not foreign registered vehicle Journey 6

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

131300732 31/01/2013 Thursday Time 1703 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: no street lighting
Special Conditions None Road Type Roundabout
V1 IN MIDDLE LANE OF A358 AT ENTRANCE TO RAB WAITING FOR ONCOMING VEHs TO PASS.
V2, TRAV BEHIND V1, HIT THE REAR OF V1. V2 THEN REVERSED,
WENT AROUND THE INSIDE OF V1 AND DROVE OFF TOWARDS TAUNTON
Occurred on A358, AT JCT WITH M5 SLIP ROAD, J25, WEST MONKTON.

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 18
Vehicle direction E to W
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 18 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 73
Vehicle direction E to W
FRV Not foreign registered vehicle Journey 6

131303075 05/05/2013 Sunday Time 1253 Vehicles 2 Casualties 2 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Dual carriageway
V1 & V2 TRAVELLING EAST ON TONEWAY. V2 WAS STATIONARY
AT TRAFFIC LIGHTS WHEN IT WAS HIT IN THE REAR BY V1
Occurred on A38 TONEWAY, AT JCT WITH A38 BRIDGWATER ROAD, CREECH CASTLE, TAUNTON

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 55
Vehicle direction W to E
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 55 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 45
Vehicle direction W to E
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 2 Age: 45 Female Driver/rider Severity: Slight

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

131304051 22/05/2013 Wednesday Time 2122 Vehicles 2 Casualties 2 Serious
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Single carriageway
V1 & V2 TRAV EAST ON A38/A358 TOWARDS M5. V1 WAS IN LANE 2 WHEN V2 CROSSED ITS PATH IN ORDER
TO GO INTO FILTER LANE TO TURN RIGHT INTO BRIDGWATER ROAD. V1 UNABLE TO AVOID COLLISION WITH V2
Occurred on A38/A358 TONEWAY, AT JCT WITH BRIDGWATER ROAD, TAUNTON

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 80
Vehicle direction W to E
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 80 Male Driver/rider Severity: Slight

Vehicle Reference 2 Pedal cycle Changing lane to right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 22
Vehicle direction W to Unknown
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 2 Age: 22 Male Driver/rider Severity: Serious

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

131305438 05/07/2013 Friday Time 1533 Vehicles 3 Casualties 1 Serious
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Single carriageway
V2, TRAV WEST ON A358, WAS WAITING TO T/ RIGHT INTO BUSHY CROSS LANE. V1, TRAV EAST IN HEAVY,
SLOW TRAFFIC, STOPPED TO ALLOW V2 TO TURN. V3, TRAV BEHIND V2, WAS OVERTAKING
LINE OF TRAFFIC WHEN V2 TURNED. V3 CLIPPED V2, RIDER OF V3 LOST CONTROL AND V3 THEN HIT V1.
Occurred on A358, AT JCT WITH BUSHY CROSS LANE, HENLADE, TAUNTON.

Vehicle Reference	1	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	62
Vehicle direction	SE to N		
FRV	Not foreign registered vehicle	Journey	6
Vehicle Reference	2	Car	Waiting to go ahead but held up
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	44
Vehicle direction	NW to SE		
FRV	Not foreign registered vehicle	Journey	6
Vehicle Reference	3	Motorcycle over 500cc	Overtaking moving vehicle on its offside
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	24
Vehicle direction	SE to NW		
FRV	Not foreign registered vehicle	Journey	6
Casualty Reference:	1	Age: 24	Male Driver/rider Severity: Serious

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

131305287 26/07/2013 Friday Time 1945 Vehicles 3 Casualties 2 Slight
 Fine without high winds Road surface Dry Daylight: street lights present
 Special Conditions None Road Type Single carriageway
 V1 TRAV WEST ON A358 TOWARDS TAUNTON FOLLOWED BY V2. V3, TRAVELLING IN OPPOSITE DIRECTION,
 CROSSED CARRIAGEWAY AND HIT ONCOMING V1 HEAD ON. V2 WAS UNABLE TO STOP IN TIME
 AND HIT REAR OF V1.
 Occurred on A358 HENLADE, TAUNTON

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 54
Vehicle direction	SE to NW		
FRV	Not foreign registered vehicle		Journey 6
Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 46
Vehicle direction	SE to NW		
FRV	Not foreign registered vehicle		Journey 6
Casualty Reference:	2	Age: 18	Female Passenger Severity: Slight
Vehicle Reference	3	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 52
Vehicle direction	NW to SE		
FRV	Not foreign registered vehicle		Journey 6
Casualty Reference:	1	Age: 52	Female Driver/rider Severity: Slight

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

131306130 25/08/2013 Sunday Time 1055 Vehicles 3 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Single carriageway
V2 WAS IN RIGHT HAND LANE APPROACHING M5 RAB, V3 ALSO TRAV IN SAME DIRECTION.
V1 HAD JUST EXITED M5 RAB ONTO A358 AND WAS ATTEMPTING TO OVERTAKE ANOTHER VEH.
IN DOING SO, V1 COLLIDED WITH OFFSIDE OF V2 AND OFFSIDE OF V3.
Occurred on A358 RUISHTON, NEAR TAUNTON

Vehicle Reference	1	Car	Overtaking moving vehicle on its offside
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	45
Vehicle direction	NW to E		
FRV	Not foreign registered vehicle	Journey	6
Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	70
Vehicle direction	E to W		
FRV	Not foreign registered vehicle	Journey	6
Casualty Reference:	1	Age: 66	Female Passenger Severity: Slight

Vehicle Reference	3	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	49
Vehicle direction	E to W		
FRV	Not foreign registered vehicle	Journey	6

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

131306468 28/08/2013 Wednesday Time 1145 Vehicles 2 Casualties 2 Slight
 Fine without high winds Road surface Dry Daylight: street lights present
 Special Conditions None Road Type Dual carriageway
 V1 & V2 TRAV ALONG TONEWAY. AS V1 APPROACHED LIGHTS AT JCT, THEY CHANGED TO AMBER.
 V1 BRAKED GENTLY AT FIRST THEN SUDDENLY INTO AN EMERGENCY STOP. V2 BRAKED AND SWERVED
 BUT WAS UNABLE TO AVOID COLLISION WITH V1
 Occurred on A38 TONEWAY, AT JCT WITH A38 BRIDGWATER ROAD, TAUNTON

Vehicle Reference 1 Car Slowing or Stopping
 Not in restricted lane No skidding, jack-knifing or overturning
 First point of impact Back Age of Driver 23
 Vehicle direction W to E
 FRV Not foreign registered vehicle Journey 6
 Casualty Reference: 1 Age: 23 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead
 Not in restricted lane No skidding, jack-knifing or overturning
 First point of impact Front Age of Driver 29
 Vehicle direction W to E
 FRV Not foreign registered vehicle Journey 6
 Casualty Reference: 2 Age: 53 Female Passenger Severity: Slight

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

131307229 06/10/2013 Sunday Time 1115 Vehicles 3 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Roundabout
V3, POLICE ON BLUE LIGHTS, ENTERING RAB FROM M5 NORTHBOUND EXIT SLIP.
V1 & V2 NEGOTIATING RAB. V1 SAW V3 AND STOPPED. V2 HIT REAR OF V1
Occurred on A358, AT JCT WITH M5 EXIT SLIP, BLACKBROOK RAB, WEST MONKTON.

Vehicle Reference 1 Car Slowing or Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 42
Vehicle direction SE to NW
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 46 Female Passenger Severity: Slight

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 25
Vehicle direction SE to NW
FRV Not foreign registered vehicle Journey 6

Vehicle Reference 3 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver
Vehicle direction S to N
FRV Not foreign registered vehicle Journey Journey as part of work

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

131307728 15/11/2013 Friday Time 2121 Vehicles 2 Casualties 2 Serious
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Dual carriageway
V1 TRAVELLING WEST IN LANE 2, POSSIBLY AT HIGH SPEED. V2 ENTERED TONEWAY FROM
ADMIRALTY WAY AND MOVED INTO LANE 2 IN FRONT OF V1. V1 SWERVED AND HIT BARRIER
THEN HIT V2 AND BOTH VEHS LEFT CARRIAGEWAY.
Occurred on A358 TONEWAY, AT JCT WITH ADMIRALTY WAY, TAUNTON

Vehicle Reference	1	Car	Going ahead			
Not in restricted lane		No skidding, jack-knifing or overturning				
First point of impact	Front	Age of Driver	19			
Vehicle direction	E to W					
FRV	Not foreign registered vehicle	Journey	6			
Casualty Reference:	1	Age:	19	Male	Driver/rider	Severity: Serious
Casualty Reference:	2	Age:	19	Male	Passenger	Severity: Slight

Vehicle Reference	2	Car	Moving off			
Not in restricted lane		No skidding, jack-knifing or overturning				
First point of impact	Front	Age of Driver	19			
Vehicle direction	SE to W					
FRV	Not foreign registered vehicle	Journey	6			

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

131308787 09/12/2013 Monday Time 1322 Vehicles 3 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Roundabout
V1 TRAVELLING AROUND M5 RAB HEADING ONTO A358 IN NEARSIDE LANE. V2 TRAVELLING SAME DIRECTION.
V1 HAD TO BRAKE FOR V3 WHICH CROSSED ITS PATH AND V2 COLLIDED WITH REAR OF V1.
Occurred on A358 BLACKBROOK RAB, M5 J25, WEST MONKTON.

Vehicle Reference	1	Goods <= 3.5 tonnes mgw	Moving off
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	41
Vehicle direction	W to E		
FRV	Not foreign registered vehicle		Journey 6
Vehicle Reference	2	Pedal cycle	Moving off
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	52
Vehicle direction	W to E		
FRV	Not foreign registered vehicle		Journey 6
Casualty Reference:	1	Age: 52	Male Driver/rider Severity: Slight

Vehicle Reference	3	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Did not impact	Age of Driver	
Vehicle direction	N to S		
FRV	Not foreign registered vehicle		Journey 6

131400180 29/12/2013 Sunday Time 1350 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Daylight: street lights present
Special Conditions None Road Type Roundabout
BOTH VEHS TRAVELLING A358 FROM HENLADE.
V1 STOPPED AT RAB AND WAS HIT IN REAR BY V2
Occurred on A358 AT JCT WITH M5 SLIP ROAD, J25 RAB, WEST MONKTON.

Vehicle Reference	1	Car	Waiting to go ahead but held up
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	17
Vehicle direction	E to W		
FRV	Not foreign registered vehicle		Journey 6
Casualty Reference:	1	Age: 17	Female Driver/rider Severity: Slight

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	74
Vehicle direction	E to W		
FRV	Not foreign registered vehicle		Journey 6

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

141401564 04/02/2014 Tuesday Time 2145 Vehicles 2 Casualties 1 Slight
Raining with high winds Road surface Wet/Damp Darkness: street lights present and lit
Special Conditions None Road Type Roundabout
V1 TRAVELLING FROM CHRITCHARD WAY, ENTERED RAB AND CLIPPED V2
WHICH WAS ALREADY ON THE RAB..
Occurred on A38 CHRITCHARD WAY AT RAB JCT WITH A3038 PRIORY AVENUE, TAUNTON

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	33
Vehicle direction	S to N		
FRV	Not foreign registered vehicle	Journey	6
Vehicle Reference	2	Motorcycle 50cc and under	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	16
Vehicle direction	E to W		
FRV	Not foreign registered vehicle	Journey	6
Casualty Reference:	1	Age: 16	Male Driver/rider Severity: Slight

141401919 24/03/2014 Monday Time 1100 Vehicles 2 Casualties 2 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Roundabout
V1 WAS IN SLIP LANE TO GO INTO TRADING ESTATE (TOWARDS HOLLTWOOD BOWL), WHEN V2,
WHICH WAS TRAV ON THE OUTSIDE OF V1, SUDDENLY SWERVED ACROSS THE HATCH MARKINGS
INTO THE SAME ROAD CAUSING V1 TO BRAKE HARD.
Occurred on A358 TONEWAY AT JCT WITH HERON GATE, HANKRIDGE RAB, TAUNTON

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Did not impact	Age of Driver	19
Vehicle direction	W to E		
FRV	Not foreign registered vehicle	Journey	6
Casualty Reference:	1	Age: 19	Female Driver/rider Severity: Slight
Casualty Reference:	2	Age: 19	Female Passenger Severity: Slight

Vehicle Reference	2	Goods >= 7.5 tonnes mgw	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Did not impact	Age of Driver	45
Vehicle direction	W to E		
FRV	Not foreign registered vehicle	Journey	Journey as part of work

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

141402195 28/03/2014 Friday Time 1733 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Daylight: street lights present
Special Conditions None Road Type Dual carriageway
V1 & V2 ENTERED EXIT SLIP ROAD. V2 SLOWED AND WAS HIT IN REAR BY V1
Occurred on M5 J25 SOUTHBOUND EXIT SLIP, WEST MONKTON.

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	44
Vehicle direction	N to S		
FRV	Not foreign registered vehicle	Journey	6
Vehicle Reference	2	Car	Slowing or Stopping
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	66
Vehicle direction	N to S		
FRV	Not foreign registered vehicle	Journey	6
Casualty Reference:	1	Age: 71	Male Passenger Severity: Slight

141402119 01/04/2014 Tuesday Time 1705 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Dual carriageway
V1 WAS IN RIGHT HAND LANE ON DUAL CARRIAGEWAY TO GO STRAIGHT ACROSS AT T/ LIGHTS.
LIGHTS TURNED AMBER AND V1 SLOWED AND STOPPED. V2, TRAV BEHIND V1,
FAILED TO STOP IN TIME AND HIT REAR OF V1, SHUNTING IT FORWARD
Occurred on A358 TONEWAY, AT JCT WITH BRIDGWATER ROAD, CREECH CASTLE, TAUNTON.

Vehicle Reference	1	Car	Slowing or Stopping
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	46
Vehicle direction	E to W		
FRV	Not foreign registered vehicle	Journey	Journey as part of work
Casualty Reference:	1	Age: 46	Male Driver/rider Severity: Slight

Vehicle Reference	2	Car	Going ahead
Not in restricted lane			Skidded
First point of impact	Front	Age of Driver	35
Vehicle direction	E to W		
FRV	Not foreign registered vehicle	Journey	6

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

141402979 29/04/2014 Tuesday Time 0753 Vehicles 3 Casualties 5 Slight
Fog or mist Road surface Wet/Damp Daylight: street lights present
Special Conditions None Road Type Dual carriageway

V3 STOPPED IN TRAFFIC ON EXIT SLIP ROAD. V2 STOPPED BEHIND V3. V1, WHICH WAS MOVING AT THE TIME, FAILED TO STOP IN TIME AND STRUCK THE REAR OF V2, CAUSING V2 TO COLLIDE WITH REAR OF V3.

Occurred on M5 MOTORWAY EXIT SLIP ROAD, J25 NORTHBOUND, WEST MONKTON.

Vehicle Reference 1 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 22
Vehicle direction S to N
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 22 Female Driver/rider Severity: Slight

Casualty Reference: 5 Age: 22 Female Passenger Severity: Slight

Vehicle Reference 2 Car Slowing or Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 28
Vehicle direction S to N
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 2 Age: 28 Female Driver/rider Severity: Slight

Casualty Reference: 4 Age: 50 Male Passenger Severity: Slight

Vehicle Reference 3 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Unknown Age of Driver
Vehicle direction S to N
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 3 Age: 5 Female Passenger Severity: Slight

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

141403096 09/05/2014 Friday Time 0751 Vehicles 3 Casualties 3 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Slip road
V1, V2 & V3 LEAVING M5 NORTHBOUND AT J25. V2 IN NEAR SIDE LANE, V3 IN OFFSIDE LANE.
V1 WAS BEHIND BOTH V2 AND V3. V1 COLLIDED WITH REAR OF V3 CAUSING IT TO SPIN
AND COLLIDE WITH NEAR SIDE BARRIER.
Occurred on M5 MOTORWAY NORTH EXIT SLIP ROAD, J25, WEST MONKTON.

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 59
Vehicle direction S to N
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 59 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Unknown Age of Driver 53
Vehicle direction S to N
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 3 Age: 36 Female Passenger Severity: Slight

Vehicle Reference 3 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 33
Vehicle direction S to N
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 2 Age: 33 Male Driver/rider Severity: Slight

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

141403107 12/05/2014 Monday Time 1915 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Dual carriageway
V1 WAS DRIVING ALONG TONEWAY. V2 WAS WEAVING IN AND OUT OF LANES OVERTAKING TRAFFIC.
V2 PULLED INTO LANE THAT V1 WAS TRAV IN. VEH IN FRONT OF V1 BRAKED,
CAUSING V1 TO BRAKE SHARPLY.
Occurred on A38 TONEWAY, TAUNTON

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 58
Vehicle direction E to W
FRV Not foreign registered vehicle Journey Commuting to/from work
Casualty Reference: 1 Age: 58 Female Driver/rider Severity: Slight

Vehicle Reference 2 Motorcycle over 50cc and up to 125cc Overtaking moving vehicle on its offside
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver
Vehicle direction E to W
FRV Not foreign registered vehicle Journey Journey as part of work

141406788 25/06/2014 Wednesday Time 1745 Vehicles 2 Casualties 2 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Slip road
V1 WAS STATIONARY AT THE END OF THE MOTORWAY EXIT SLIP ROAD WHEN IT WAS HIT IN THE REAR BY V2
Occurred on M5 NORTHBOUND EXIT SLIP AT JCT WITH A358, J25, WEST MONKTON.

Vehicle Reference 1 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 38
Vehicle direction S to N
FRV Not foreign registered vehicle Journey Journey as part of work
Casualty Reference: 1 Age: 38 Male Driver/rider Severity: Slight

Casualty Reference: 2 Age: 35 Female Passenger Severity: Slight

Vehicle Reference 2 Car Slowing or Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 37
Vehicle direction S to N
FRV Not foreign registered vehicle Journey 6

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

141404582 07/07/2014 Monday Time 1540 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Daylight: street lights present
Special Conditions None Road Type Single carriageway
V1 WAS STATIONARY ON SLIP ROAD WHEN IT WAS SHUNTED FROM BEHIND BY V2.
Occurred on A38, AT JCT WITH A358, CREECH CASTLE, TAUNTON.

Vehicle Reference 1 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 40
Vehicle direction NW to SE
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 40 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 45
Vehicle direction NW to SE
FRV Not foreign registered vehicle Journey 6

141405073 26/07/2014 Saturday Time 1600 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Single carriageway
V1 WAS STATIONARY AT END OF SLIP ROAD AND MOVED FORWARD TO VIEW TRAFFIC COMING FROM
TONEWAY JCT. DRIVER SAW 2 VEHS APPROACHING AND THEREFORE DID NOT PROCEED.
V2 COLLIDED WITH THE REAR OF V1, SHUNTING IT ONTO THE CARRIAGEWAY
Occurred on A358, AT JCT WITH A38 BRIDGWATER ROAD, CREECH CASTLE, TAUNTON.

Vehicle Reference 1 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 49
Vehicle direction SW to N
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 49 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Turning left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 20
Vehicle direction SW to N
FRV Not foreign registered vehicle Journey 6

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

141406043 01/09/2014 Monday Time 1230 Vehicles 2 Casualties 1 Slight
 Raining without high winds Road surface Wet/Damp Daylight: street lights present
 Special Conditions None Road Type Single carriageway
 V1 APPROACHED JCT WHERE LIGHTS WERE ON RED. LIGHTS CHANGED TO GREEN AND V1 ATTEMPTED TO PULL
 AWAY BUT STALLED. V2, TRAVELLING BEHIND, COLLIDED WITH REAR OF V1 PUSHING V1 FORWARD.
 Occurred on BRIDGWATER ROAD, AT JCT WITH A38 TONEWAY, CREECH CASTLE, TAUNTON

Vehicle Reference 1 Car Going ahead
 Not in restricted lane No skidding, jack-knifing or overturning
 First point of impact Back Age of Driver 32
 Vehicle direction S to N
 FRV Not foreign registered vehicle Journey 6
 Casualty Reference: 1 Age: 32 Female Driver/rider Severity: Slight

Vehicle Reference 2 Goods between 3.5 and 7.5 tonnes mgw Going ahead
 Not in restricted lane No skidding, jack-knifing or overturning
 First point of impact Front Age of Driver 30
 Vehicle direction S to N
 FRV Not foreign registered vehicle Journey 6

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

141407276 08/10/2014 Wednesday Time 1016 Vehicles 3 Casualties 3 Slight
 Raining without high winds Road surface Wet/Damp Daylight: street lights present
 Special Conditions None Road Type Single carriageway
 V1 & V2 TRAVELLING TOWARDS TAUNTON, V3 TRAVELLING IN THE OPPOSITE DIRECTION.
 V2 SLOWED DUE TO TRAFFIC AHEAD. V1 FAILED TO SEE SLOWING TRAFFIC UNTIL LAST MINUTE.
 V1 BRAKED, HIT REAR OF V2 AND OFFSIDE OF ONCOMING V3
 Occurred on A358 HENLADE, TAUNTON

Vehicle Reference 1 Bus or coach Going ahead
 Not in restricted lane No skidding, jack-knifing or overturning
 First point of impact Front Age of Driver 40
 Vehicle direction SE to NW
 FRV Not foreign registered vehicle Journey Journey as part of work
 Casualty Reference: 3 Age: 64 Female Passenger Severity: Slight

Vehicle Reference 2 Car Slowing or Stopping
 Not in restricted lane No skidding, jack-knifing or overturning
 First point of impact Back Age of Driver 66
 Vehicle direction SE to NW
 FRV Not foreign registered vehicle Journey 6
 Casualty Reference: 1 Age: 66 Male Driver/rider Severity: Slight

Vehicle Reference 3 Car Going ahead
 Not in restricted lane No skidding, jack-knifing or overturning
 First point of impact Offside Age of Driver 77
 Vehicle direction NW to SE
 FRV Not foreign registered vehicle Journey 6
 Casualty Reference: 2 Age: 77 Female Driver/rider Severity: Slight

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

141407362 28/10/2014 Tuesday Time 0745 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Roundabout
V1 WAS STATIONARY AT ENTRANCE TO BLACKBROOK RAB, WAITING TO PROCEED
ONTO THE RAB THEN ONTO M5 NORTHBOUND SLIP ROAD. V2 HIT REAR OF V1
Occurred on A358 RAB, JUST BEFORE SLIP ROAD TO J25 M5 NORTHBOUND, WEST MONKTON.

Vehicle Reference 1 Taxi Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 68
Vehicle direction N to NE
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 2 Age: 60 Female Passenger Severity: Slight

Vehicle Reference 2 Goods <= 3.5 tonnes mgw Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 24
Vehicle direction N to E
FRV Not foreign registered vehicle Journey 6

141500338 10/11/2014 Monday Time 1826 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Roundabout
V2 WAS STATIONARY AT THE ENTRANCE TO THE RAB. V1, TRAVELLING BEHIND,
LOOKED RIGHT AND THEN DROVE FORWARD INTO REAR OF V2.
Occurred on A358 RAB, HERON GATE/HANKRIDGE, TAUNTON

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 55
Vehicle direction S to N
FRV Not foreign registered vehicle Journey 6
Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 28
Vehicle direction S to N
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 24 Female Passenger Severity: Slight

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

141408205 20/11/2014 Thursday Time 1410 Vehicles 3 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Roundabout
V1 DROVE INTO REAR OFFSIDE OF V2 ON RAB. V1 THEN DROVE OFF AND DROVE
INTO THE OFFSIDE OF V3. V1 LEFT THE SCENE WITHOUT STOPPING
Occurred on A38 CHRITCHARD WAY, AT RAB JCT WITH A3038 PRIORY AVENUE, TAUNTON.

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	46
Vehicle direction	S to N		
FRV	Not foreign registered vehicle	Journey	6
Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	54
Vehicle direction	S to N		
FRV	Not foreign registered vehicle	Journey	6
Casualty Reference:	1	Age: 54	Female Driver/rider Severity: Slight
Vehicle Reference	3	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	86
Vehicle direction	S to N		
FRV	Not foreign registered vehicle	Journey	6

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

141408742 06/12/2014 Saturday Time 1118 Vehicles 2 Casualties 2 Serious
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Roundabout
V1 ENTERED RAB FROM A38 CHRITCHARD WAY. V2, ENTERING RAB FROM A3038 PRIORY AVENUE,
FAILED TO GIVE WAY TO V1 AND COLLISION OCCURRED.
AS A RESULT OF THE COLLISION THE RIDER OF V1 WAS DRAGGED UNDER V2.
Occurred on A38 CHRITCHARD WAY, AT JCT WITH A3038 PRIORY AVENUE, TAUNTON.

Vehicle Reference 1 Motorcycle over 500cc Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 24
Vehicle direction S to N
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 24 Male Driver/rider Severity: Serious

Vehicle Reference 2 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 80
Vehicle direction SW to NE
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 2 Age: 80 Male Driver/rider Severity: Slight

141409232 28/12/2014 Sunday Time 1310 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Roundabout
V1 WAS TRAV IN MIDDLE LANE OF RAB HEADING TOWARDS M5 SOUTHBOUND SLIP ROAD. V2 CUT IN FRONT OF
V1 WHILST AVOIDING A VEH IN ANOTHER LANE. THIS CAUSED V1 TO BRAKE HARD. AS V1 PULLED ALONGSIDE V2,
V2 PULLED AWAY AND COLLIDED WITH V1.
Occurred on A358 BLACKBROOK RAB, J25, WEST MONKTON.

Vehicle Reference 1 Car Moving off
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 31
Vehicle direction NW to SE
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 34 Female Passenger Severity: Slight

Vehicle Reference 2 Goods <= 3.5 tonnes mgw Overtaking on nearside
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 40
Vehicle direction NW to SE
FRV Not foreign registered vehicle Journey 6

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

151501093 13/01/2015 Tuesday Time 0930 Vehicles 2 Casualties 1 Slight
 Raining with high winds Road surface Wet/Damp Daylight: street lights present
 Special Conditions None Road Type Single carriageway
 V1 ENTERING BRIDGWATER ROAD ON SLIP ROAD FROM TONEWAY. V2, APPROACHING TONEWAY ON
 BRIDGWATER ROAD, CROSSED WHITE LINES IN ORDER TO PASS A STATIONARY VEH.
 V1 PULLED OUT ONTO BRIDGWATER ROAD AND WAS IN COLLISION WITH V2
 Occurred on A38 BRIDGWATER ROAD, AT JCT WITH A358 TONEWAY, CREECH CASTLE, TAUNTON.

Vehicle Reference 1 Motorcycle over 50cc and up to 125cc Turning left
 Not in restricted lane No skidding, jack-knifing or overturning
 First point of impact Front Age of Driver 63
 Vehicle direction W to N
 FRV Not foreign registered vehicle Journey 6
 Casualty Reference: 1 Age: 63 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead
 Not in restricted lane No skidding, jack-knifing or overturning
 First point of impact Front Age of Driver 31
 Vehicle direction N to S
 FRV Not foreign registered vehicle Journey 6

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

151501197 09/02/2015 Monday Time 1215 Vehicles 3 Casualties 2 Serious
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Single carriageway
V1 TRAVELLING WESTBOUND THROUGH HENLADE V2 STATIONARY IN CARRIAGEWAY, WAITING FOR
GAP IN ONCOMING TRAFFIC TO TURN RIGHT INTO BUSHY CROSS LANE. V1 COLLIDED WITH REAR OF V2
SHUNTING V2 DIAGONALLY ACROSS INTO AN INCOMING LANE OF TRAFFIC,
Occurred on A358 HENLADE, AT JCT WITH BUSHY CROSS LANE.

Vehicle Reference 1 Goods >= 7.5 tonnes mgw Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 55
Vehicle direction SE to NW
FRV Not foreign registered vehicle Journey Journey as part of work

Vehicle Reference 2 Car Waiting to turn right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 64
Vehicle direction SE to NE
FRV Not foreign registered vehicle Journey 6

Casualty Reference: 1 Age: 64 Female Driver/rider Severity: Serious

Vehicle Reference 3 Goods >= 7.5 tonnes mgw Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 37
Vehicle direction NW to SE
FRV Not foreign registered vehicle Journey Journey as part of work

Casualty Reference: 2 Age: 37 Male Driver/rider Severity: Slight

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Notes:

Selected using Manual Selection

Obridge to Henlade

151503650 23/04/2015 Thursday Time 1951 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Roundabout
V2 TRAVELLING ON SLIP ROAD HEADING TOWARDS BLACKBROOK RAB WHEN V1 CAME THROUGH
A RED LIGHT AND HIT THE FRONT OFFSIDE OF V2, THEN DROVE OFF WITHOUT STOPPING.
Occurred on M5 J25 SLIP ROAD, WEST MONKTON.

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver
Vehicle direction	N to S		
FRV	Not foreign registered vehicle		Journey 6
Vehicle Reference	2	Car	Waiting to turn left
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front		Age of Driver 34
Vehicle direction	N to W		
FRV	Not foreign registered vehicle		Journey 6
Casualty Reference:	1	Age: 34	Female Driver/rider Severity: Slight

151503507 18/05/2015 Monday Time 1720 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions Road works present Road Type Roundabout
V1 WAS STATIONARY IN TRAFFIC HAVING LEFT THE JCT FROM CHRITCHARD WAY HEADING
TOWARDS A358 OBRIDGE VIADUCT. V1 WAS STATIONARY IN FRONT OF THE JCT OF A3038.
V2 WAS TRAVELLING AROUND THE RAB AND COLLIDED WITH V1.
Occurred on A3/A358 FOCUS RAB, TAUNTON

Vehicle Reference	1	Car	Waiting to go ahead but held up
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside		Age of Driver 19
Vehicle direction	S to N		
FRV	Not foreign registered vehicle		Journey 6
Casualty Reference:	1	Age: 19	Female Driver/rider Severity: Slight

Vehicle Reference	2	Goods >= 7.5 tonnes mgw	Slowing or Stopping
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside		Age of Driver 40
Vehicle direction	S to N		
FRV	Not foreign registered vehicle		Journey Commuting to/from work

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

151505316 04/06/2015 Thursday Time 0915 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Roundabout
V1 WAS APPROACHING THE RAB WITH V2 DIRECTLY BEHIND. V1 STOPPED TO GIVE WAY AT THE RAB. V2 STOPPED BEHIND V1. V2 ASSUMED V1 WAS GOING TO GO AND LOOKED TO SEE IF THE ROAD WAS CLEAR. V1 HAS NOT MOVED AND V2 COLLIDED WITH REAR OF V1.
Occurred on A358 TONEWAY, AT JCT WITH A358, TAUNTON

Vehicle Reference 1 Car Slowing or Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 32
Vehicle direction N to W
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 32 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Slowing or Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 44
Vehicle direction N to W
FRV Not foreign registered vehicle Journey 6

151504685 11/06/2015 Thursday Time 2000 Vehicles 2 Casualties 1 Slight
Unknown Road surface Dry Daylight: street lights present
Special Conditions Road works present Road Type Single carriageway
V1 WAS WAITING TO COME ON TO THE A358. V2 WAS APPROACHING THE SAME JCT ALONG THE A358. V1 WAS BECKONED ON BY ANOTHER DRIVER AND AS IT BEGUN ITS MANOEUVRE V1 COLLIDED WITH V2.
Occurred on LIPE LANE AT JCT WITH A358, HENLADE, NEAR TAUNTON

Vehicle Reference 1 Car Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 21
Vehicle direction N to W
FRV Not foreign registered vehicle Journey 6
Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 19
Vehicle direction W to E
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 19 Female Driver/rider Severity: Slight

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Notes:

Selected using Manual Selection

Obridge to Henlade

151505187 13/07/2015 Monday Time 1246 Vehicles 5 Casualties 3 Slight
Fine without high winds Road surface Wet/Damp Daylight: street lights present
Special Conditions None Road Type Single carriageway
ALL 5 VEHIS ON THE EXIT SLIP ROAD THE LIGHTS TURNED RED CAUSING V5 TO HIT V4 IN THE REAR, V4 HIT V3 ,
V3 HIT V2 AND V2 HIT V1,
Occurred on M5 J25 EXIT SLIP ROAD, WEST MONKTON.

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	24
Vehicle direction	NE to SW		
FRV	Not foreign registered vehicle	Journey	6
Vehicle Reference	2	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	53
Vehicle direction	NE to SW		
FRV	Not foreign registered vehicle	Journey	6
Casualty Reference:	2	Age: 51	Female Passenger Severity: Slight

Vehicle Reference	3	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	38
Vehicle direction	NE to SW		
FRV	Not foreign registered vehicle	Journey	6
Casualty Reference:	3	Age: 30	Female Passenger Severity: Slight

Vehicle Reference	4	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	46
Vehicle direction	NE to SW		
FRV	Not foreign registered vehicle	Journey	6
Casualty Reference:	1	Age: 46	Female Driver/rider Severity: Slight

Vehicle Reference	5	Goods >= 7.5 tonnes mgw	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	66
Vehicle direction	NE to SW		
FRV	Not foreign registered vehicle	Journey	6

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

151505165 25/07/2015 Saturday Time 1000 Vehicles 2 Casualties 1 Slight
Other Road surface Dry Daylight: street lights present
Special Conditions None Road Type Roundabout
V1 WAS IN THE MIDDLE LANE TO TRAVEL STRAIGHT ON TO THE A3038. V1 WAS PULLING
OUT OF THE RAB TO 2ND EXIT AND WAS HIT BY V2 WHO CAME UP ON V1'S RIGHT
Occurred on A38 PRIORY FIELDS, AT JCT WITH A38 TONEWAY, TAUNTON.

Vehicle Reference 1 Car Moving off
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 28
Vehicle direction N to S
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 28 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 75
Vehicle direction W to E
FRV Not foreign registered vehicle Journey 6

151506471 10/08/2015 Monday Time 1323 Vehicles 2 Casualties 1 Slight
Raining without high winds Road surface Wet/Damp Daylight: street lights present
Special Conditions None Road Type Roundabout
V1 STOPPED AT THE MOTORWAY RAB WAITING FOR THE RAB TO CLEAR.
V2 THEN COLLIDED INTO THE REAR OF V1
Occurred on A358 TONEWAY, TAUNTON

Vehicle Reference 1 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 47
Vehicle direction NW to E
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 47 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver
Vehicle direction NW to NE
FRV Not foreign registered vehicle Journey 6

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

151600242 01/11/2015 Sunday Time 1615 Vehicles 2 Casualties 2 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Single carriageway
V1 WAS TRAVELLING FROM BATHPOOL, APPROACHED THE TRAFFIC LIGHTS AT
JCT WITH A358 TONEWAY AND WAITED FOR A GREEN LIGHT. ONCE GREEN,
V1 CARRIED ONTO BRIDGWATER ROAD BUT WAS HIT BY V2 WHO WAS TRAVELLING FROM M5.
Occurred on A358 TONEWAY, AT JCT WITH A38 BRIDGWATER ROAD, TAUNTON.

Vehicle Reference 1 Car Moving off
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 32
Vehicle direction N to S
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 2 Age: 20 Female Passenger Severity: Slight

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 23
Vehicle direction E to W
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 23 Female Driver/rider Severity: Slight

151508319 23/11/2015 Monday Time 1725 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
Special Conditions None Road Type Roundabout
V1 WAITING IN TRAFFIC TO GO AHEAD WAS STRUCK ON THE REAR BY UNKNOWN V2
CAUSING DAMAGE AND MINOR INJURIES. V2 FAILED TO STOP.
Occurred on HANKRIDGE WAY RAB AT JCT WITH A358 SOUTHBOUND, TAUNTON.

Vehicle Reference 1 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 25
Vehicle direction N to S
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 25 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Moving off
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver
Vehicle direction E to W
FRV Not foreign registered vehicle Journey 6

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

151508955 25/11/2015 Wednesday Time 1845 Vehicles 3 Casualties 2 Slight
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Dual carriageway
V3 WAS STATIONARY AT TRAFFIC LIGHTS ON THE RAB UNDER THE M5 MOTORWAY AT J25.
V2 WAS ALSO STATIONARY BEHIND V3. V1 LEFT M5 MOTORWAY TRAVELLING SOUTHBOUND AND ENTERED RAB.
DRIVER ERROR MISJUDGED VEHS PARKED AT RED TRAFFIC LIGHTS AND COLLIDED INTO V2 & V3.
Occurred on A358 BLACKBROOK RAB, AT JCT WITH M5, TAUNTON

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 68
Vehicle direction N to S
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 68 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 35
Vehicle direction NW to S
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 2 Age: 35 Female Driver/rider Severity: Slight

Vehicle Reference 3 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 47
Vehicle direction NW to S
FRV Not foreign registered vehicle Journey 6

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

151509092 22/12/2015 Tuesday Time 1223 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Dual carriageway
V1 WAS IN OUTSIDE LANE WISHING TO TURN RIGHT AT RAB AND BECAME STATIONARY DUE TO
VOLUME OF TRAFFIC. V2 BEHIND V1 WENT TO MANOEUVRE INTO THE INSIDE LANE AND CLIPPED
THE REAR OF THE V1, SHUNTING V1 FORWARD. V2 DROVE OFF AT SPEED.
Occurred on A38 TONEWAY, TAUNTON, APPROACHING RAB.

Vehicle Reference 1 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 62
Vehicle direction NE to SW
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 62 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Changing lane to right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 27
Vehicle direction NE to SW
FRV Not foreign registered vehicle Journey 6

161608405 07/02/2016 Sunday Time 1030 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Daylight: street lights present
Special Conditions None Road Type Roundabout
V1 & V2 TRAVELLING SOUTH. V2 BEGAN TO PULL ONTO RAB. V1 COLLIDED WITH REAR OF V2.
Occurred on A358 OBRIDGE VIADUCT, AT RAB WITH A358 TONEWAY, TAUNTON.

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 66
Vehicle direction N to S
FRV Not foreign registered vehicle Journey 6
Vehicle Reference 2 Car Moving off
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 23
Vehicle direction N to S
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 23 Female Driver/rider Severity: Slight

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

161602144 21/03/2016 Monday Time 1445 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Dual carriageway
V1 DROVE THROUGH TRAFFIC LIGHTS ON TWO LANED ROAD AND WAS HEADING ONTO A358.
V2 CAME UP OUTSIDE LANE AND NOTICED ROAD BECAME ONE SO PULLED DIRECTLY IN FRONT OF V1
CAUSING V1 TO SWERVE AND CAUSE DAMAGE TO V1.
Occurred on A358 BLACKBROOK, WEST MONKTON.

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 45
Vehicle direction W to E
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 45 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Overtaking moving vehicle on its offside
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 35
Vehicle direction W to E
FRV Not foreign registered vehicle Journey 6

161604210 09/06/2016 Thursday Time 1130 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Roundabout
V1 WAS LEAVING THE RAB HEADING EAST IN THE LEFT HAND LANE WHEN V2 ENTERED THE RAB
FROM THE NORTH AND COLLIDED WITH V1 WHO THEN LEFT THE CARRIAGEWAY AND ONTO THE KERB.
V2 THEN DROVE OFF.
Occurred on RAB ON TONEWAY, TAUNTON. A38

Vehicle Reference 1 Car Going ahead left hand bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 71
Vehicle direction W to E
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 2 Age: 69 Female Passenger Severity: Slight

Vehicle Reference 2 Car Going ahead left hand bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 25
Vehicle direction N to E
FRV Not foreign registered vehicle Journey 6

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

161604394 16/06/2016 Thursday Time 1510 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Dual carriageway
V1 WAS STOPPED AT THE LIGHTS AT THE JCT OF BRIDGWATER ROAD, WAITING TO TURN RIGHT,
THE VEH IN FRONT OF V1 STALLED WHEN THE LIGHTS TURNED GREEN.
V1 STILL HAD HANDBRAKE ON WHEN V2 WENT INTO REAR OF V1.
Occurred on A358 TONEWAY, AT JCT WITH BRIDGWATER ROAD, TAUNTON

Vehicle Reference 1 Car Waiting to turn right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 45
Vehicle direction E to W
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 45 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Waiting to turn right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 25
Vehicle direction E to W
FRV Not foreign registered vehicle Journey 6

161605340 25/07/2016 Monday Time 0555 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Roundabout
V1 WAS TURNING LEFT TO GO OVER OBRIDGE VIADUCT WHEN V2 DROVE TOO CLOSE TO V1 CAUSING V1 TO
SWERVE, HIT THE KERB AND FALL FROM MACHINE. V2 DID NOT STOP ALTHOUGH NO ACTUAL CONTACT MADE.
Occurred on TURNING ONTO OBRIDGE VIADUCT, TAUNTON, AT RAB FROM A3038.

Vehicle Reference 1 Motorcycle over 50cc and up to 125cc Turning left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 38
Vehicle direction W to N
FRV Not foreign registered vehicle Journey Commuting to/from work
Casualty Reference: 1 Age: 38 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Moving off
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver
Vehicle direction W to N
FRV Not foreign registered vehicle Journey 6

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

161605702 27/07/2016 Wednesday Time 1738 Vehicles 2 Casualties 2 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Dual carriageway
V1 WAS TRAVELLING EASTBOUND TOWARDS J25 WHEN THE DRIVER BLACKED OUT
AND DROVE INTO THE REAR OF V2.
Occurred on A358 BLACKBROOK RAB, WEST MONKTON.

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	54
Vehicle direction	NW to SE		
FRV	Not foreign registered vehicle	Journey	6
Casualty Reference:	1	Age: 54	Male Driver/rider Severity: Slight

Vehicle Reference	2	Car	Slowing or Stopping
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	36
Vehicle direction	NW to SE		
FRV	Not foreign registered vehicle	Journey	6
Casualty Reference:	2	Age: 36	Male Driver/rider Severity: Slight

161606909 01/08/2016 Monday Time 1530 Vehicles 2 Casualties 2 Slight
Fine without high winds Road surface Wet/Damp Daylight: street lights present
Special Conditions None Road Type Single carriageway
V1 WAS FOLLOWING V2 ALONG BRIDGWATER ROAD IN SLOW MOVING TRAFFIC. THEY WERE HELD
AT A RED TRAFFIC LIGHT. THE LIGHT TURNED GREEN AND V2 BEGAN TO MOVE FOLLOWED BY V1.
V2 STOPPED AND V1 COLLIDED WITH THE REAR OF V2.
Occurred on BRIDGWATER ROAD, 20M NORTH OF CREECHBERRY ORCHARD, TAUNTON

Vehicle Reference	1	Car	Moving off
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	25
Vehicle direction	S to N		
FRV	Not foreign registered vehicle	Journey	6
Casualty Reference:	1	Age: 46	Female Passenger Severity: Slight
Vehicle Reference	2	Car	Slowing or Stopping
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	26
Vehicle direction	S to N		
FRV	Not foreign registered vehicle	Journey	6
Casualty Reference:	2	Age: 44	Female Passenger Severity: Slight

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

161606775 16/08/2016 Tuesday Time 1828 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Roundabout
V1 & V2 TRAVELLING SOUTH EAST. V2, STOPPED AT RAB AND WAS STRUCK FROM BEHIND BY V1.
Occurred on A358 AT JCT WITH M5 J25, TAUNTON.

Vehicle Reference	1	Car	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	77
Vehicle direction	NW to SE		
FRV	Not foreign registered vehicle	Journey	6
Vehicle Reference	2	Car	Slowing or Stopping
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	48
Vehicle direction	NW to SE		
FRV	Not foreign registered vehicle	Journey	Journey as part of work
Casualty Reference:	1	Age: 48	Female Driver/rider Severity: Slight

161606747 29/08/2016 Monday Time 2005 Vehicles 2 Casualties 2 Serious
Fine without high winds Road surface Dry Darkness: street lights present but unlit
Special Conditions None Road Type Single carriageway
V1 TRAVELLING EAST. V2 PULLED OUT OF CAR PARK PULLING FORWARD TO TURN RIGHT WITH V1
COLLIDING WITH REAR NEARSIDE PASSENGER DOOR OF V2.
Occurred on A358 TAUNTON ROAD, RUISHTON.

Vehicle Reference	1	Motorcycle over 500cc	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	21
Vehicle direction	W to E		
FRV	Not foreign registered vehicle	Journey	6
Casualty Reference:	1	Age: 21	Male Driver/rider Severity: Serious

Vehicle Reference	2	Car	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver	23
Vehicle direction	N to W		
FRV	Not foreign registered vehicle	Journey	6
Casualty Reference:	2	Age: 23	Female Driver/rider Severity: Slight

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

161608156 02/10/2016 Sunday Time 0024 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Daylight: street lights present
Special Conditions None Road Type Unknown
V1, TRAVELLING WEST, WAS NEGOTIATING THE RAB WHEN IT COLLIDED
WITH A BARRIER ON THE NEARSIDE.
Occurred on A358 J25 RAB, SOUTHBOUND, WEST MONKTON..

Vehicle Reference 1 Car Going ahead
Not in restricted lane Skidded
First point of impact Front Age of Driver 25
Vehicle direction E to W
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 25 Female Passenger Severity: Slight

161607614 10/10/2016 Monday Time 1415 Vehicles 2 Casualties 1 Serious
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Single carriageway
V1 TRAVELLING EAST, V2 TRAVELLING SOUTH. V1 WAS APPROACHING LIGHTS
WHERE LINE OF TRAFFIC STOPPED.ON APPROACH LIGHTS CHANGED TO GREEN. V2 PULLED OUT OF
RUISHTON LANE ON RED LIGHT AND COLLIDED WITH V1 IN MIDDLE OF BOX JUNCTION.
Occurred on A358, AT JCT WITH RUISHTON LANE, RUISHTON.

Vehicle Reference 1 Motorcycle over 500cc Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 49
Vehicle direction W to E
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 49 Male Driver/rider Severity: Serious

Vehicle Reference 2 Car Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 35
Vehicle direction N to W
FRV Not foreign registered vehicle Journey 6

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

161609331 27/11/2016 Sunday Time 1850 Vehicles 2 Casualties 2 Slight
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Roundabout
V1 & V2 TRAVELLING SOUTH WEST. V1 WAS FOLLOWING V2 AS IT APPROACHED THE RAB.
V1 STOPPED AT THE GIVE WAY LINE AT THE ROUNDABOUT ENTRANCE AND V2 STOPPED BEHIND.
V1 BEGAN TO MOVE FORWARD ONTO THE RAB. V2 COLLIDED WITH REAR OF V1.
Occurred on A358, AT JCT WITH M5, TAUNTON

Vehicle Reference	1	Car	Moving off
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	23
Vehicle direction	NE to SW		
FRV	Not foreign registered vehicle	Journey	6
Casualty Reference:	1	Age: 23	Male Driver/rider Severity: Slight
Casualty Reference:	2	Age: 19	Female Passenger Severity: Slight

Vehicle Reference	2	Car	Moving off
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	22
Vehicle direction	NE to SW		
FRV	Not foreign registered vehicle	Journey	6

161609313 09/12/2016 Friday Time 1630 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions ATS out Road Type Dual carriageway
V1 TRAVELLING WEST. V2, TRAVELLING NORTH, TURNED LEFT ONTO TONEWAY WEST IN FRONT OF V1.
V1 MOVED INTO THE OUTSIDE LANE TO ALLOW V2 OUT.
V2 CARRIED ON INTO THE OUTSIDE LANE AND COLLIDED WITH V1. V2 FAILED TO STOP.
Occurred on A38 TONEWAY, TAUNTON.

Vehicle Reference	1	Taxi	Going ahead
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver	50
Vehicle direction	E to W		
FRV	Not foreign registered vehicle	Journey	Journey as part of work
Casualty Reference:	1	Age: 50	Male Driver/rider Severity: Slight
Vehicle Reference	2	Car	Changing lane to left
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	50
Vehicle direction	S to W		
FRV	Not foreign registered vehicle	Journey	Journey as part of work

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Selected using Manual Selection

Notes:

Obridge to Henlade

161609423 14/12/2016 Wednesday Time 0840 Vehicles 1 Casualties 1 Slight
Unknown Road surface Dry Daylight: street lights present
Special Conditions None Road Type Single carriageway
V1 TRAVELLING SOUTH WEST ALONG DRIVEWAY. V1 WAS STOPPED HALF WAY OVER THE PAVEMENT.
PEDS DECIDED TO CROSS. V1 COLLIDED WITH PED.
Occurred on A358 HENLADE, OUTSIDE BEL-AIR, RUISHTON.

Vehicle Reference 1 Car Moving off
Footway (pavement) No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 33
Vehicle direction NE to SW
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 7 Male Pedestrian Severity: Slight
9 School pupil to or from school

161700095 20/12/2016 Tuesday Time 0530 Vehicles 2 Casualties 1 Slight
Other Road surface Wet/Damp Darkness: street lights present and lit
Special Conditions None Road Type Single carriageway
V1 TRAVELLING SOUTH, V2 TRAVELLING WEST. V1 ENTERED RAB
AND WAS HIT TO THE PASSENGER SIDE BY V2.
Occurred on A358 OBRIDGE VIADUCT, AT JCT WITH A38 TONEWAY, TAUNTON.

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 41
Vehicle direction N to S
FRV Not foreign registered vehicle Journey 6
Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 60
Vehicle direction E to W
FRV Not foreign registered vehicle Journey 6
Casualty Reference: 1 Age: 60 Female Driver/rider Severity: Slight

Collisions between dates 01/04/2012 and 31/03/2017 (60) months
Selection: Notes:
Selected using Manual Selection Obridge to Henlade

171702370 25/02/2017 Saturday Time 0939 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: street lights present
Special Conditions None Road Type Roundabout
V1 & V2 AT GIVE WAY LINES TO BLACKBROOK RAB.
V2 STOPPED FOR TRAFFIC LIGHTS AND V1 COLLIDED WITH REAR OF V2.
Occurred on M5 J25, AT JCT WITH A358, BLACKBROOK RAB, WEST MONKTON.

Vehicle Reference 1 Goods >= 7.5 tonnes mgw Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 45
Vehicle direction NE to SW
FRV Not foreign registered vehicle Journey Journey as part of work

Vehicle Reference 2 Car Slowing or Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 54
Vehicle direction NE to SW
FRV Not foreign registered vehicle Journey 6

Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Slight

Collisions involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding	0	2	49	51
2-wheeled motor vehicles	0	4	4	8
Pedal cycles	0	1	1	2
Horses & other	0	0	0	0
Total	0	7	54	61

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	2	49	51
Passenger	0	0	27	27
Motorcycle rider	0	4	3	7
Cyclist	0	1	1	2
Pedestrian	0	0	1	1
Other	0	0	0	0
Total	0	7	81	88

Collisions between dates 01/04/2012 and 31/03/2017 (60) months

Selection:

Notes:

Selected using Manual Selection

Obridge to Henlade

DEFAULT VEHICLE GROUPS

Collisions involving:	Fatal	Serious	Slight	Total	Casualties:	Fatal	Serious	Slight	Total
Motor Vehicles Only	0	2	49	51	Vehicle Driver	0	2	49	51
2-wheeled motor vehicles	0	4	4	8	Vehicle Passenger	0	0	27	27
Pedal Cycles	0	1	1	2	Motorcycle rider	0	4	3	7
Horses & Other	0	0	0	0	Cyclist	0	1	1	2
					Pedestrians	0	0	1	1
Total Collisions	0	7	54	61	Other	0	0	0	0
					Total	0	7	81	88

BVPI CATEGORIES

* Figures include Passengers/Pillions where applicable

Casualties:	Fatal	Serious	Slight	Total
Pedestrians	0	0	1	1
Pedal cyclists	0	1	1	2
Motorcyclists	0	4	3	7
Car users	0	2	72	74
Other vehicle use	0	0	4	4
Total	0	7	81	88

YOUNG DRIVERS (17-24)

Collisions involving:	Fatal	Serious	Slight	Total	Casualties:	Fatal	Serious	Slight	Total
Car drivers	0	2	16	18	Car drivers	0	1	13	14
Cycle riders	0	1	0	1	Cycle riders	0	1	0	1
Motorcycle riders	0	3	0	3	Motorcycle riders	0	3	0	3
Other motor vehs	0	0	1	1	Other motor vehs	0	0	0	0
					Passengers of YD	0	0	5	5
					Pedestrians by YD	0	0	0	0
					Total	0	5	18	23

URBAN/RURAL

Collisions:	Fatal	Serious	Slight	Total	Casualties:	Fatal	Serious	Slight	Total
Urban (Spd lim <41)	0	5	43	48	Urban (Spd lim	0	5	57	62
Rural (Spd lim >40)	0	2	11	13	Rural (Spd lim >4	0	2	24	26
					Total	0	7	81	88

Appendix J Nexus 25 Parameter Plan



- Site Boundary
- Development Plots
- Landscaping/Drainage Attenuation

Area Summary:

Redline Area: 54.62Ha | 134.95Ac

Gross Development Area: 17.61Ha | 43.51Ac

D	29.06.17	Land uses amended in Plots 1, 3 & 6	PW/PO
C	01.06.17	Graphics updated	PW/PO
B	25.05.17	Areas amended to reflect development schedule	PW/PO

REVISION	DATE	COMMENTS	AUTHOR / CHECKED
----------	------	----------	------------------



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architecture
 urbanism
 landscape

TITLE
 Nexus 25 LDO Design Guide Parameter Diagrams

DETAIL
 Parameters Plan

DATE	22.03.17	SCALE	NTS
DRAWINGS	18071_L01_01	REV	0
DRAWINGS - STATUS	PRELIMINARY	AUTHOR / CHECKED	PW / PO

CONTRACTOR SHALL CHECK ALL DIMENSIONS ON SITE. ONLY PLANNED DIMENSIONS TO BE USED FOR CONSTRUCTION. DIMENSIONS MUST BE REPORTED TO THE ARCHITECT FOR APPROVAL. © THE LHC GROUP 2017

Appendix K Nexus 25 Indicative Masterplan



KEY		
Site Boundary	Educational (D16)	Medical (D2a/D2b)
Development Plot Boundary	Auxiliary D2a - Gym D1 - Hotel & Conference (100 bed)	Existing trees and vegetation
Offices (B1a/b)	Offices (B1a/b with Retail A1 on ground floor)	Proposed trees
Light Industrial (B1c/D2b/d)	Car Showroom (A1)	Proposed water feature Buda network

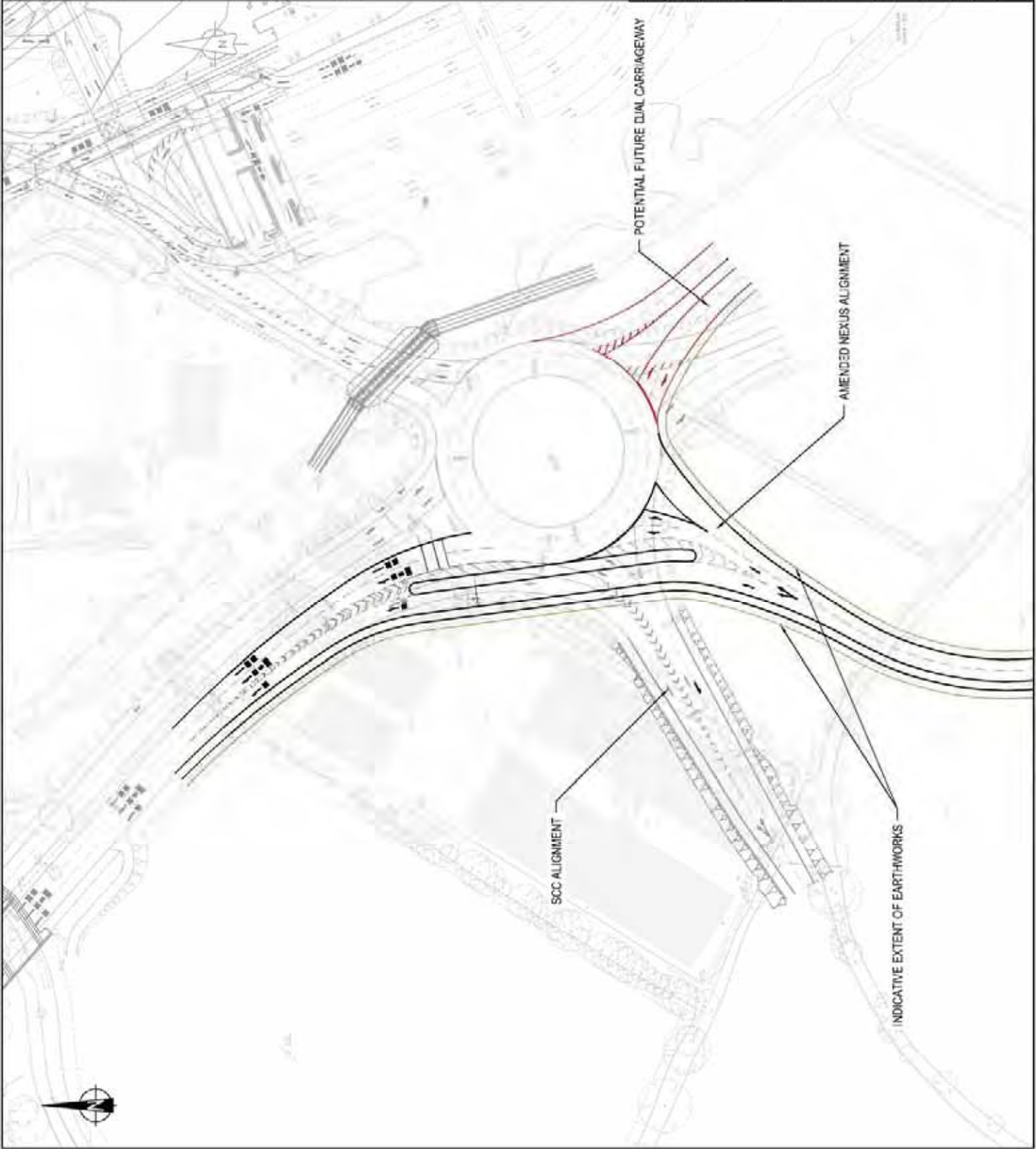
<p>1. 2021.17 Development plan for the site, including the site plan, landscape plan, and other relevant documents.</p> <p>2. 2021.17 Site plan for the site, including the site plan, landscape plan, and other relevant documents.</p> <p>3. 2021.17 Site plan for the site, including the site plan, landscape plan, and other relevant documents.</p> <p>4. 2021.17 Site plan for the site, including the site plan, landscape plan, and other relevant documents.</p>	<p>2021.17</p> <p>2021.17</p> <p>2021.17</p> <p>2021.17</p>	<p>2021.17</p> <p>2021.17</p> <p>2021.17</p> <p>2021.17</p>
<p>2021.17</p> <p>2021.17</p> <p>2021.17</p> <p>2021.17</p>	<p>2021.17</p> <p>2021.17</p> <p>2021.17</p> <p>2021.17</p>	<p>2021.17</p> <p>2021.17</p> <p>2021.17</p> <p>2021.17</p>

Appendix L Site Access Roundabout Drawing

NOTES:

1. THE LAYOUT IS SUBJECT TO DETAILED DESIGN CAPACITY TESTING, GROUND INVESTIGATIONS RESULTS & EARTHWORKS MODELLING, UTILITIES & SERVICES AND CONFIRMATION OF LAND OWNERSHIP.
2. THE DETAILED DESIGN LAYOUT WILL BE DESIGNED IN ACCORDANCE WITH ALL RELEVANT DESIGN GUIDANCE AND STANDARDS.
3. THE LAYOUT HAS BEEN BASED ON THE APPROPRIATE DESIGN SPEED FOR OUR CURRENT PROPOSALS.
4. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT ASSOCIATED DOCUMENTS.
5. THE USE OF THE DRAWING DOES NOT ABSOLVE THE CLIENT FROM THEIR RESPONSIBILITIES IN REGARDS TO HEALTH & SAFETY AND CDM REGULATIONS.

DESIGN BASED ON DRAWING M.0004045-SK-086 RECEIVED FROM SOMERSET COUNTY COUNCIL 17/05/17



Mark	Revision	Date	Drawn	Checked	Approved

Drawn: M.0004045-SK-086
 Checked: M.0004045-SK-086
 Approved: M.0004045-SK-086
 Date: 17/05/17
 Scale: 1:1250
 Drawing Status: Final

CONCEPT

JUNCTION 25 LDO
 TAUNTON
 PROPOSED ADAPTION OF SCC ACCESS
 ROUNDABOUT

Client
 TAUNTON DEANE
 BOROUGH COUNCIL



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38488-SK02

Appendix M TRICS Output Reports

Filtering Summary

Land Use	01/I	RETAIL/SHOPPING CENTRE - LOCAL SHOPS
Selected Trip Rate Calculation Parameter Range	240-2500 sqm GFA	
Actual Trip Rate Calculation Parameter Range	260-900 sqm GFA	
Date Range	Minimum: 01/01/08	Maximum: 28/10/14
Days of the week selected	Monday	1
	Tuesday	1
	Wednesday	1
	Thursday	2
Main Location Types selected	Edge of Town	1
	Neighbourhood Centre (PPS6 Local Centre)	4
Population <1 Mile ranges selected	5,001 to 10,000	1
	10,001 to 15,000	1
	15,001 to 20,000	1
	20,001 to 25,000	1
	25,001 to 50,000	1
Population <5 Mile ranges selected	25,001 to 50,000	1
	100,001 to 125,000	3
	125,001 to 250,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	4
PTAL Rating	No PTAL Present	5

Calculation Reference: AUDIT-706703-170117-0141

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL TOTAL PEOPLESelected regions and areas:

05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
09	NORTH	
	TV TEES VALLEY	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 260 to 900 (units: sqm)
 Range Selected by User: 240 to 2500 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 28/10/14

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	5
------------------	---

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:Use Class:

A1	3 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
100,001 to 125,000	3 days
125,001 to 250,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	5 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	5 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CH-01-I-02	LOCAL SHOPS	CESHIRE
	CHRISTLETON ROAD		
	BOUGHTON HEATH		
	CHESTER		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	260 sqm	
	Survey date: <i>TUESDAY</i>	15/05/12	Survey Type: <i>MANUAL</i>
2	CH-01-I-03	LOCAL SHOPS	CESHIRE
	MILL LANE		
	BACHE		
	CHESTER		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	365 sqm	
	Survey date: <i>THURSDAY</i>	17/05/12	Survey Type: <i>MANUAL</i>
3	NR-01-I-01	LOCAL SHOPS	NORTHAMPTONSHIRE
	OCCUPATION ROAD		
	CORBY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	755 sqm	
	Survey date: <i>WEDNESDAY</i>	19/11/08	Survey Type: <i>MANUAL</i>
4	SH-01-I-02	LOCAL SHOPS	SHROPSHIRE
	WREKIN DRIVE		
	DONNINGTON		
	TELFORD		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	900 sqm	
	Survey date: <i>THURSDAY</i>	24/10/13	Survey Type: <i>MANUAL</i>
5	TV-01-I-04	LOCAL SHOPS	TEES VALLEY
	CARGO FLEET LANE		
	ORMESBY		
	MIDDLESBROUGH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	585 sqm	
	Survey date: <i>MONDAY</i>	07/10/13	Survey Type: <i>MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	573	11.798	5	573	10.297	5	573	22.095
08:00 - 09:00	5	573	17.522	5	573	17.103	5	573	34.625
09:00 - 10:00	5	573	13.857	5	573	13.159	5	573	27.016
10:00 - 11:00	5	573	14.276	5	573	13.124	5	573	27.400
11:00 - 12:00	5	573	16.510	5	573	17.347	5	573	33.857
12:00 - 13:00	5	573	19.197	5	573	18.115	5	573	37.312
13:00 - 14:00	5	573	16.335	5	573	15.079	5	573	31.414
14:00 - 15:00	5	573	13.927	5	573	14.695	5	573	28.622
15:00 - 16:00	5	573	17.941	5	573	18.290	5	573	36.231
16:00 - 17:00	5	573	14.939	5	573	15.462	5	573	30.401
17:00 - 18:00	5	573	13.124	5	573	14.625	5	573	27.749
18:00 - 19:00	5	573	13.229	5	573	14.974	5	573	28.203
19:00 - 20:00	3	747	13.616	3	747	12.679	3	747	26.295
20:00 - 21:00	3	747	9.018	3	747	10.179	3	747	19.197
21:00 - 22:00	2	743	7.205	2	743	8.485	2	743	15.690
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	212.494			213.613			426.107		

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

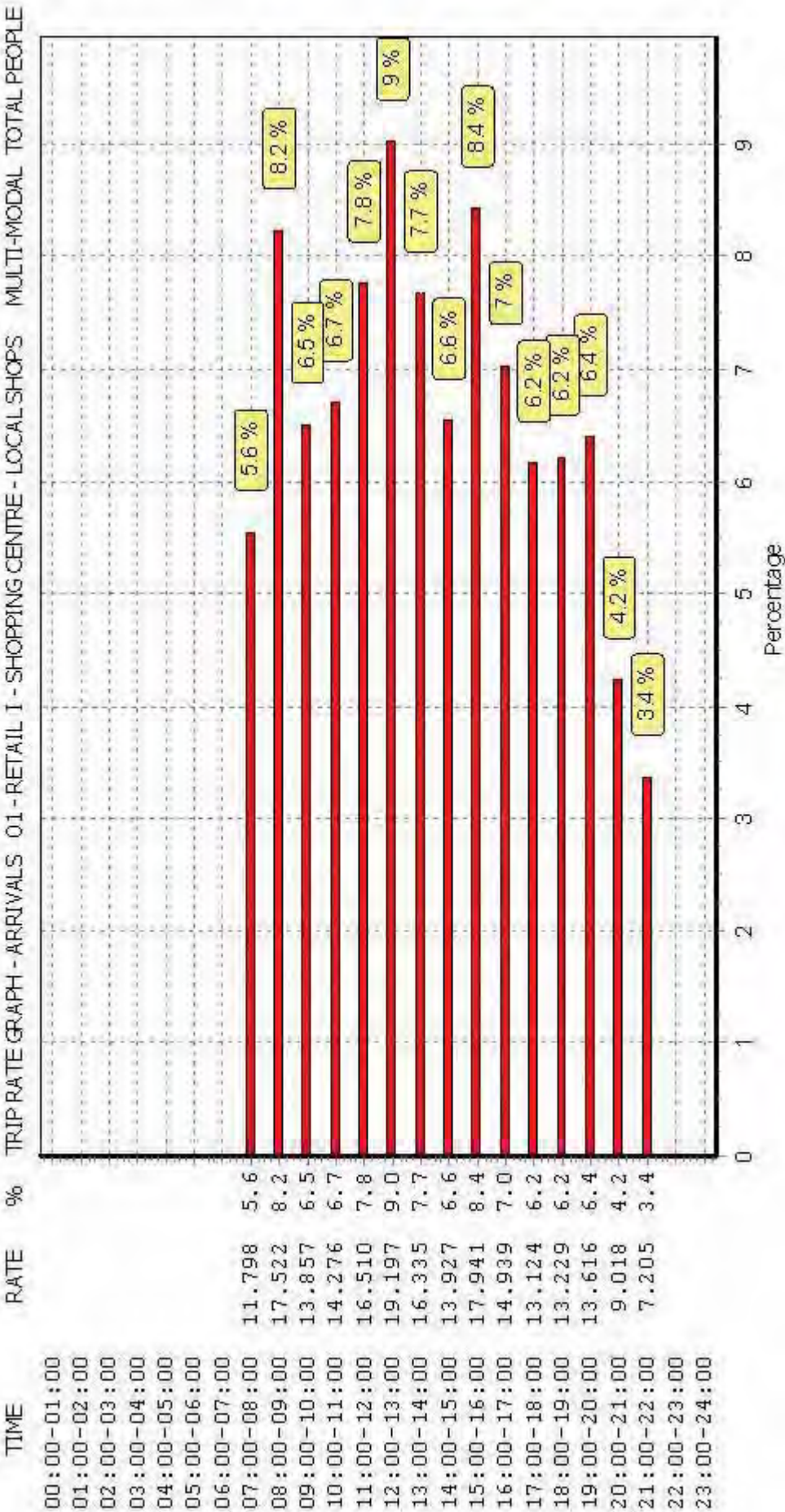
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	260 - 900 (units: sqm)
Survey date range:	01/01/08 - 28/10/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

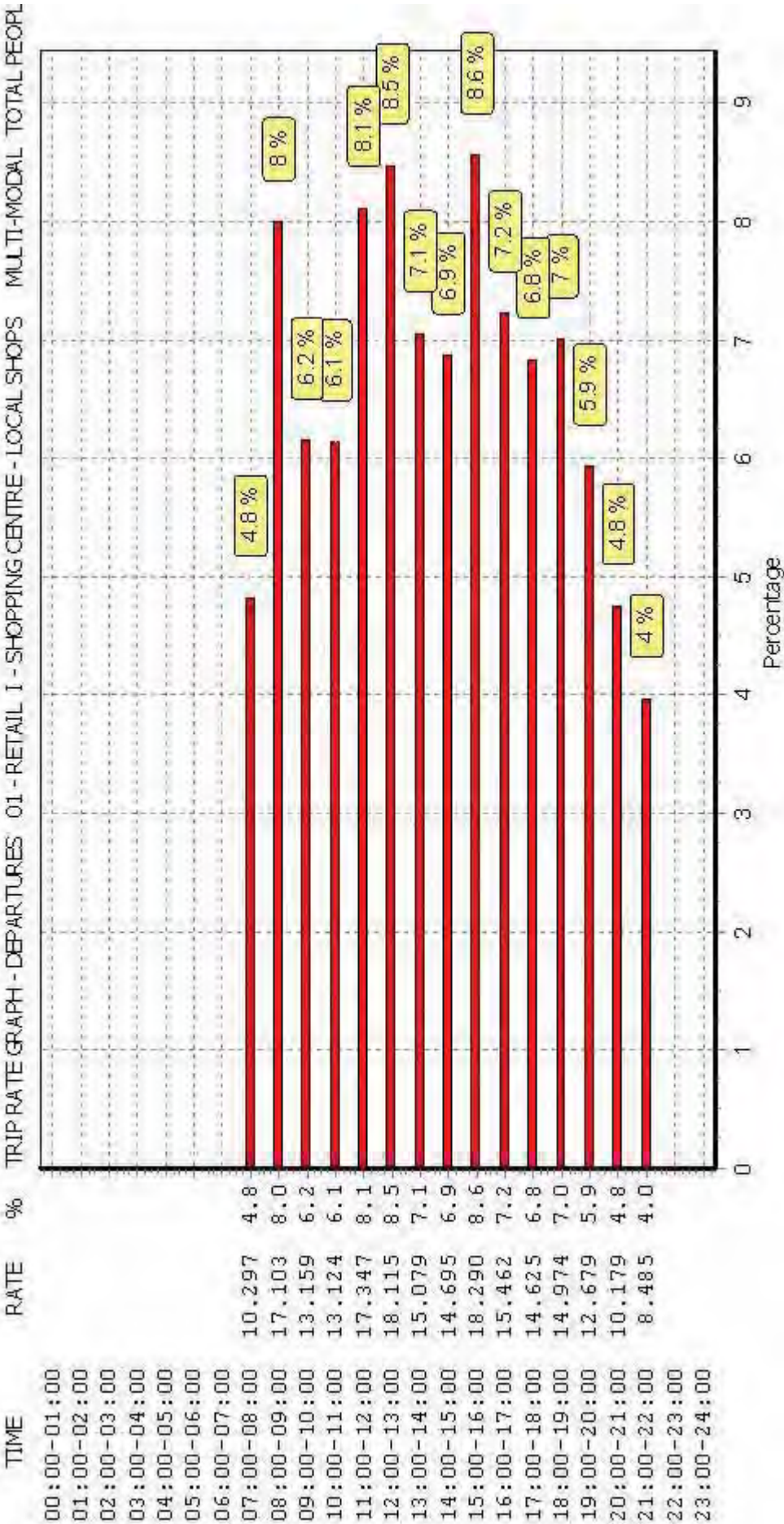
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Licence No: 706703



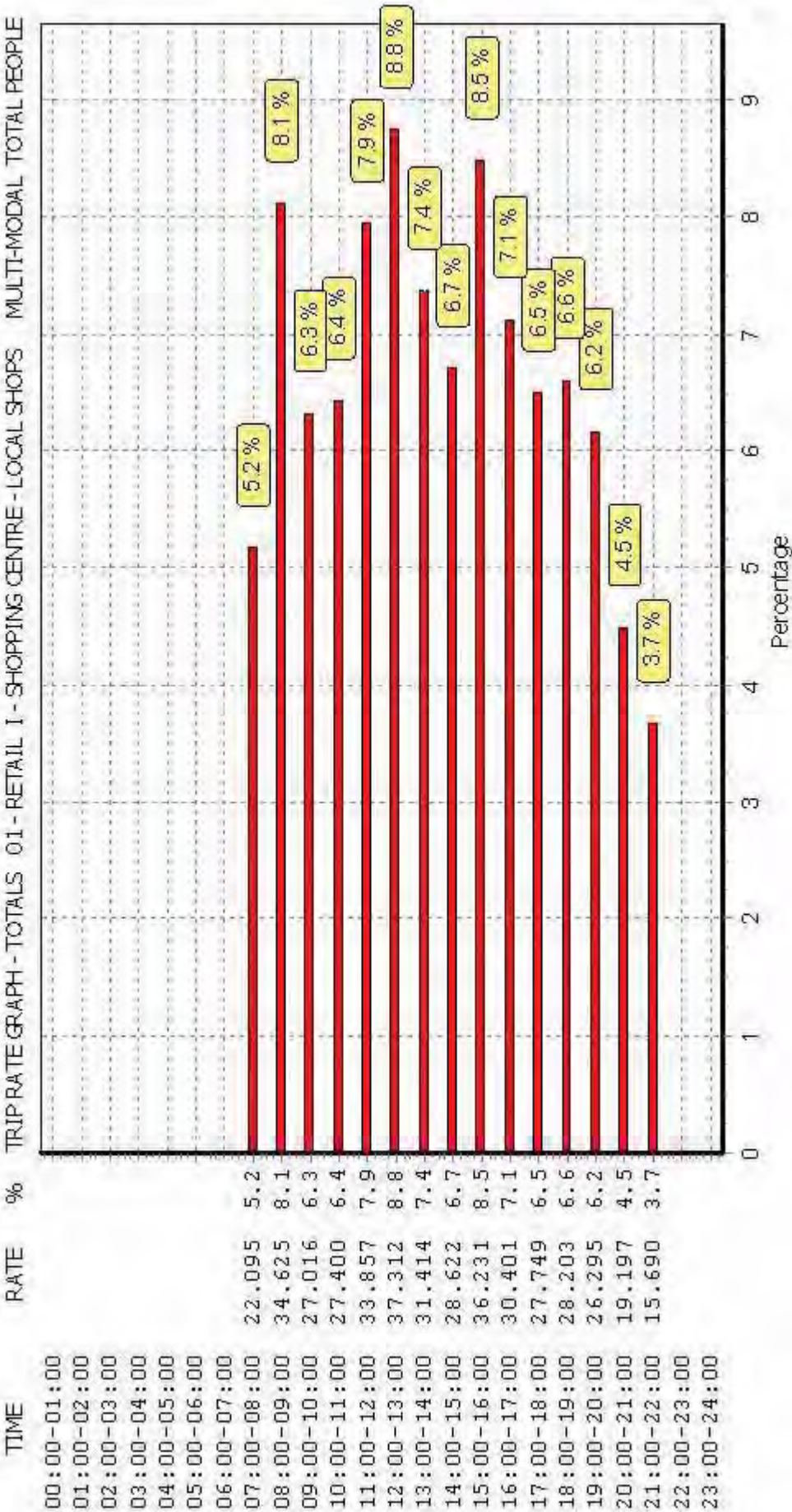
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: 706703



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: 706703



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

B1a/b Business Park Person Trip Rates**Page 1**

Peter Brett Associates Lakeside House Taunton

Licence No: 706703

Filtering Summary

Land Use	02/B	EMPLOYMENT/BUSINESS PARK
Selected Trip Rate Calculation Parameter Range	975-118448 sqm GFA	
Actual Trip Rate Calculation Parameter Range	1574-17197 sqm GFA	
Date Range	Minimum: 01/01/05	Maximum: 25/06/15
Days of the week selected	Monday	1
	Tuesday	2
	Wednesday	1
	Thursday	1
	Friday	1
Main Location Types selected	Edge of Town	6
Population <1 Mile ranges selected	1,001 to 5,000	1
	5,001 to 10,000	2
	10,001 to 15,000	3
Population <5 Mile ranges selected	50,001 to 75,000	1
	75,001 to 100,000	3
	100,001 to 125,000	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	4
	1.1 to 1.5	2
PTAL Rating	No PTAL Present	6

Calculation Reference: AUDIT-706703-170116-0113

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : B - BUSINESS PARK

MULTI-MODAL TOTAL PEOPLESelected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NO NORTH LINCOLNSHIRE	1 days
11	SCOTLAND	
	FA FALKIRK	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 1574 to 17197 (units: sqm)
 Range Selected by User: 975 to 118448 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 25/06/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	6
--------------	---

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	2
Commercial Zone	2
Residential Zone	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:Use Class:

Not Known	1 days
B1	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	6 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	FA-02-B-02 BUSINESS PARK	FALKIRK
	CALENDAR BOULEVARD	
	CALENDAR PARK	
	FALKIRK	
	Edge of Town	
	Commercial Zone	
	Total Gross floor area:	16000 sqm
	Survey date: FRIDAY	31/05/13
2	NO-02-B-02 BUSINESS PARK	NORTH LINCOLNSHIRE
	DONCASTER ROAD	
	SCUNTHORPE	
	Edge of Town	
	Residential Zone	
	Total Gross floor area:	1574 sqm
	Survey date: THURSDAY	22/09/05
3	SF-02-B-01 BUSINESS PK	SUFFOLK
	KEMPSON WAY	
	BURY ST EDMUNDS	
	Edge of Town	
	Industrial Zone	
	Total Gross floor area:	2480 sqm
	Survey date: WEDNESDAY	10/05/06
4	SH-02-B-01 BUSINESS PARK	SHROPSHIRE
	WELSHPOOL ROAD	
	SHREWSBURY	
	Edge of Town	
	Commercial Zone	
	Total Gross floor area:	17197 sqm
	Survey date: TUESDAY	14/06/05
5	WL-02-B-01 BUSINESS PK	WILTSHIRE
	HIGH STREET	
	COPED HALL	
	WOOTTON BASSETT	
	Edge of Town	
	Residential Zone	
	Total Gross floor area:	2600 sqm
	Survey date: MONDAY	02/10/06
6	WO-02-B-01 BUSINESS PARK	WORCESTERSHIRE
	BURNT MEADOW ROAD	
	MOORS MOAT NTH IND. EST	
	REDDITCH	
	Edge of Town	
	Industrial Zone	
	Total Gross floor area:	3525 sqm
	Survey date: TUESDAY	02/05/06

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	7229	0.758	6	7229	0.182	6	7229	0.940
08:00 - 09:00	6	7229	2.541	6	7229	0.452	6	7229	2.993
09:00 - 10:00	6	7229	1.245	6	7229	0.447	6	7229	1.692
10:00 - 11:00	6	7229	0.609	6	7229	0.505	6	7229	1.114
11:00 - 12:00	6	7229	0.431	6	7229	0.590	6	7229	1.021
12:00 - 13:00	6	7229	0.729	6	7229	1.226	6	7229	1.955
13:00 - 14:00	6	7229	1.280	6	7229	0.975	6	7229	2.255
14:00 - 15:00	6	7229	0.551	6	7229	0.553	6	7229	1.104
15:00 - 16:00	6	7229	0.507	6	7229	0.950	6	7229	1.457
16:00 - 17:00	6	7229	0.413	6	7229	1.284	6	7229	1.697
17:00 - 18:00	6	7229	0.376	6	7229	2.024	6	7229	2.400
18:00 - 19:00	6	7229	0.118	6	7229	0.470	6	7229	0.588
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.558			9.658			19.216

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

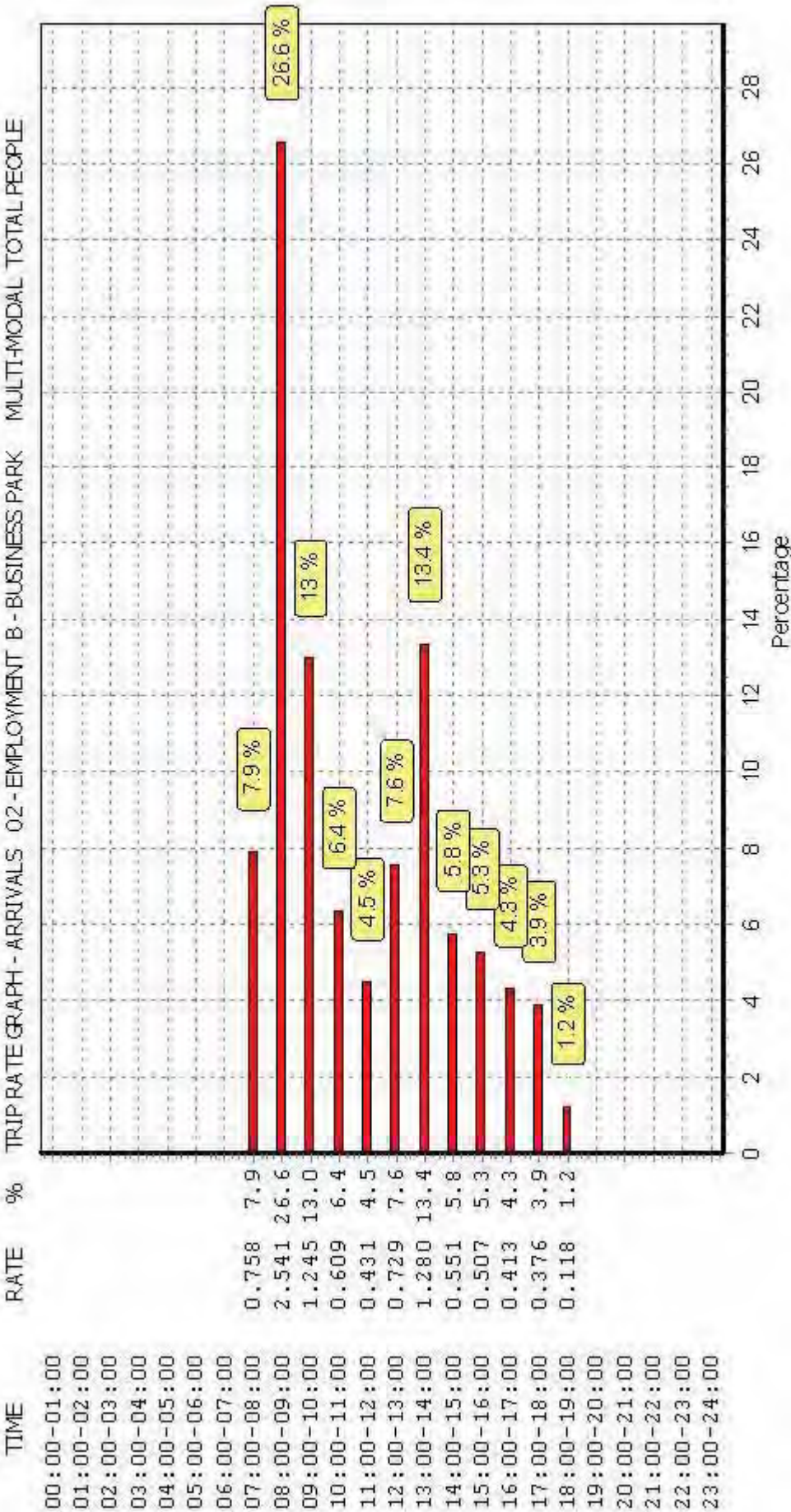
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	1574 - 17197 (units: sqm)
Survey date range:	01/01/05 - 25/06/15
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

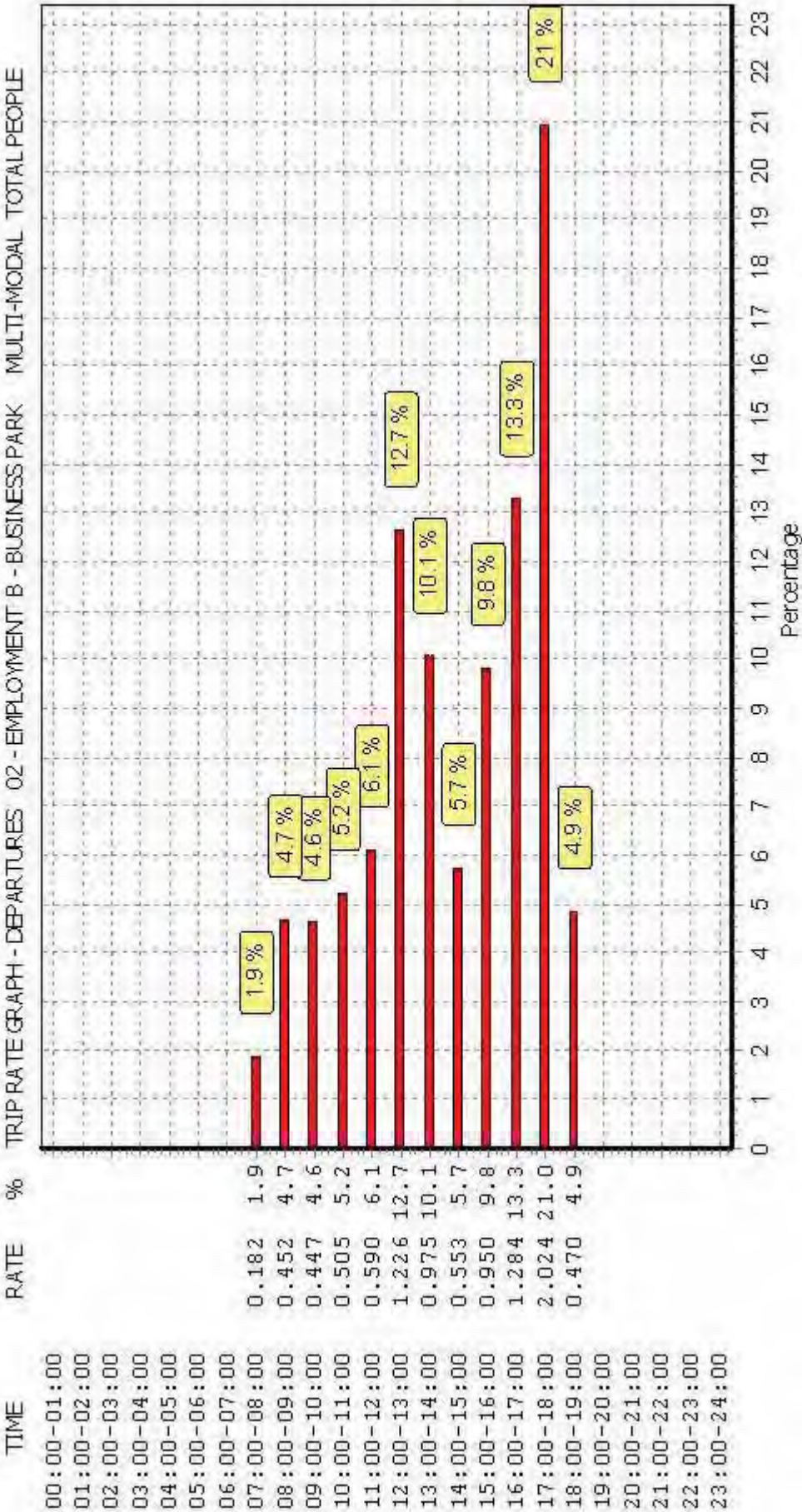
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Licence No: 706703



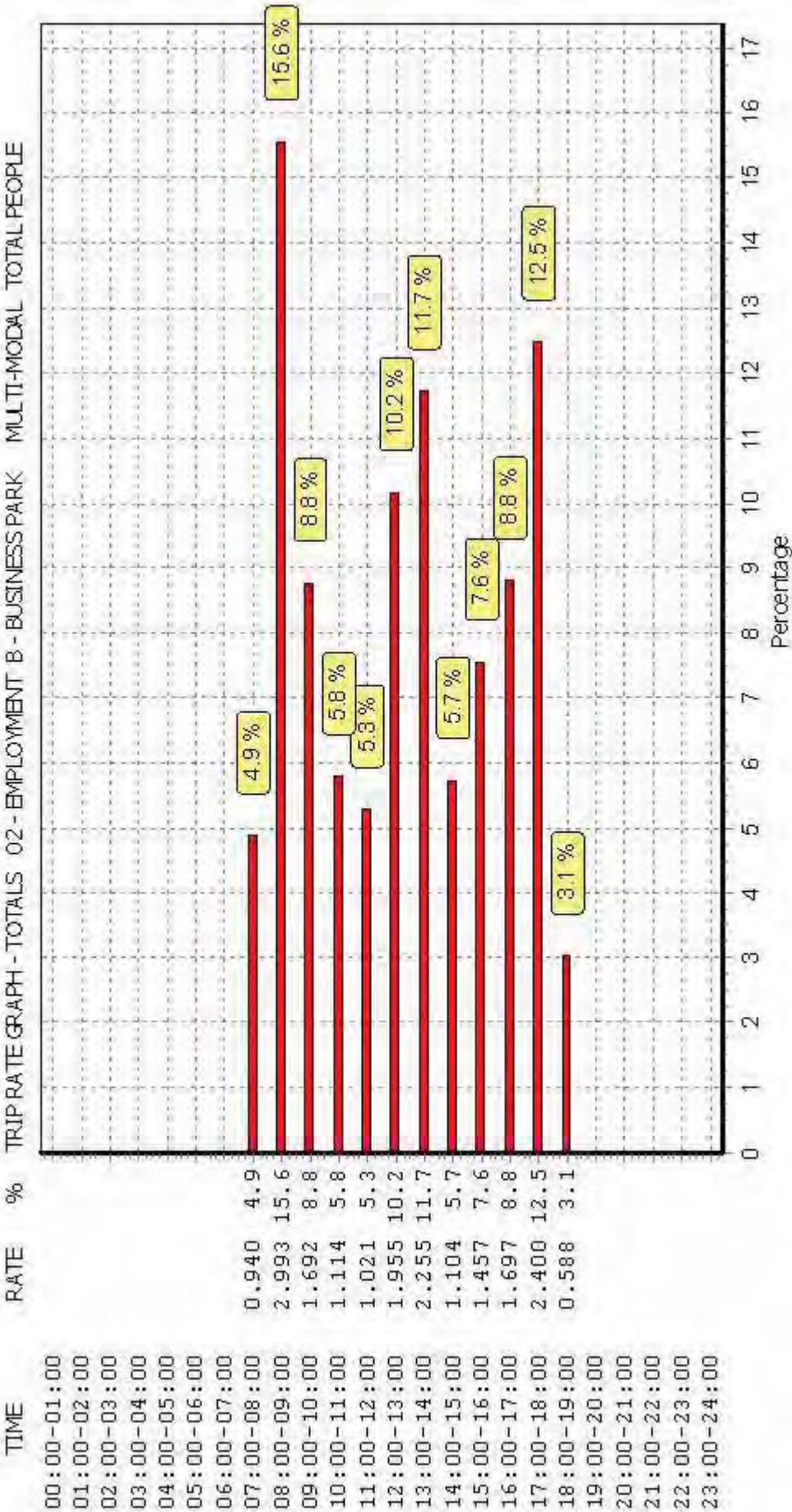
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: 706703



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: 706703



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Filtering Summary

Land Use	02/D	EMPLOYMENT/INDUSTRIAL ESTATE
Selected Trip Rate Calculation Parameter Range	552-102000 sqm GFA	
Actual Trip Rate Calculation Parameter Range	4555-35000 sqm GFA	
Date Range	Minimum: 01/01/05	Maximum: 02/12/14
Days of the week selected	Monday	3
	Tuesday	1
	Wednesday	2
	Friday	3
Main Location Types selected	Edge of Town	9
Population <1 Mile ranges selected	1,000 or Less	1
	1,001 to 5,000	2
	5,001 to 10,000	4
	25,001 to 50,000	2
Population <5 Mile ranges selected	5,001 to 25,000	4
	25,001 to 50,000	1
	50,001 to 75,000	3
	100,001 to 125,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	8
PTAL Rating	No PTAL Present	9

Calculation Reference: AUDIT-706703-170116-0102

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : D - INDUSTRIAL ESTATE

MULTI-MODAL TOTAL PEOPLESelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	KC KENT	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
	WL WILTSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	NB NORTHUMBERLAND	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 4555 to 35000 (units: sqm)
 Range Selected by User: 552 to 102000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 02/12/14

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Tuesday	1 days
Wednesday	2 days
Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	9
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	5
Residential Zone	2
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

Not Known	1 days
B1	2 days
B2	3 days
B8	1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	4 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
100,001 to 125,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	8 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	9 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	9 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CB-02-D-04	INDUSTRIAL ESTATE	CUMBRIA
	CARLISLE ROAD		
	BRAMPTON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	17708 sqm	
	Survey date: WEDNESDAY	16/12/09	Survey Type: MANUAL
2	CH-02-D-02	INDUSTRIAL EST.	CHESHIRE
	MANCHESTER ROAD		
	WINCHAM		
	NORTHWICH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	22000 sqm	
	Survey date: FRIDAY	15/06/07	Survey Type: MANUAL
3	CW-02-D-02	INDUSTRIAL ESTATE	CORNWALL
	DRUIDS ROAD		
	CAMBORNE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	6515 sqm	
	Survey date: FRIDAY	21/09/07	Survey Type: MANUAL
4	ES-02-D-05	IND. ESTATE	EAST SUSSEX
	COURTLANDS ROAD		
	EASTBOURNE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	7525 sqm	
	Survey date: MONDAY	30/11/09	Survey Type: MANUAL
5	HI-02-D-03	IND. ESTATE & BUS. PARK	HIGHLAND
	NORTH ROAD		
	INVERLOCHY		
	FORT WILLIAM		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	35000 sqm	
	Survey date: MONDAY	18/05/09	Survey Type: MANUAL
6	KC-02-D-02	INDUSTRIAL ESTATE	KENT
	SOUTHWELL ROAD		
	DEAL		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	10715 sqm	
	Survey date: WEDNESDAY	28/11/12	Survey Type: MANUAL
7	LC-02-D-04	INDUSTRIAL ESTATE	LANCASHIRE
	GREEN LANE WEST		
	GARSTANG		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4555 sqm	
	Survey date: FRIDAY	16/06/06	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	NB-02-D-01	INDUSTRIAL ESTATE	NORTHUMBERLAND
	A695		
	HEXHAM		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	10525 sqm	
	Survey date: MONDAY	23/05/05	Survey Type: MANUAL
9	WL-02-D-01	IND. ESTATE	WILTSHIRE
	MARLBOROUGH ROAD		
	WOOTTON BASSETT		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	7050 sqm	
	Survey date: TUESDAY	03/10/06	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	13510	0.480	9	13510	0.159	9	13510	0.639
08:00 - 09:00	9	13510	0.945	9	13510	0.475	9	13510	1.420
09:00 - 10:00	9	13510	0.577	9	13510	0.468	9	13510	1.045
10:00 - 11:00	9	13510	0.575	9	13510	0.569	9	13510	1.144
11:00 - 12:00	9	13510	0.606	9	13510	0.612	9	13510	1.218
12:00 - 13:00	9	13510	0.646	9	13510	0.748	9	13510	1.394
13:00 - 14:00	9	13510	0.690	9	13510	0.641	9	13510	1.331
14:00 - 15:00	9	13510	0.515	9	13510	0.516	9	13510	1.031
15:00 - 16:00	9	13510	0.563	9	13510	0.575	9	13510	1.138
16:00 - 17:00	9	13510	0.543	9	13510	0.791	9	13510	1.334
17:00 - 18:00	9	13510	0.218	9	13510	0.741	9	13510	0.959
18:00 - 19:00	9	13510	0.062	9	13510	0.250	9	13510	0.312
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.420			6.545			12.965

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

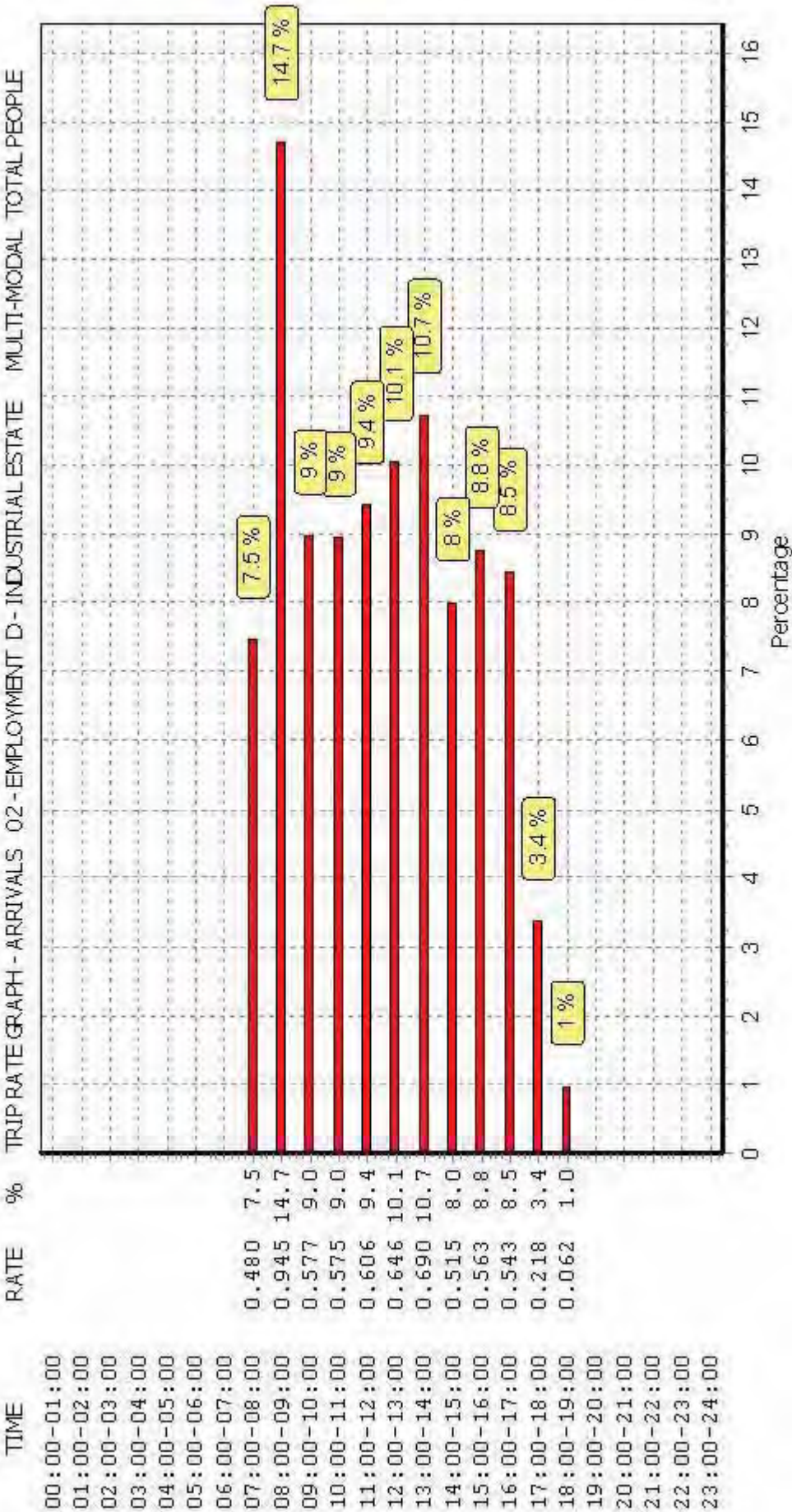
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	4555 - 35000 (units: sqm)
Survey date range:	01/01/05 - 02/12/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

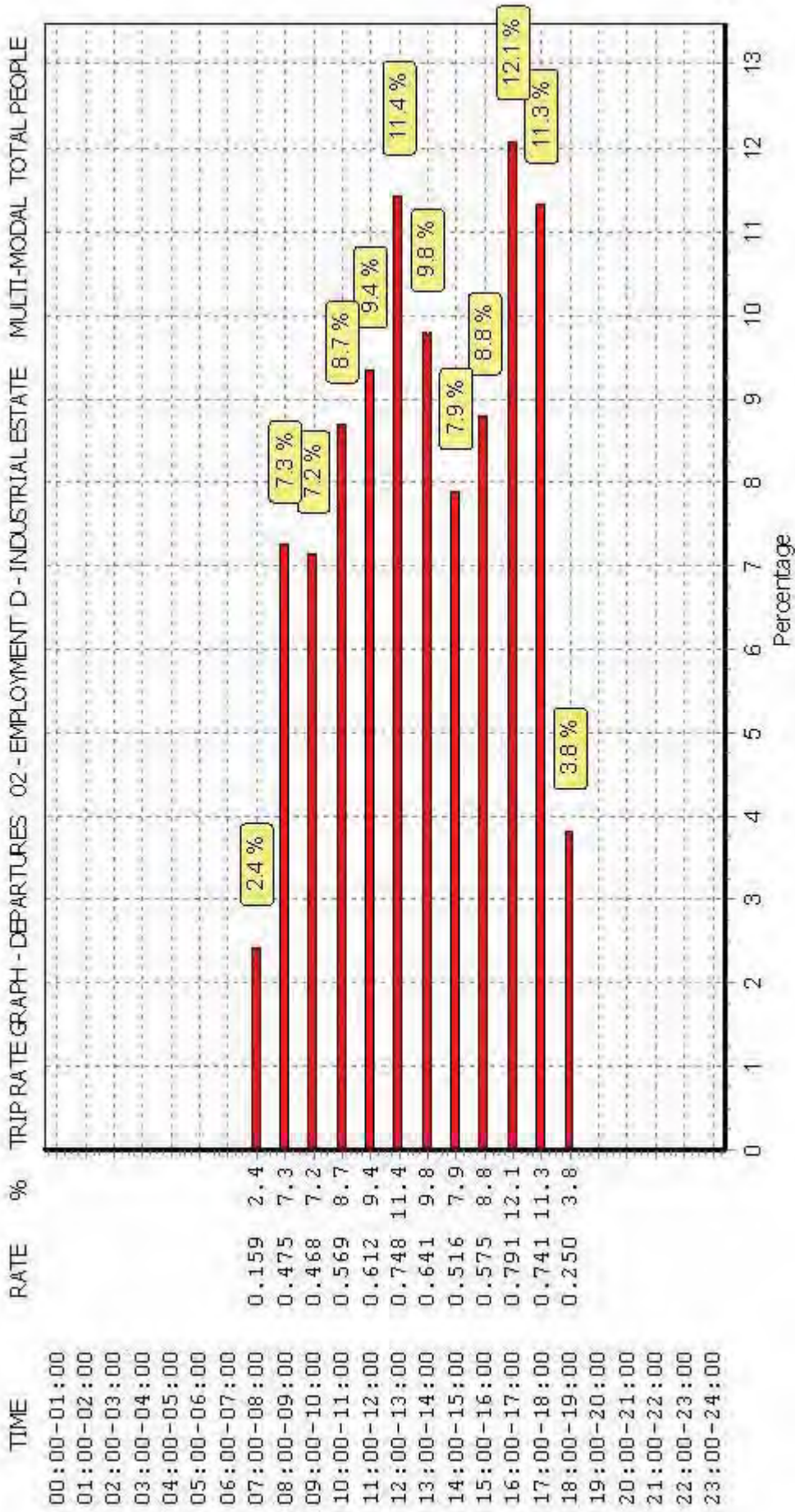
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Licence No: 706703



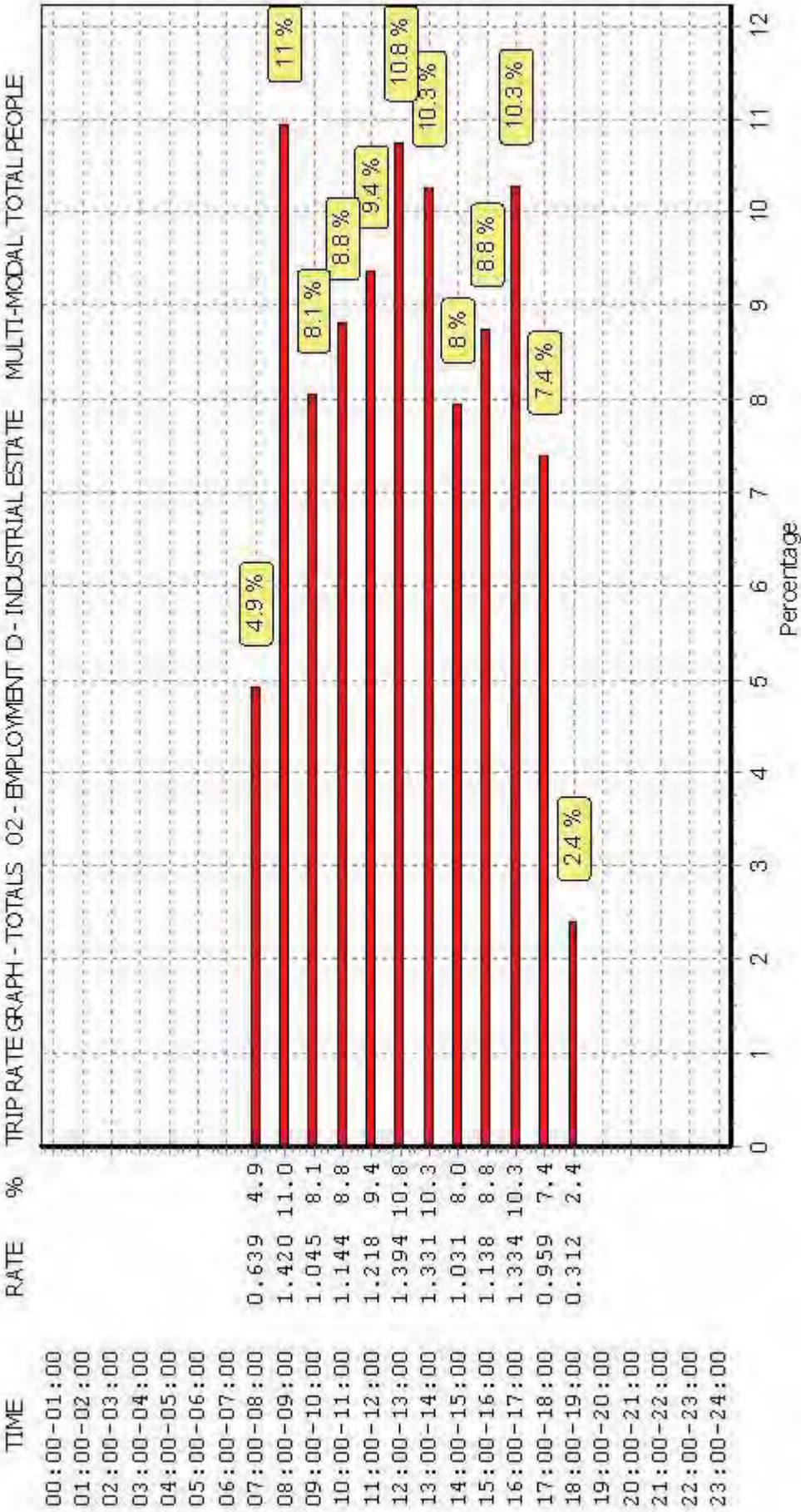
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: 706703



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: 706703



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Filtering Summary

Land Use	02/F	EMPLOYMENT/WAREHOUSING (COMMERCIAL)
Selected Trip Rate Calculation Parameter Range	2950-80066 sqm GFA	
Actual Trip Rate Calculation Parameter Range	2950-80066 sqm GFA	
Date Range	Minimum: 01/01/00	Maximum: 10/06/14
Days of the week selected	Monday	1
	Tuesday	3
	Friday	1
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	1
	Edge of Town	4
Population <1 Mile ranges selected	5,001 to 10,000	1
	10,001 to 15,000	3
	20,001 to 25,000	1
Population <5 Mile ranges selected	5,001 to 25,000	1
	25,001 to 50,000	1
	100,001 to 125,000	1
	125,001 to 250,000	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	4
PTAL Rating	No PTAL Present	5

Calculation Reference: AUDIT-706703-170117-0110

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL TOTAL PEOPLESelected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TV TEES VALLEY	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 2950 to 80066 (units: sqm)
 Range Selected by User: 2950 to 80066 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 10/06/14

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	3 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	4
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:Use Class:

B8	5 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	3 days
20,001 to 25,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Not Known	2 days
Yes	1 days
No	2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CB-02-F-01	DOMINO'S PIZZA	CUMBRIA
		COWPER ROAD	
		GILWILLY IND. ESTATE	
		PENRITH	
		Edge of Town	
		Industrial Zone	
		Total Gross floor area:	2950 sqm
		Survey date: <i>TUESDAY</i>	10/06/14
2	HF-02-F-02	SUPERSTORE DISTRIBUTION	HERTFORDSHIRE
		BLACK FAN ROAD	
		PANSHANGER	
		WELWYN GARDEN CITY	
		Suburban Area (PPS6 Out of Centre)	
		Industrial Zone	
		Total Gross floor area:	18600 sqm
		Survey date: <i>FRIDAY</i>	06/09/02
3	LN-02-F-01	BOOK SERVICE	LINCOLNSHIRE
		TRENT ROAD	
		GRANTHAM	
		Edge of Town	
		No Sub Category	
		Total Gross floor area:	32300 sqm
		Survey date: <i>MONDAY</i>	29/11/10
4	TV-02-F-02	ARGOS WAREHOUSE	TEES VALLEY
		ROUNDHOUSE ROAD	
		FAVERDALE	
		DARLINGTON	
		Edge of Town	
		Industrial Zone	
		Total Gross floor area:	80066 sqm
		Survey date: <i>TUESDAY</i>	07/10/08
5	WO-02-F-02	DISTRIB. CENTRE	WORCESTERSHIRE
		COTSWOLD WAY	
		WORCESTER	
		Edge of Town	
		Industrial Zone	
		Total Gross floor area:	3824 sqm
		Survey date: <i>TUESDAY</i>	10/09/02
			Survey Type: <i>MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	2950	0.203	1	2950	0.000	1	2950	0.203
06:00 - 07:00	1	2950	0.305	1	2950	0.034	1	2950	0.339
07:00 - 08:00	5	27548	0.100	5	27548	0.039	5	27548	0.139
08:00 - 09:00	5	27548	0.092	5	27548	0.032	5	27548	0.124
09:00 - 10:00	5	27548	0.111	5	27548	0.046	5	27548	0.157
10:00 - 11:00	5	27548	0.046	5	27548	0.049	5	27548	0.095
11:00 - 12:00	5	27548	0.042	5	27548	0.044	5	27548	0.086
12:00 - 13:00	5	27548	0.065	5	27548	0.057	5	27548	0.122
13:00 - 14:00	5	27548	0.205	5	27548	0.126	5	27548	0.331
14:00 - 15:00	5	27548	0.065	5	27548	0.121	5	27548	0.186
15:00 - 16:00	5	27548	0.040	5	27548	0.080	5	27548	0.120
16:00 - 17:00	5	27548	0.044	5	27548	0.095	5	27548	0.139
17:00 - 18:00	5	27548	0.036	5	27548	0.107	5	27548	0.143
18:00 - 19:00	5	27548	0.033	5	27548	0.060	5	27548	0.093
19:00 - 20:00	1	2950	0.237	1	2950	0.203	1	2950	0.440
20:00 - 21:00	1	2950	0.102	1	2950	0.136	1	2950	0.238
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.726			1.229			2.955

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

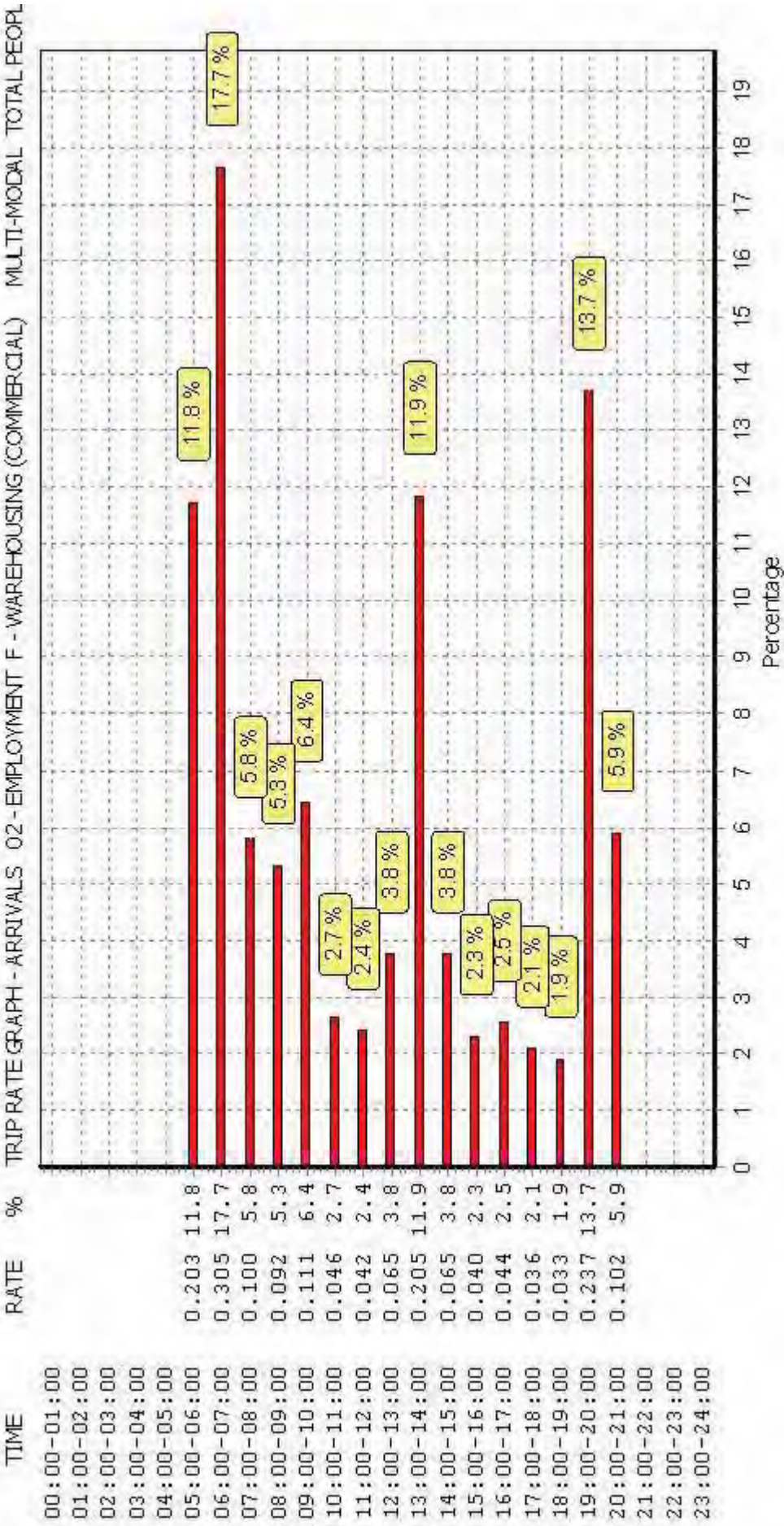
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	2950 - 80066 (units: sqm)
Survey date range:	01/01/00 - 10/06/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

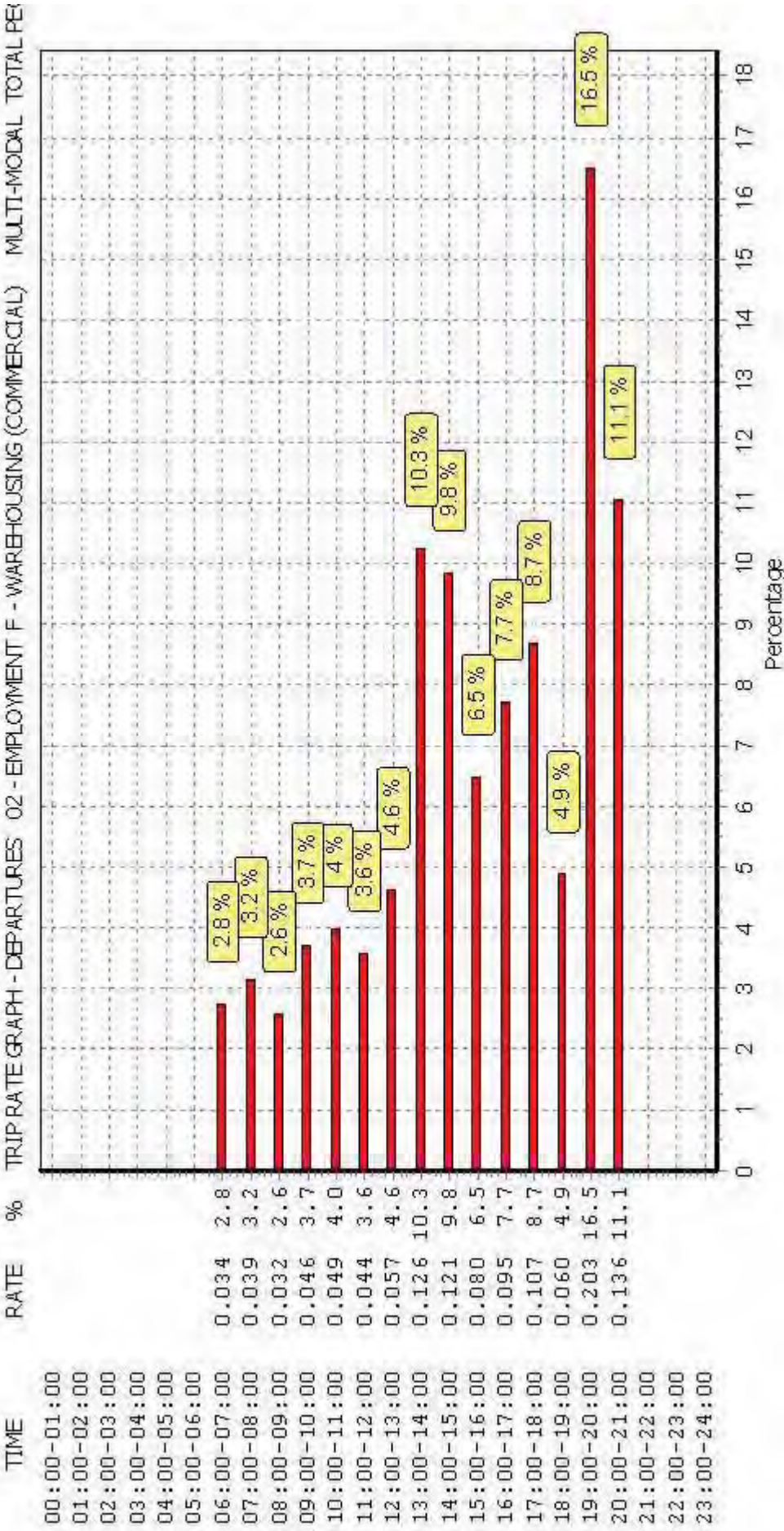
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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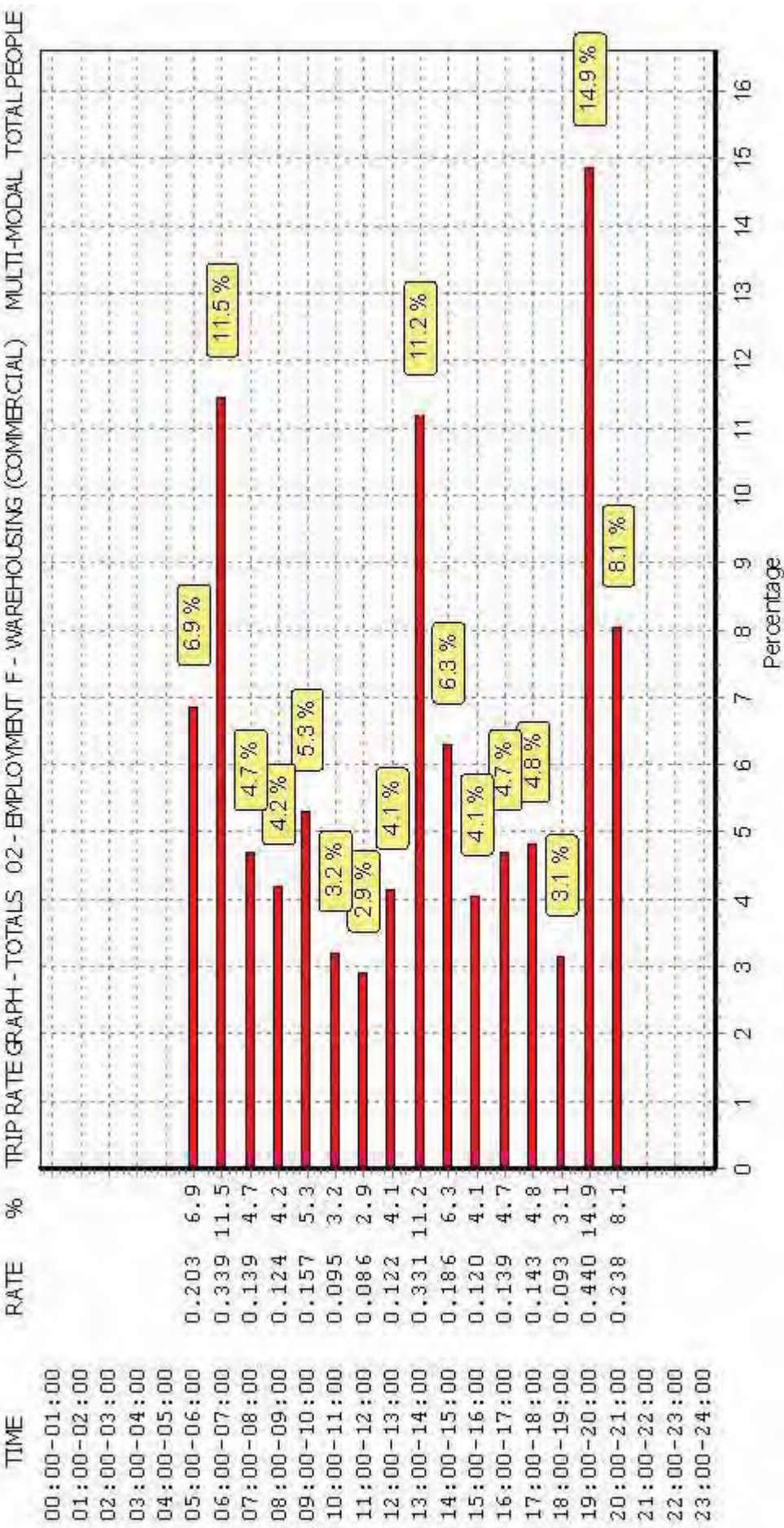
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: 706703



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Filtering Summary

Land Use	02/E	EMPLOYMENT/WAREHOUSING (SELF STORAGE)
Selected Trip Rate Calculation Parameter Range	2675-8000 sqm GFA	
Actual Trip Rate Calculation Parameter Range	2675-5925 sqm GFA	
Date Range	Minimum: 01/01/08	Maximum: 31/10/11
Days of the week selected	Tuesday	2
	Thursday	1
	Friday	1
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	2
	Edge of Town	2
Population <1 Mile ranges selected	5,001 to 10,000	2
	10,001 to 15,000	1
	20,001 to 25,000	1
Population <5 Mile ranges selected	125,001 to 250,000	4
Car Ownership <5 Mile ranges selected	1.1 to 1.5	4
PTAL Rating	No PTAL Present	4

Calculation Reference: AUDIT-706703-170116-0152

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : E - WAREHOUSING (SELF STORAGE)

MULTI-MODAL TOTAL PEOPLESelected regions and areas:

02 SOUTH EAST	
KC KENT	2 days
04 EAST ANGLIA	
CA CAMBRIDGESHIRE	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 2675 to 5925 (units: sqm)
 Range Selected by User: 2675 to 8000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 31/10/11

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	2 days
Thursday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	2
Residential Zone	1
Built-Up Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:Use Class:

B8

4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000

2 days

10,001 to 15,000

1 days

20,001 to 25,000

1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000

4 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5

4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No

4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present

4 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-02-E-02	SELF STORAGE	CAMBRIDGESHIRE
	CLIFTON WAY		
	CAMBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Gross floor area:	2675 sqm	
	Survey date: FRIDAY	16/10/09	Survey Type: MANUAL
2	CA-02-E-03	ARMADILLO SELF STORAGE	CAMBRIDGESHIRE
	WESTFIELD ROAD		
	NETHERTON		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	3205 sqm	
	Survey date: THURSDAY	20/10/11	Survey Type: MANUAL
3	KC-02-E-01	EASI STORE	KENT
	LONGFIELD ROAD		
	TUNBRIDGE WELLS		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	5925 sqm	
	Survey date: TUESDAY	01/12/09	Survey Type: MANUAL
4	KC-02-E-03	BIG YELLOW STORAGE	KENT
	LONGFIELD ROAD		
	TUNBRIDGE WELLS		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	5575 sqm	
	Survey date: TUESDAY	01/12/09	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	4345	0.121	4	4345	0.052	4	4345	0.173
08:00 - 09:00	4	4345	0.173	4	4345	0.173	4	4345	0.346
09:00 - 10:00	4	4345	0.173	4	4345	0.132	4	4345	0.305
10:00 - 11:00	4	4345	0.115	4	4345	0.104	4	4345	0.219
11:00 - 12:00	4	4345	0.075	4	4345	0.086	4	4345	0.161
12:00 - 13:00	4	4345	0.161	4	4345	0.115	4	4345	0.276
13:00 - 14:00	4	4345	0.150	4	4345	0.167	4	4345	0.317
14:00 - 15:00	4	4345	0.161	4	4345	0.173	4	4345	0.334
15:00 - 16:00	4	4345	0.144	4	4345	0.138	4	4345	0.282
16:00 - 17:00	4	4345	0.150	4	4345	0.178	4	4345	0.328
17:00 - 18:00	4	4345	0.155	4	4345	0.161	4	4345	0.316
18:00 - 19:00	4	4345	0.069	4	4345	0.155	4	4345	0.224
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.647			1.634			3.281

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

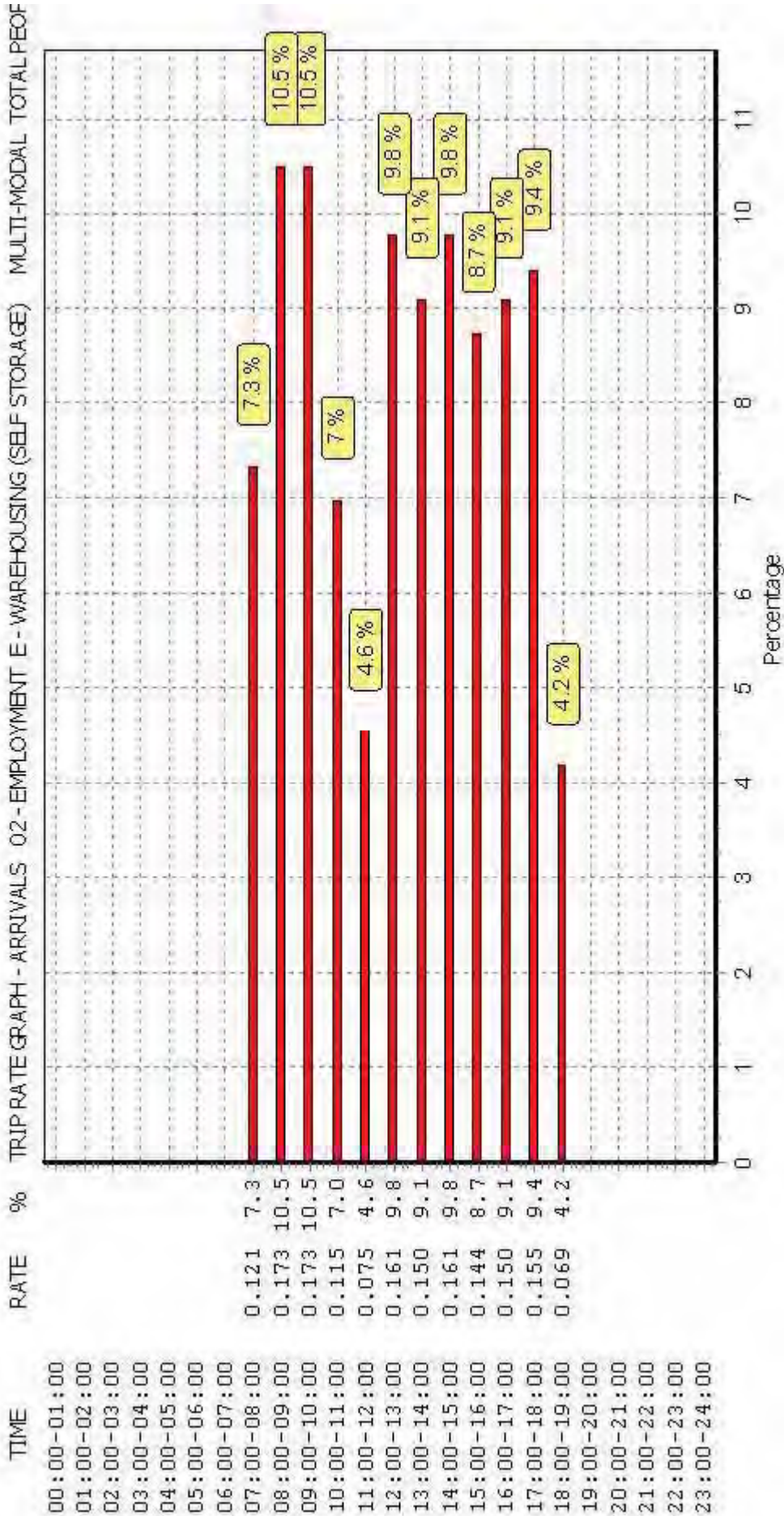
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	2675 - 5925 (units: sqm)
Survey date range:	01/01/08 - 31/10/11
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

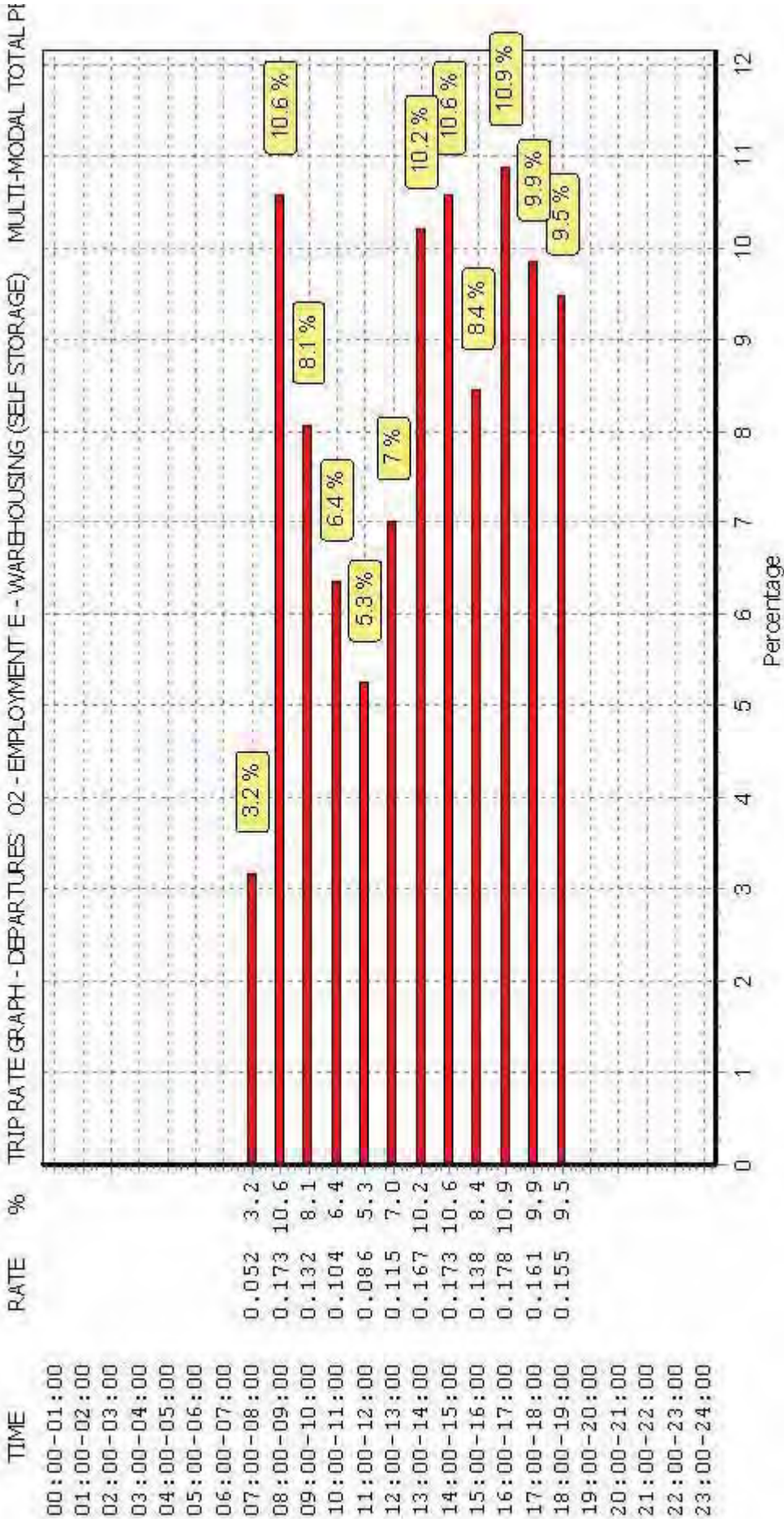
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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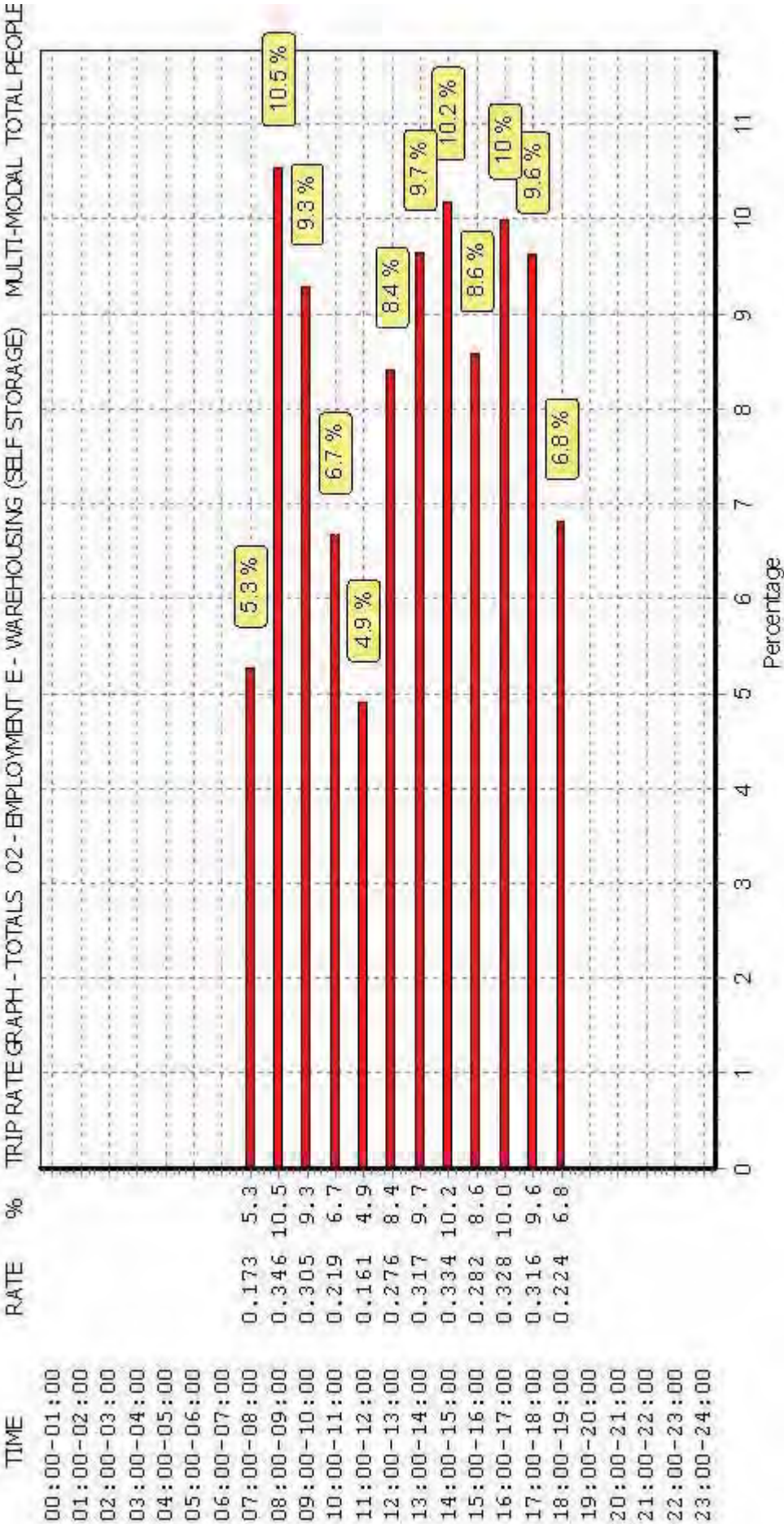
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: 706703



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Filtering Summary

Land Use	06/H	HOTEL, FOOD & DRINK/PUB/RES + HOTEL
Selected Trip Rate Calculation Parameter Range	500-5194 sqm GFA	
Actual Trip Rate Calculation Parameter Range	500-2865 sqm GFA	
Date Range	Minimum: 01/01/08	Maximum: 03/10/14
Days of the week selected	Monday	1
	Wednesday	3
	Thursday	2
	Friday	1
Main Location Types selected	Edge of Town	6
	Neighbourhood Centre (PPS6 Local Centre)	1
Population <1 Mile ranges selected	1,001 to 5,000	2
	10,001 to 15,000	3
	20,001 to 25,000	1
	25,001 to 50,000	1
Population <5 Mile ranges selected	75,001 to 100,000	1
	100,001 to 125,000	2
	125,001 to 250,000	4
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	6
PTAL Rating	No PTAL Present	7

Calculation Reference: AUDIT-706703-170117-0120

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : H - PUB/RES + HOTEL

MULTI-MODAL TOTAL PEOPLESelected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	2 days
09	NORTH	
	CB CUMBRIA	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set***Secondary Filtering selection:***This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area
 Actual Range: 500 to 2865 (units: sqm)
 Range Selected by User: 500 to 5194 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 03/10/14

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*Selected survey days:

Monday	1 days
Wednesday	3 days
Thursday	2 days
Friday	1 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*Selected Locations:

Edge of Town	6
Neighbourhood Centre (PPS6 Local Centre)	1

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*Selected Location Sub Categories:

Residential Zone	3
Out of Town	1
No Sub Category	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out

Secondary Filtering selection:Use Class:

Not Known	2 days
C1	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	4 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	6 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	7 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	7 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CB-06-H-03	PREMIER INN/PUB	CUMBRIA
	WALKMILL CRESCENT		
	DURRANHILL		
	CARLISLE		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	2865 sqm	
	Survey date: WEDNESDAY	16/12/09	Survey Type: MANUAL
2	GS-06-H-01	PREMIER INN & BEEFEATER	GLOUCESTERSHIRE
	HAYDEN ROAD		
	UCKINGTON		
	CHELTENHAM		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	1800 sqm	
	Survey date: WEDNESDAY	28/04/10	Survey Type: MANUAL
3	HI-06-H-01	HOTEL/PUB/RES.	HIGHLAND
	MILBURN ROAD		
	INVERNESS		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	1400 sqm	
	Survey date: THURSDAY	21/05/09	Survey Type: MANUAL
4	KC-06-H-01	PREMIER INN & BEEFEATER	KENT
	LONDON ROAD		
	HILDENBOROUGH		
	TONBRIDGE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	2245 sqm	
	Survey date: WEDNESDAY	09/12/09	Survey Type: MANUAL
5	NR-06-H-01	PREMIER INN/PUB	NORTHAMPTONSHIRE
	NEWPORT PAGNELL RD W		
	HARDINGSTONE		
	NORTHAMPTON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	2500 sqm	
	Survey date: THURSDAY	20/11/08	Survey Type: MANUAL
6	NR-06-H-02	PUB/RES/HOTEL	NORTHAMPTONSHIRE
	HOPPING HILL GARDENS		
	DUSTON		
	NORTHAMPTON		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	500 sqm	
	Survey date: MONDAY	24/11/08	Survey Type: MANUAL
7	SF-06-H-01	PREMIER INN & PUB	SUFFOLK
	OLD HADLEIGH ROAD		
	IPSWICH		
	Edge of Town		
	Out of Town		
	Total Gross floor area:	2100 sqm	
	Survey date: FRIDAY	19/07/13	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	1916	0.231	7	1916	0.902	7	1916	1.133
08:00 - 09:00	7	1916	0.365	7	1916	1.081	7	1916	1.446
09:00 - 10:00	7	1916	0.858	7	1916	0.671	7	1916	1.529
10:00 - 11:00	7	1916	0.350	7	1916	0.358	7	1916	0.708
11:00 - 12:00	7	1916	0.776	7	1916	0.828	7	1916	1.604
12:00 - 13:00	7	1916	2.155	7	1916	0.515	7	1916	2.670
13:00 - 14:00	7	1916	1.193	7	1916	1.417	7	1916	2.610
14:00 - 15:00	7	1916	1.014	7	1916	1.596	7	1916	2.610
15:00 - 16:00	7	1916	1.104	7	1916	1.208	7	1916	2.312
16:00 - 17:00	7	1916	1.253	7	1916	0.611	7	1916	1.864
17:00 - 18:00	7	1916	2.118	7	1916	1.007	7	1916	3.125
18:00 - 19:00	7	1916	2.207	7	1916	1.506	7	1916	3.713
19:00 - 20:00	7	1916	1.521	7	1916	1.469	7	1916	2.990
20:00 - 21:00	7	1916	0.820	7	1916	1.312	7	1916	2.132
21:00 - 22:00	7	1916	0.440	7	1916	0.753	7	1916	1.193
22:00 - 23:00	2	1500	0.167	2	1500	1.167	2	1500	1.334
23:00 - 24:00	2	1500	0.000	2	1500	0.533	2	1500	0.533
Total Rates:			16.572			16.934			33.506

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

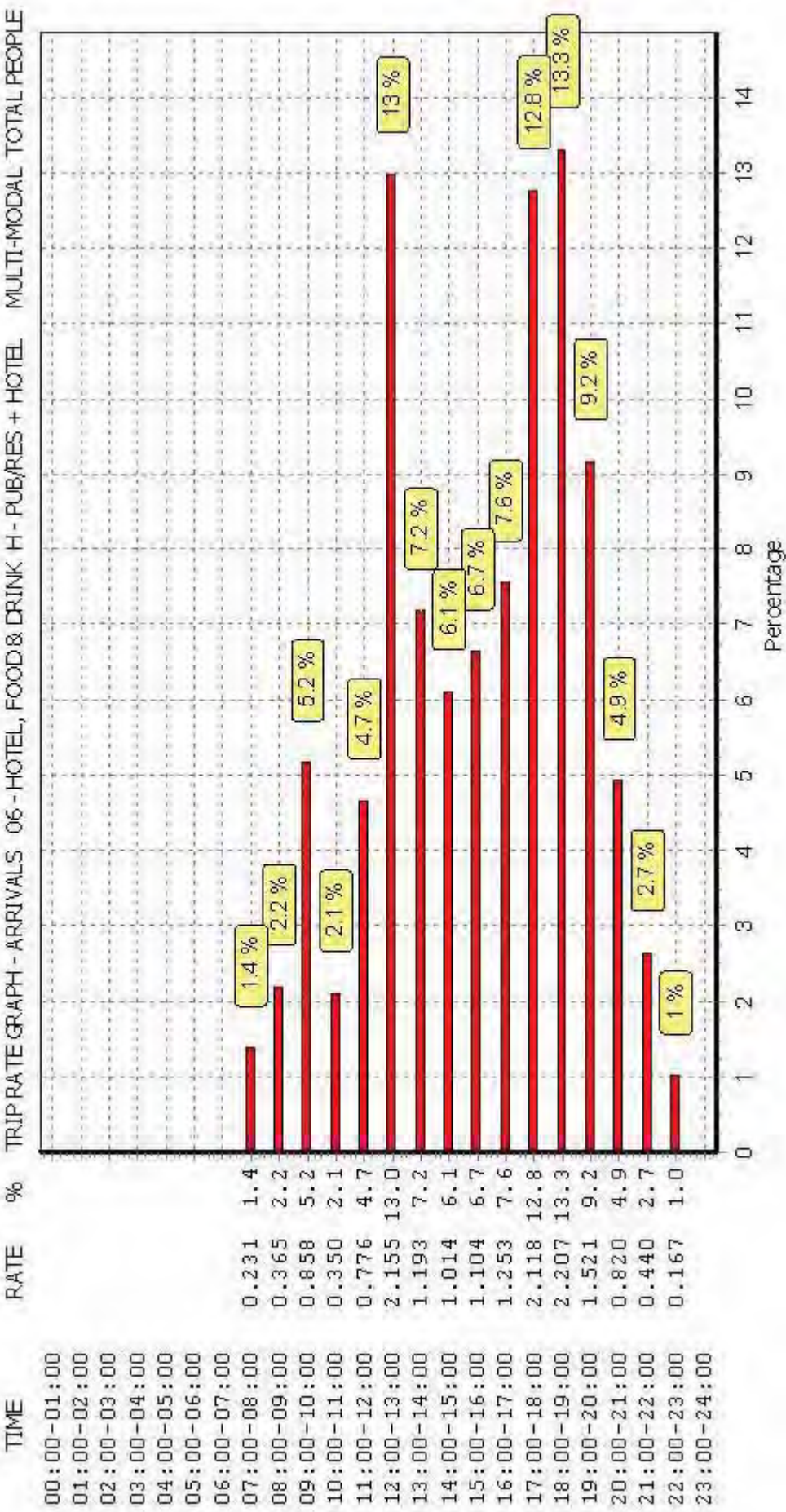
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	500 - 2865 (units: sqm)
Survey date range:	01/01/08 - 03/10/14
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

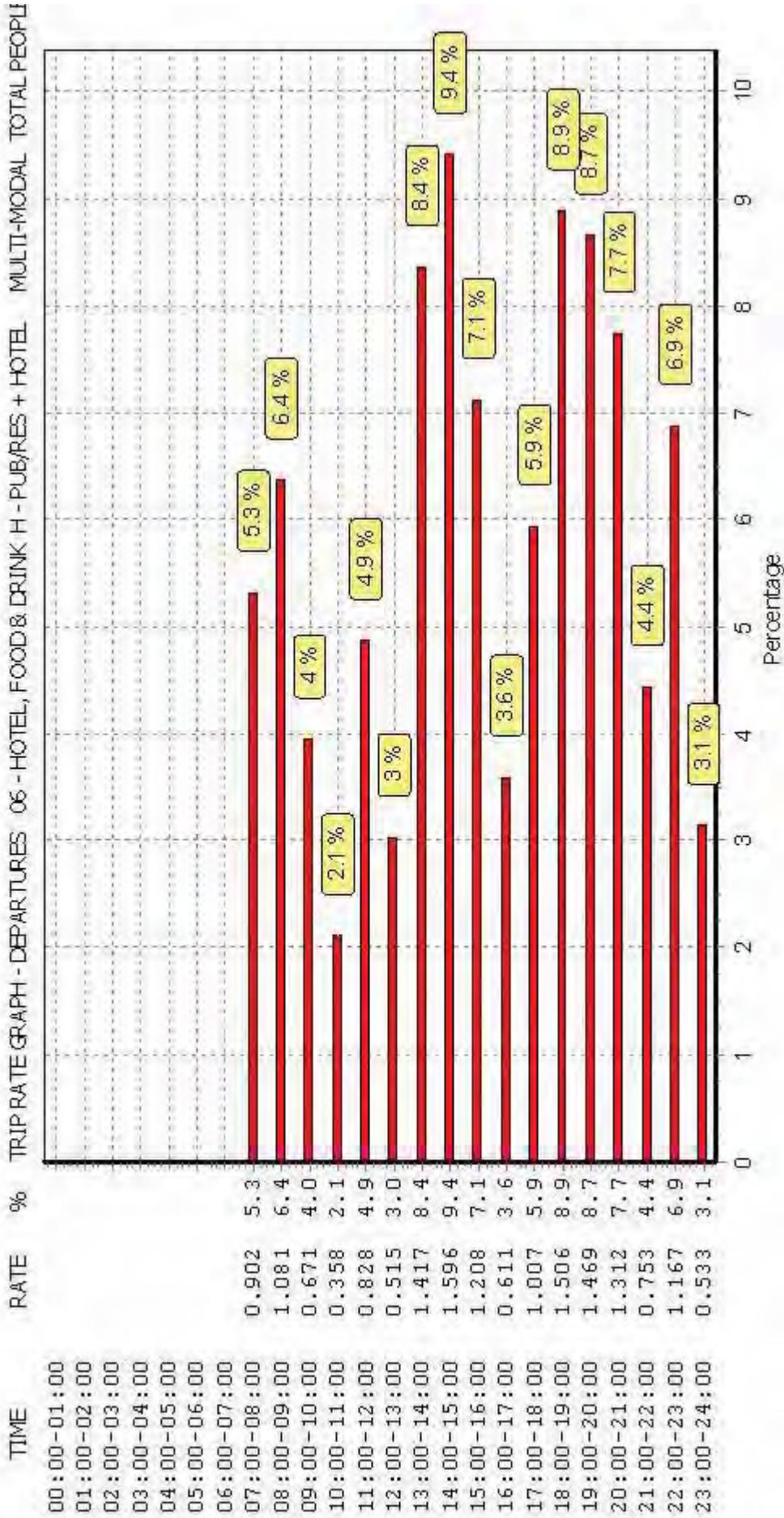
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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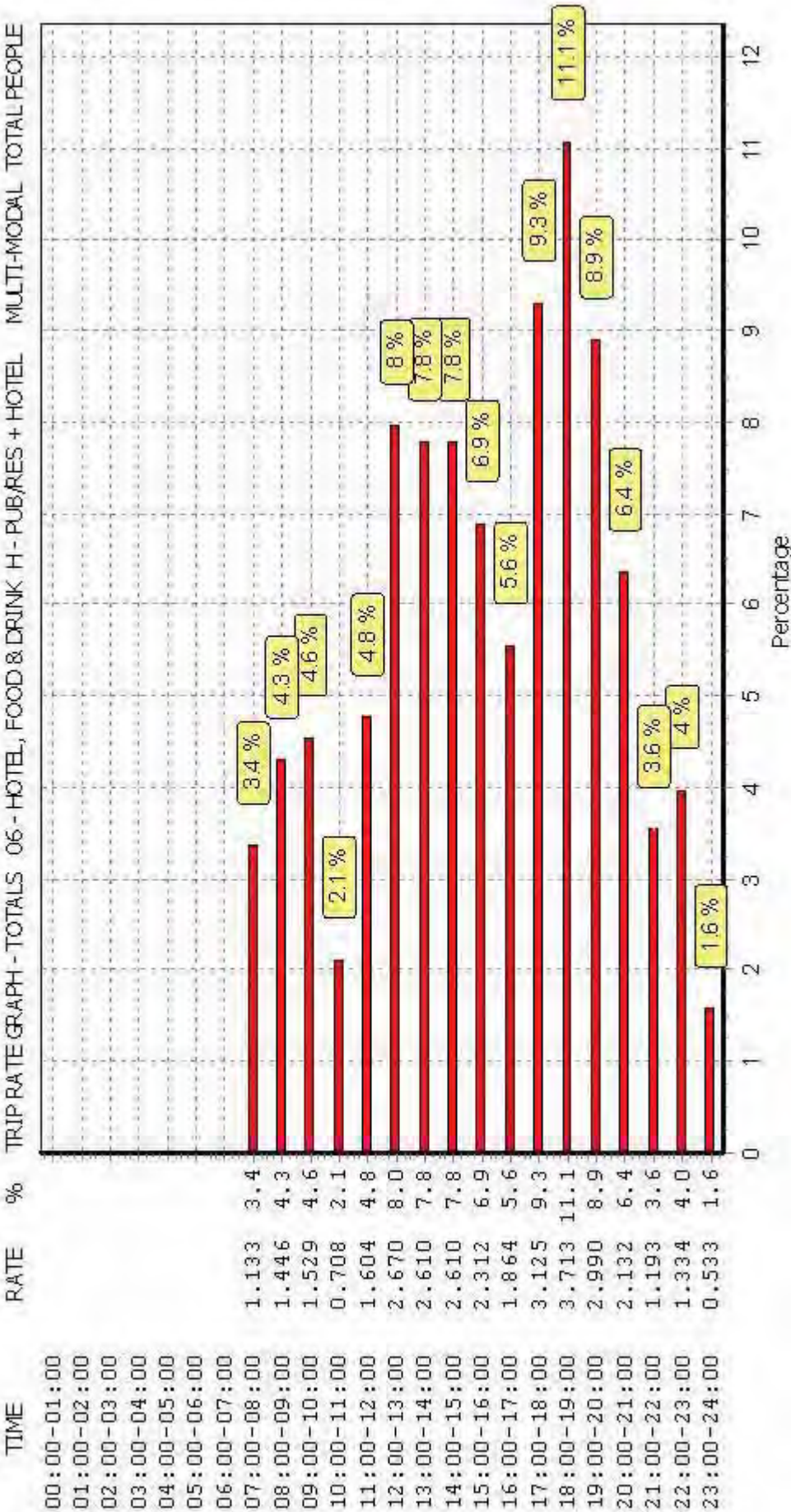
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: 706703



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: 706703



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Filtering Summary

Land Use	06/A	HOTEL, FOOD & DRINK/HOTELS
Selected Trip Rate Calculation Parameter Range	4-213 BEDRMS	
Actual Trip Rate Calculation Parameter Range	4-139 BEDRMS	
Date Range	Minimum: 01/01/05	Maximum: 01/10/14
Days of the week selected	Wednesday	2
	Thursday	2
Main Location Types selected	Edge of Town	4
Population <1 Mile ranges selected	5,001 to 10,000	3
	100,001 or More	1
Population <5 Mile ranges selected	25,001 to 50,000	1
	100,001 to 125,000	1
	125,001 to 250,000	1
	250,001 to 500,000	1
Car Ownership <5 Mile ranges selected	0.5 or Less	1
	1.1 to 1.5	3
PTAL Rating	No PTAL Present	4

Calculation Reference: AUDIT-706703-170131-0120

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS

MULTI-MODAL TOTAL PEOPLESelected regions and areas:

02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set***Secondary Filtering selection:***This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Number of bedrooms

Actual Range: 4 to 139 (units:)

Range Selected by User: 4 to 213 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 01/10/14

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*Selected survey days:

Wednesday	2 days
Thursday	2 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*Selected Locations:

Edge of Town	4
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*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Out of Town	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:Use Class:

C1	4 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	3 days
100,001 or More	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
1.1 to 1.5	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	4 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BU-06-A-02	HOLIDAY INN	BUCKINGHAMSHIRE
	NEW ROAD		
	WESTON TURVILLE		
	AYLESBURY		
	Edge of Town		
	Out of Town		
	Total Number of bedrooms:	139	
	Survey date: WEDNESDAY	01/10/14	Survey Type: MANUAL
2	DV-06-A-03	FUTURE INN	DEVON
	WILLIAM PRANCE ROAD		
	PLYMOUTH		
	Edge of Town		
	Industrial Zone		
	Total Number of bedrooms:	110	
	Survey date: WEDNESDAY	18/07/12	Survey Type: MANUAL
3	HI-06-A-03	EXPRESS BY HOL. INN	HIGHLAND
	A96		
	STONEFIELD BUSINESS PK		
	INVERNESS		
	Edge of Town		
	Commercial Zone		
	Total Number of bedrooms:	94	
	Survey date: THURSDAY	25/05/06	Survey Type: MANUAL
4	NF-06-A-02	HOLIDAY INN	NORFOLK
	IPSWICH ROAD		
	HARFORD PARK		
	NORWICH		
	Edge of Town		
	No Sub Category		
	Total Number of bedrooms:	119	
	Survey date: THURSDAY	30/09/10	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 1 BEDRMS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	116	0.158	4	116	0.323	4	116	0.481
08:00 - 09:00	4	116	0.188	4	116	0.645	4	116	0.833
09:00 - 10:00	4	116	0.288	4	116	0.253	4	116	0.541
10:00 - 11:00	4	116	0.173	4	116	0.186	4	116	0.359
11:00 - 12:00	4	116	0.115	4	116	0.199	4	116	0.314
12:00 - 13:00	4	116	0.171	4	116	0.110	4	116	0.281
13:00 - 14:00	4	116	0.232	4	116	0.258	4	116	0.490
14:00 - 15:00	4	116	0.175	4	116	0.234	4	116	0.409
15:00 - 16:00	4	116	0.203	4	116	0.303	4	116	0.506
16:00 - 17:00	4	116	0.318	4	116	0.229	4	116	0.547
17:00 - 18:00	4	116	0.442	4	116	0.223	4	116	0.665
18:00 - 19:00	4	116	0.526	4	116	0.216	4	116	0.742
19:00 - 20:00	4	116	0.286	4	116	0.212	4	116	0.498
20:00 - 21:00	4	116	0.149	4	116	0.115	4	116	0.264
21:00 - 22:00	3	123	0.092	3	123	0.155	3	123	0.247
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.516			3.661			7.177

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

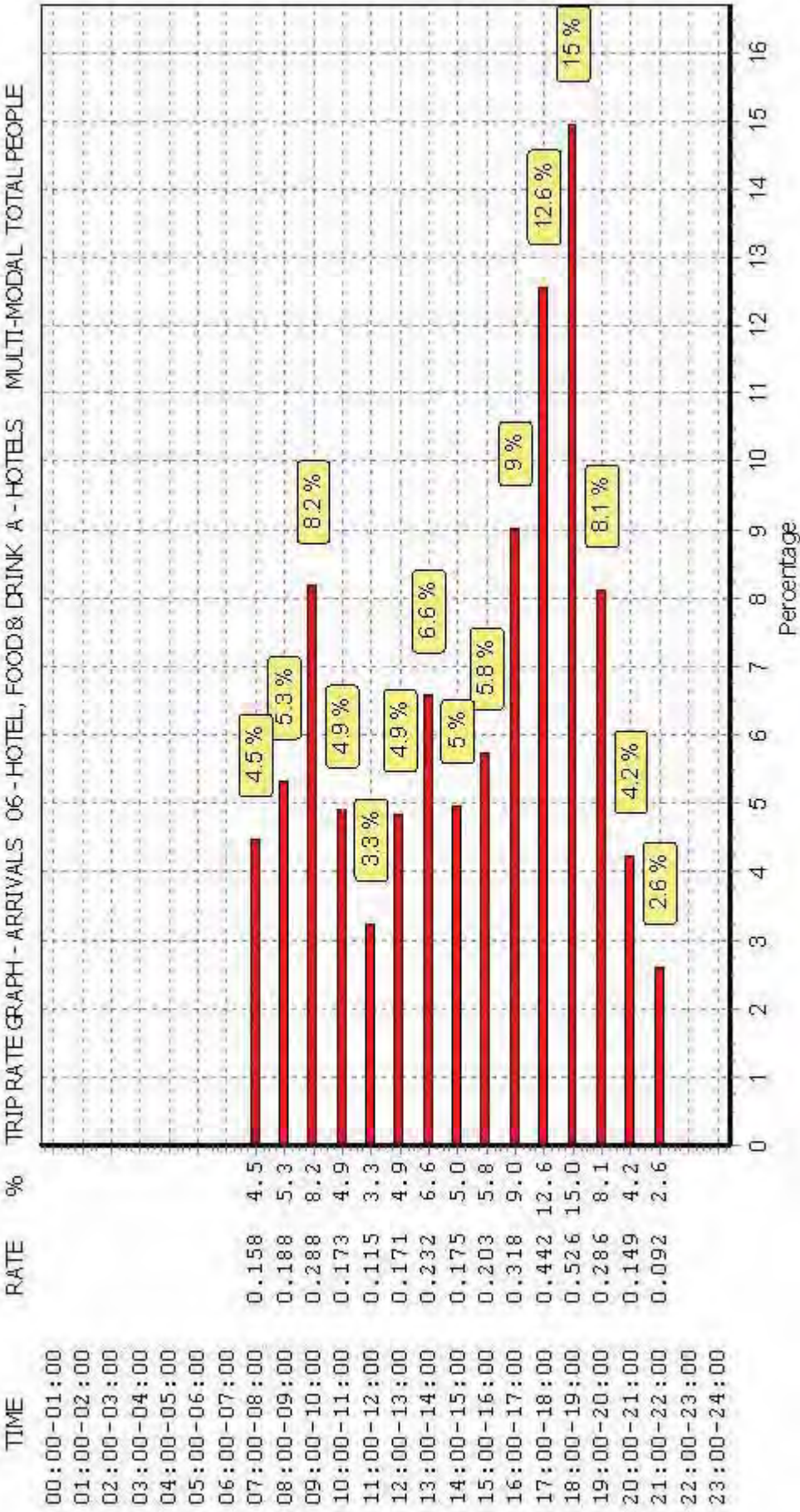
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 4 - 139 (units:)
 Survey date range: 01/01/05 - 01/10/14
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 2
 Surveys manually removed from selection: 0

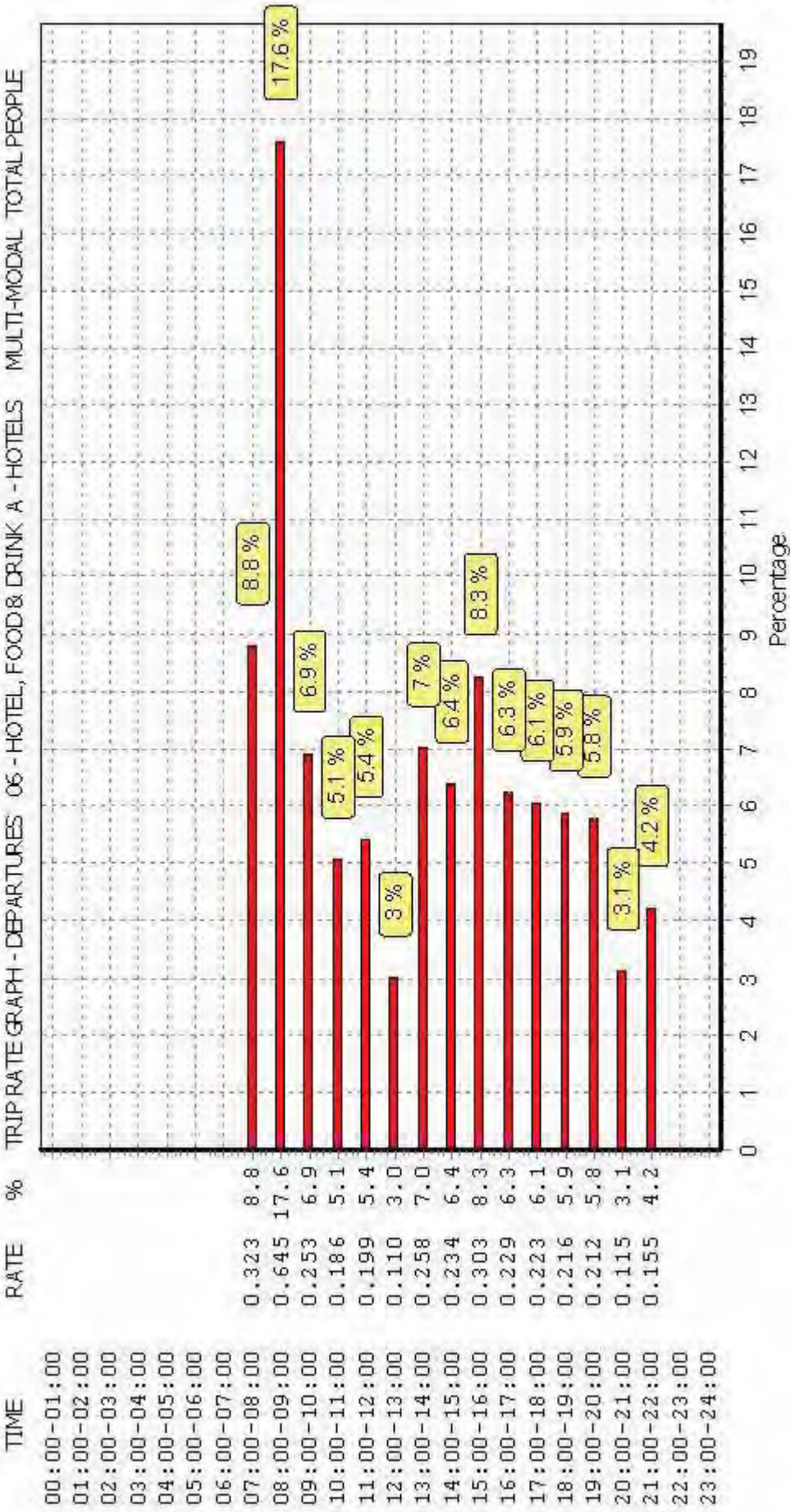
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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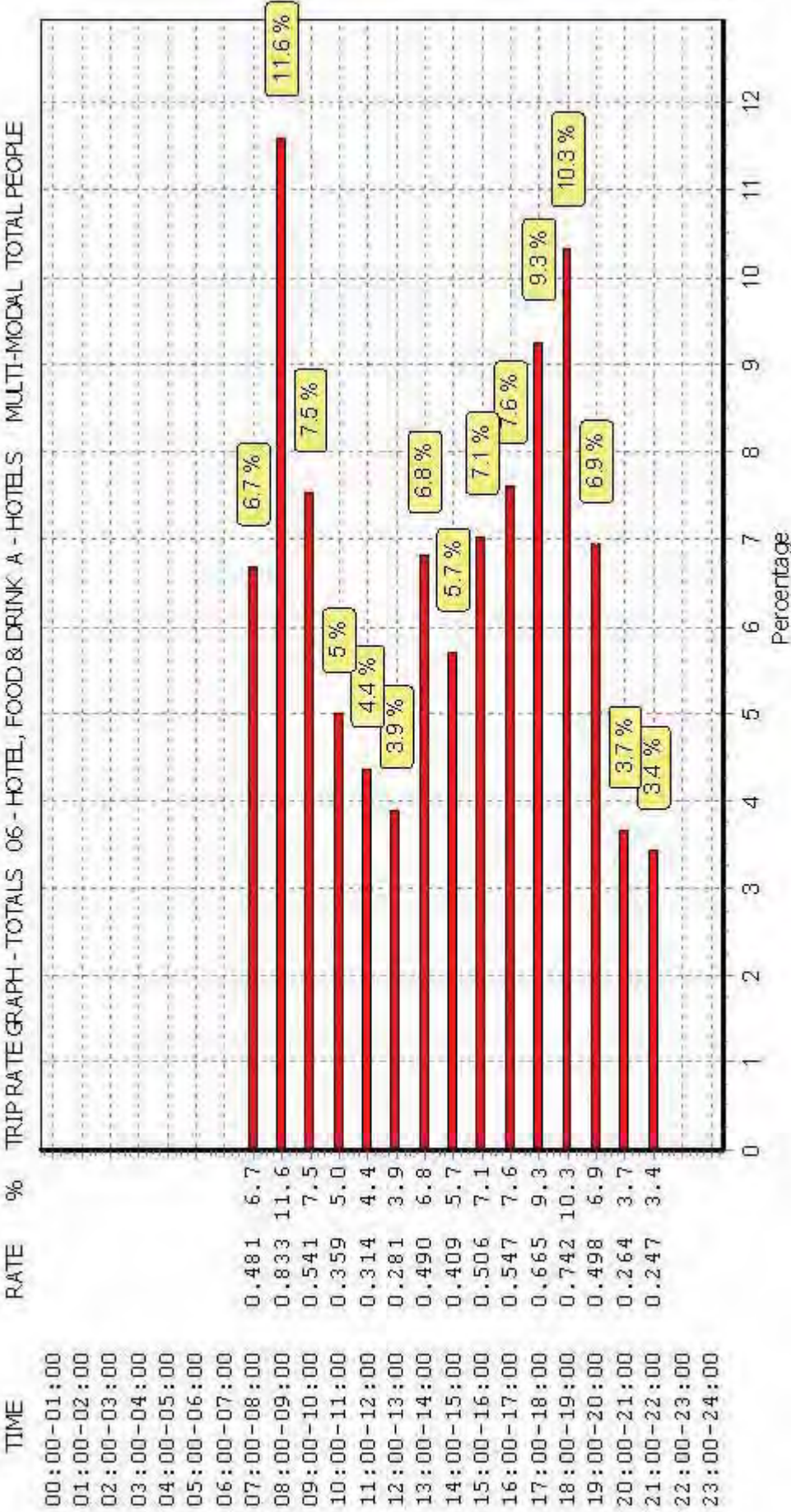
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: 706703



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: 706703



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Filtering Summary

Land Use	04/C	EDUCATION/COLLEGE/UNIVERSITY
Selected Trip Rate Calculation Parameter Range	2435-162000 sqm GFA	
Actual Trip Rate Calculation Parameter Range	13889-63750 sqm GFA	
Date Range	Minimum: 01/01/00	Maximum: 22/10/15
Days of the week selected	Tuesday	2
	Thursday	2
Main Location Types selected	Edge of Town	4
Population <1 Mile ranges selected	5,001 to 10,000	1
	10,001 to 15,000	1
	15,001 to 20,000	2
Population <5 Mile ranges selected	25,001 to 50,000	1
	50,001 to 75,000	1
	100,001 to 125,000	2
Car Ownership <5 Mile ranges selected	1.1 to 1.5	3
	1.6 to 2.0	1
PTAL Rating	No PTAL Present	4

Calculation Reference: AUDIT-706703-170117-0135

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
 Category : C - COLLEGE/UNIVERSITY

MULTI-MODAL TOTAL PEOPLESelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
03	SOUTH WEST	
	CW CORNWALL	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 13889 to 63750 (units: sqm)
 Range Selected by User: 2435 to 162000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 22/10/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	2 days
Thursday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	4
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Out of Town	1
No Sub Category	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:Use Class:

D1	4 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	3 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Not Known	2 days
Yes	2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CW-04-C-03	COLLEGE	CORNWALL
	A3047 TREVENSON ROAD		
	POOL		
	CAMBORNE		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	33161 sqm	
	Survey date: <i>TUESDAY</i>	19/05/09	Survey Type: <i>MANUAL</i>
2	CW-04-C-04	UNIVERSITY	CORNWALL
	A394 TRELIEVER ROAD		
	PENRYN		
	NEAR FALMOUTH		
	Edge of Town		
	Out of Town		
	Total Gross floor area:	63750 sqm	
	Survey date: <i>THURSDAY</i>	03/05/12	Survey Type: <i>MANUAL</i>
3	ES-04-C-02	ART/TECH. COL.	EAST SUSSEX
	KINGS DRIVE		
	EASTBOURNE		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	13889 sqm	
	Survey date: <i>TUESDAY</i>	12/03/02	Survey Type: <i>MANUAL</i>
4	EX-04-C-01	COLLEGE	ESSEX
	SHEEPEN ROAD		
	COLCHESTER		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	29205 sqm	
	Survey date: <i>THURSDAY</i>	29/03/01	Survey Type: <i>MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	35001	0.254	4	35001	0.065	4	35001	0.319
08:00 - 09:00	4	35001	2.826	4	35001	0.355	4	35001	3.181
09:00 - 10:00	4	35001	2.286	4	35001	0.490	4	35001	2.776
10:00 - 11:00	4	35001	1.053	4	35001	0.471	4	35001	1.524
11:00 - 12:00	4	35001	0.828	4	35001	0.724	4	35001	1.552
12:00 - 13:00	4	35001	1.125	4	35001	1.508	4	35001	2.633
13:00 - 14:00	4	35001	1.313	4	35001	1.106	4	35001	2.419
14:00 - 15:00	4	35001	0.747	4	35001	1.236	4	35001	1.983
15:00 - 16:00	4	35001	0.679	4	35001	1.592	4	35001	2.271
16:00 - 17:00	4	35001	0.606	4	35001	2.309	4	35001	2.915
17:00 - 18:00	4	35001	0.687	4	35001	1.459	4	35001	2.146
18:00 - 19:00	3	35615	0.704	3	35615	0.594	3	35615	1.298
19:00 - 20:00	2	38820	0.336	2	38820	0.634	2	38820	0.970
20:00 - 21:00	2	38820	0.223	2	38820	0.716	2	38820	0.939
21:00 - 22:00	2	38820	0.113	2	38820	0.604	2	38820	0.717
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.780			13.863			27.643

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

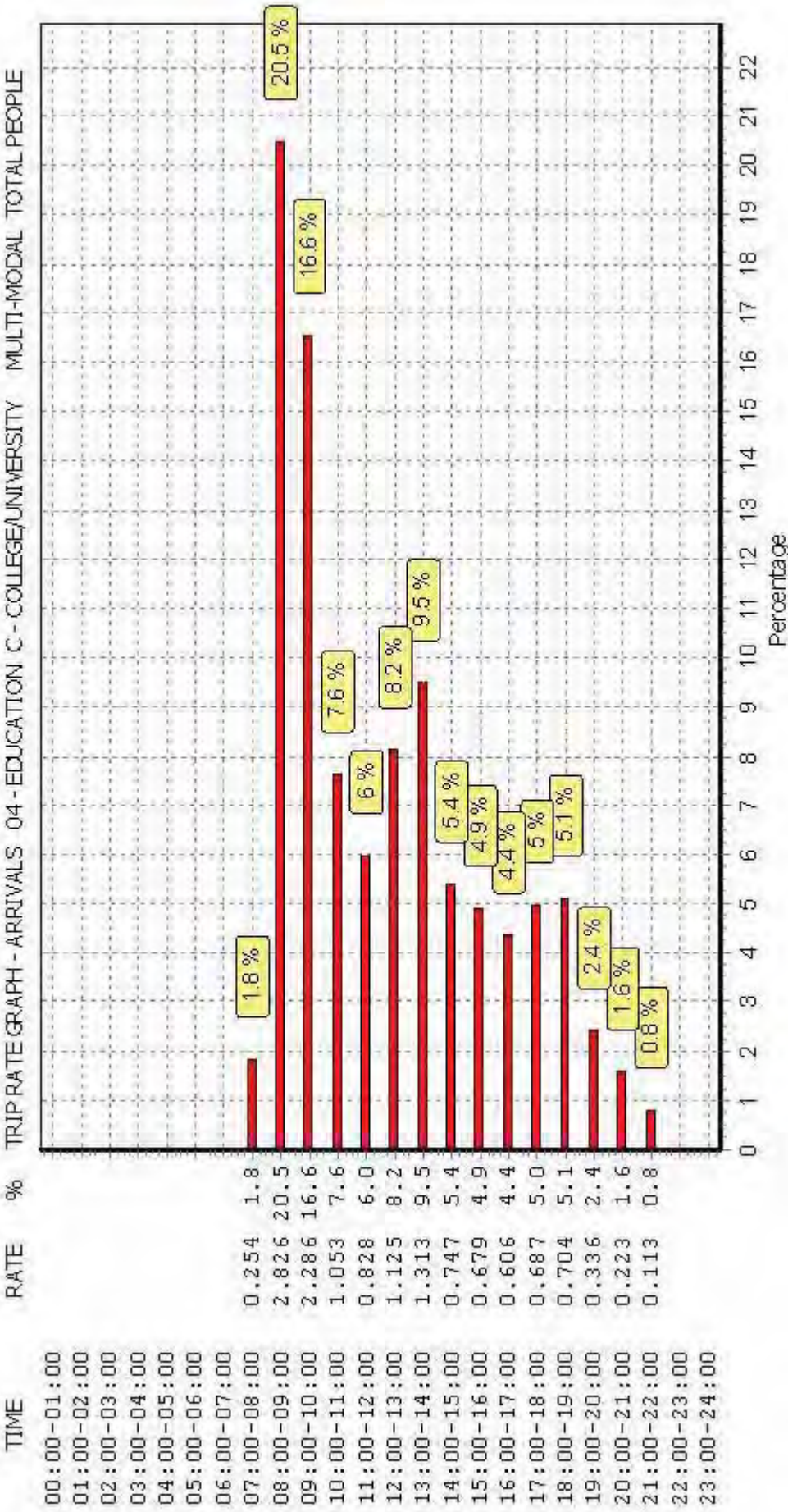
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	13889 - 63750 (units: sqm)
Survey date range:	01/01/00 - 22/10/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

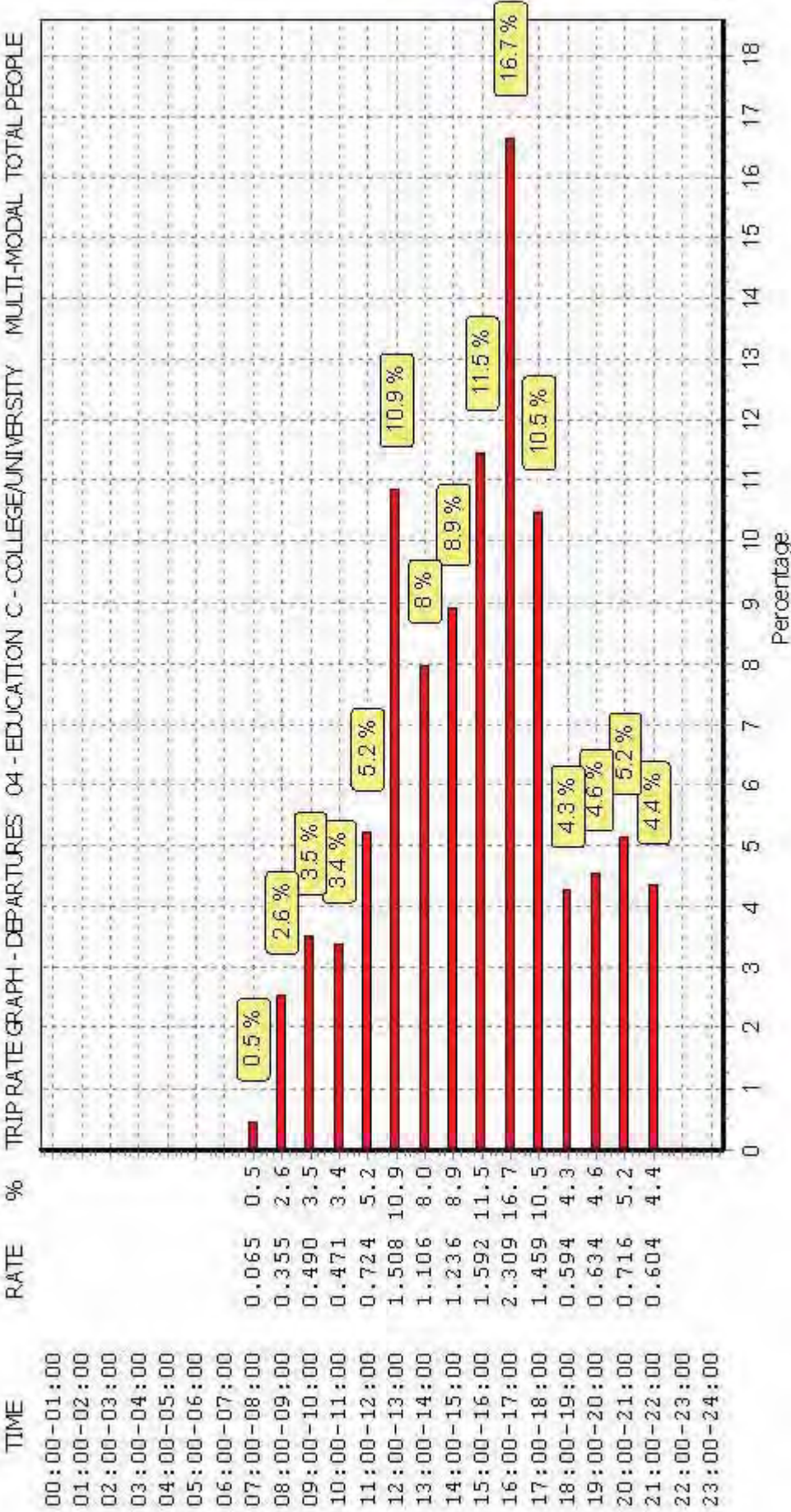
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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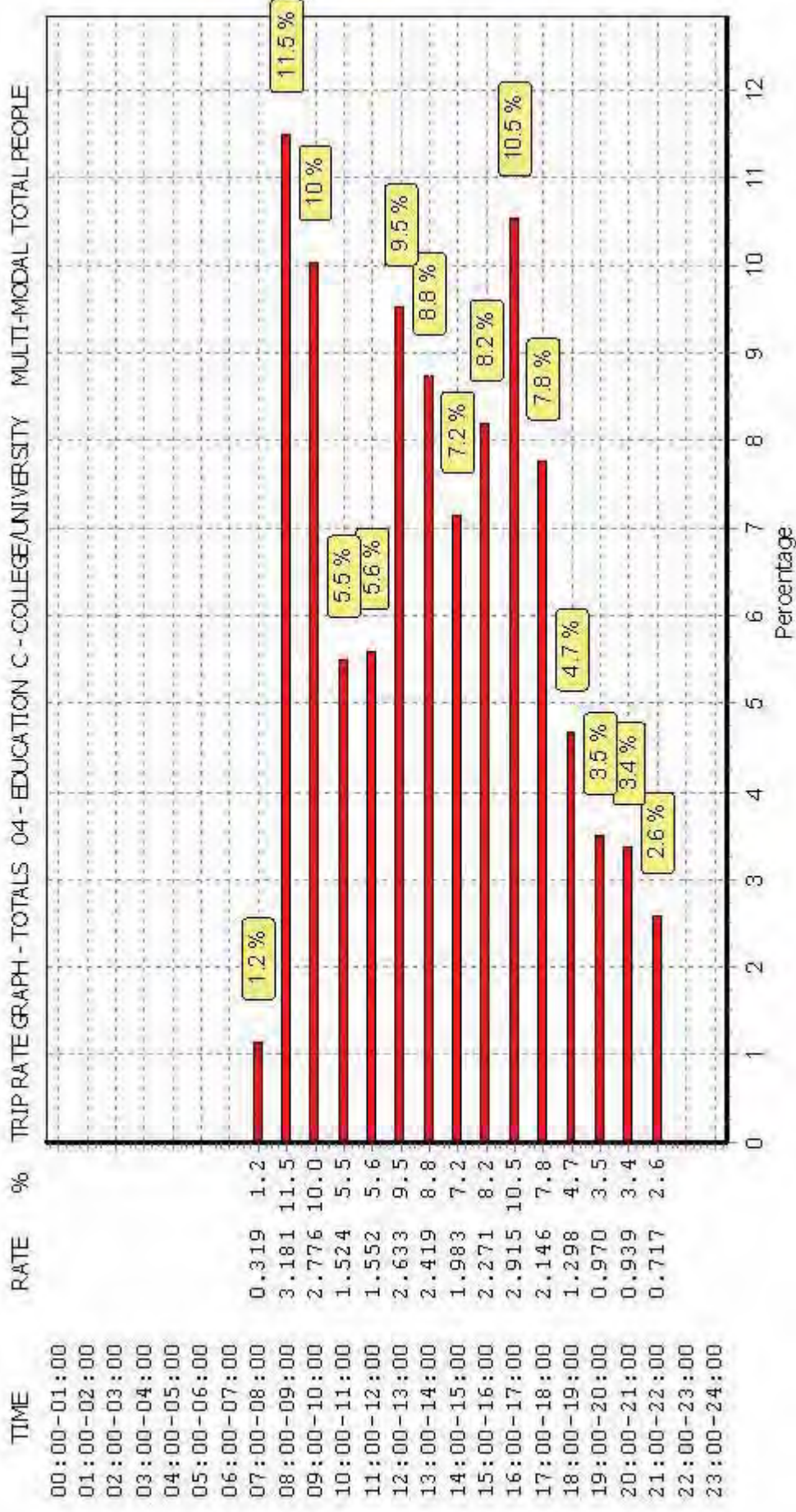
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: 706703



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Filtering Summary

Land Use	05/B	HEALTH/GENERAL HOSPITAL - WITHOUT CASUALTY
Selected Trip Rate Calculation Parameter Range	4460-15341 sqm GFA	
Actual Trip Rate Calculation Parameter Range	4460-15341 sqm GFA	
Date Range	Minimum: 01/01/00	Maximum: 22/11/16
Days of the week selected	Monday	2
	Tuesday	1
	Thursday	1
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	2
	Edge of Town	2
Population <1 Mile ranges selected	5,001 to 10,000	3
	10,001 to 15,000	1
Population <5 Mile ranges selected	5,001 to 25,000	2
	25,001 to 50,000	1
	125,001 to 250,000	1
Car Ownership <5 Mile ranges selected	1.1 to 1.5	4
PTAL Rating	No PTAL Present	4

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : B - GENERAL HOSPITAL - WITHOUT CASUALTY

MULTI-MODAL TOTAL PEOPLESelected regions and areas:

02 SOUTH EAST	
ES EAST SUSSEX	1 days
03 SOUTH WEST	
DC DORSET	2 days
04 EAST ANGLIA	
NF NORFOLK	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 4460 to 15341 (units: sqm)
 Range Selected by User: 4460 to 15341 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 22/11/16

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	1 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	2
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:Use Class:

C2

4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000

3 days

10,001 to 15,000

1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000

2 days

25,001 to 50,000

1 days

125,001 to 250,000

1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5

4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Not Known

1 days

Yes

2 days

No

1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present

4 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DC-05-B-01	COMMUNITY HOSPITAL	DORSET
	HOSPITAL LANE		
	NORTH ALLINGTON		
	BRIDPORT		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	5692 sqm	
	Survey date: MONDAY	21/10/02	Survey Type: MANUAL
2	DC-05-B-02	HOSPITAL	DORSET
	FAIRMILE ROAD (B3073)		
	FAIRMILE		
	CHRISTCHURCH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	15341 sqm	
	Survey date: TUESDAY	11/10/05	Survey Type: MANUAL
3	ES-05-B-03	COMMUNITY HOSPITAL	EAST SUSSEX
	FRAMFIELD ROAD		
	NEW TOWN		
	UCKFIELD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	12908 sqm	
	Survey date: THURSDAY	12/09/02	Survey Type: MANUAL
4	NF-05-B-01	GENERAL HOSPITAL	NORFOLK
	MILL ROAD		
	CROMER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	4460 sqm	
	Survey date: MONDAY	22/11/10	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 05 - HEALTH/B - GENERAL HOSPITAL - WITHOUT CASUALTY

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	9600	0.633	4	9600	0.214	4	9600	0.847
08:00 - 09:00	4	9600	1.344	4	9600	0.292	4	9600	1.636
09:00 - 10:00	4	9600	1.479	4	9600	0.797	4	9600	2.276
10:00 - 11:00	4	9600	1.102	4	9600	0.987	4	9600	2.089
11:00 - 12:00	4	9600	0.909	4	9600	1.086	4	9600	1.995
12:00 - 13:00	4	9600	0.727	4	9600	1.099	4	9600	1.826
13:00 - 14:00	4	9600	1.325	4	9600	0.833	4	9600	2.158
14:00 - 15:00	4	9600	1.237	4	9600	1.159	4	9600	2.396
15:00 - 16:00	4	9600	0.857	4	9600	1.490	4	9600	2.347
16:00 - 17:00	4	9600	0.497	4	9600	1.352	4	9600	1.849
17:00 - 18:00	4	9600	0.232	4	9600	0.714	4	9600	0.946
18:00 - 19:00	4	9600	0.294	4	9600	0.229	4	9600	0.523
19:00 - 20:00	3	10903	0.232	3	10903	0.327	3	10903	0.559
20:00 - 21:00	3	10903	0.150	3	10903	0.226	3	10903	0.376
21:00 - 22:00	2	14125	0.053	2	14125	0.421	2	14125	0.474
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.071			11.226			22.297

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

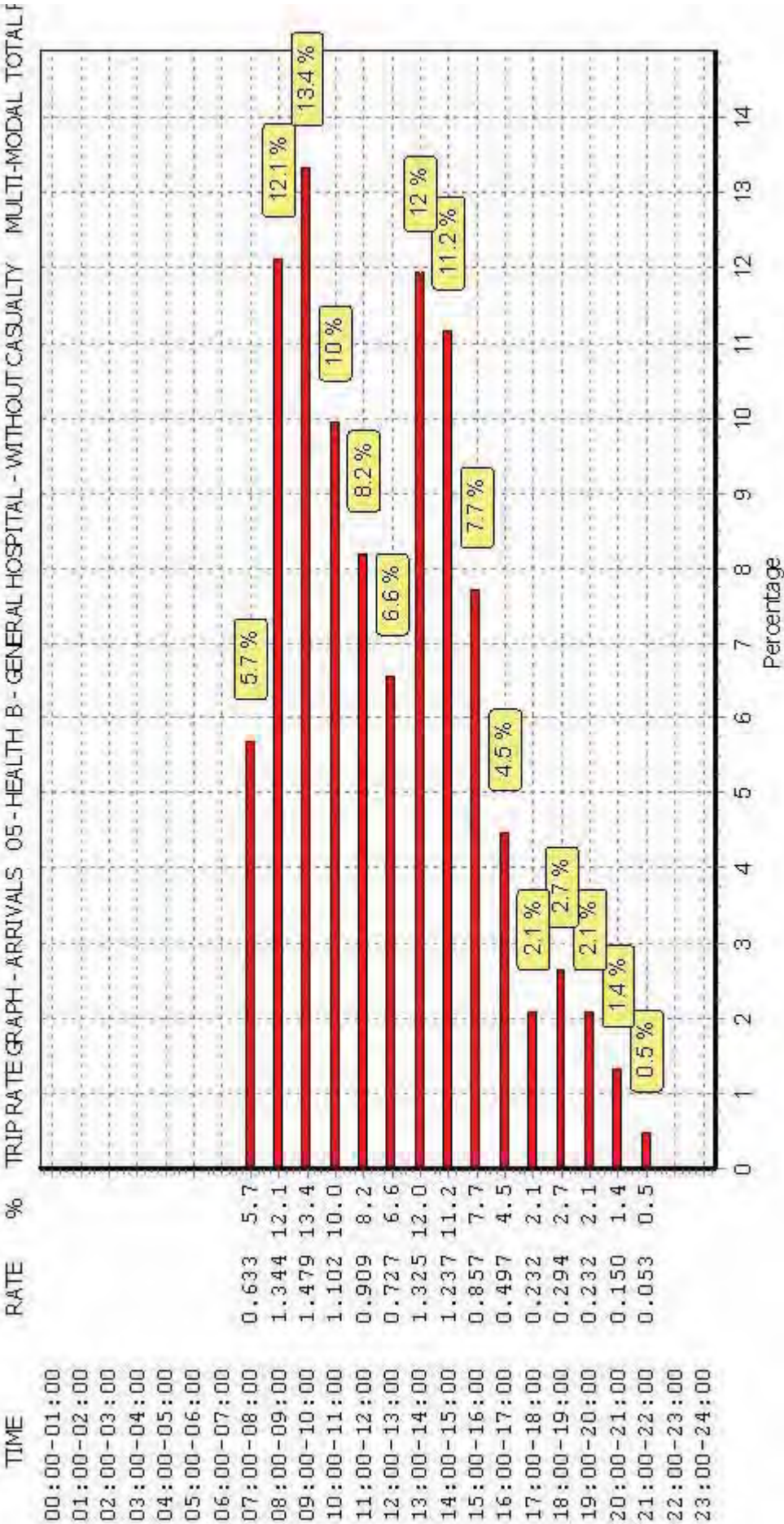
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	4460 - 15341 (units: sqm)
Survey date range:	01/01/00 - 22/11/16
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

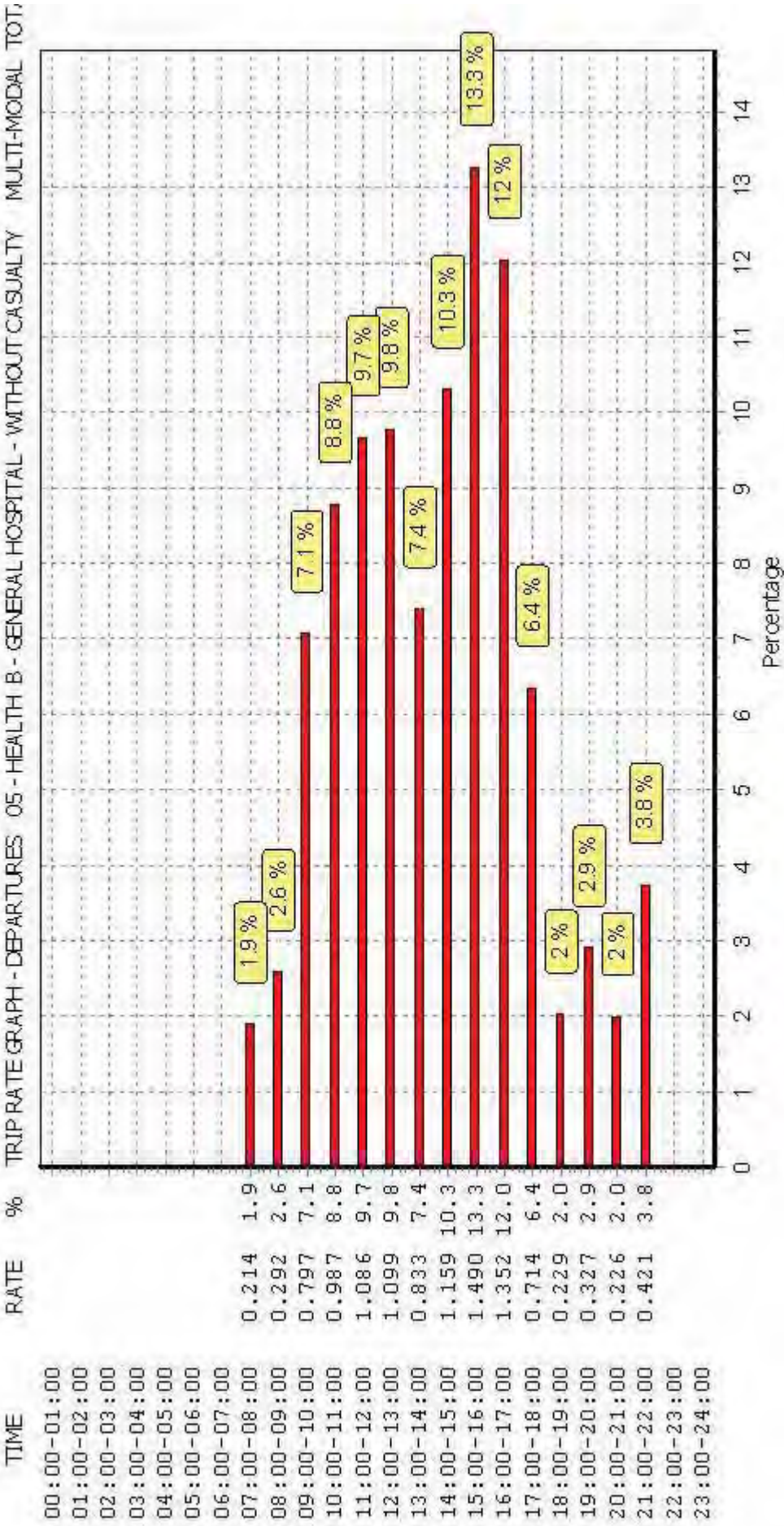
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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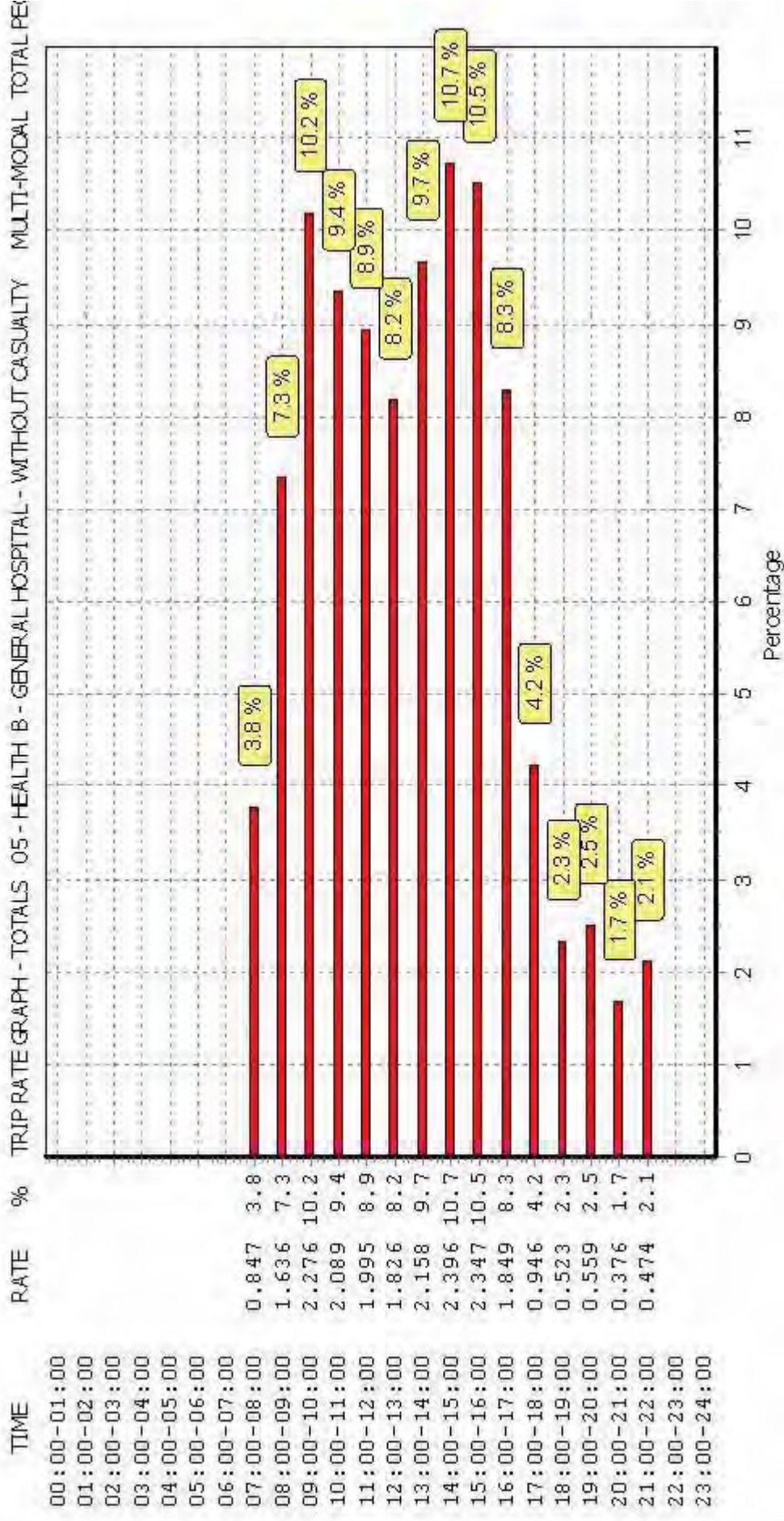


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: 706703



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Filtering Summary

Land Use	14/A	CAR SHOW ROOMS/CAR SHOW ROOMS
Selected Trip Rate Calculation Parameter Range	480-9800 sqm GFA	
Actual Trip Rate Calculation Parameter Range	500-3400 sqm GFA	
Date Range	Minimum: 01/01/08	Maximum: 12/11/14
Days of the week selected	Monday	2
	Tuesday	2
	Wednesday	2
	Thursday	1
	Friday	2
Main Location Types selected	Edge of Town	9
Population <1 Mile ranges selected	1,001 to 5,000	3
	5,001 to 10,000	1
	10,001 to 15,000	2
	20,001 to 25,000	3
Population <5 Mile ranges selected	5,001 to 25,000	2
	25,001 to 50,000	2
	75,001 to 100,000	3
	125,001 to 250,000	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	7
PTAL Rating	No PTAL Present	9

Calculation Reference: AUDIT-706703-170131-0143

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS

Category : A - CAR SHOW ROOMS

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	CB CUMBRIA	2 days
11	SCOTLAND	
	HI HIGHLAND	1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set***Secondary Filtering selection:***This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area
 Actual Range: 500 to 3400 (units: sqm)
 Range Selected by User: 480 to 9800 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 12/11/14

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	2 days
Thursday	1 days
Friday	2 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*Selected Locations:

Edge of Town	9
--------------	---

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*Selected Location Sub Categories:

Industrial Zone	5
Commercial Zone	2
Residential Zone	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

Sui Generis 9 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
20,001 to 25,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
75,001 to 100,000	3 days
125,001 to 250,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	7 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 9 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 9 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-14-A-04	MERCEDES BENZ	CAMBRIDGESHIRE
	BARNWELL ROAD		
	CAMBRIDGE		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	3400 sqm	
	Survey date: THURSDAY	11/10/12	Survey Type: MANUAL
2	CB-14-A-02	FORD/CITROEN	CUMBRIA
	HAWESWATER ROAD		
	PENRITH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1900 sqm	
	Survey date: FRIDAY	28/11/08	Survey Type: MANUAL
3	CB-14-A-03	PEUGEOT	CUMBRIA
	GILWILLY ROAD		
	GILWILLY IND. ESTATE		
	PENRITH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	500 sqm	
	Survey date: WEDNESDAY	11/06/14	Survey Type: MANUAL
4	CH-14-A-01	EVANS HALSHAW FORD	CHESHIRE
	STADIUM WAY		
	SEALAND IND. ESTATE		
	CHESTER		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1050 sqm	
	Survey date: WEDNESDAY	12/11/14	Survey Type: MANUAL
5	HI-14-A-01	VOLKSWAGEN	HIGHLAND
	ARDGOUR ROAD		
	BANAVIE		
	FORT WILLIAM		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	525 sqm	
	Survey date: TUESDAY	17/06/14	Survey Type: MANUAL
6	LE-14-A-05	HONDA	LEICESTERSHIRE
	45-49 COVENTRY ROAD		
	NARBOROUGH		
	LEICESTER		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1300 sqm	
	Survey date: TUESDAY	04/11/14	Survey Type: MANUAL
7	LN-14-A-01	HONDA	LINCOLNSHIRE
	TOLLEMACHE ROAD		
	GRANTHAM		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	1350 sqm	
	Survey date: MONDAY	15/11/10	Survey Type: MANUAL
8	NY-14-A-04	LAND ROVER	NORTH YORKSHIRE
	HUTTON BANK		
	RIPON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2160 sqm	
	Survey date: MONDAY	23/09/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	WS-14-A-03	FORD	WEST SUSSEX
	BROUGHAM ROAD		
	WORTHING		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	1450 sqm	
	Survey date: FRIDAY	17/10/14	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1350	0.000	1	1350	0.000	1	1350	0.000
07:00 - 08:00	7	1601	0.366	7	1601	0.062	7	1601	0.428
08:00 - 09:00	9	1515	0.983	9	1515	0.455	9	1515	1.438
09:00 - 10:00	9	1515	0.836	9	1515	0.821	9	1515	1.657
10:00 - 11:00	9	1515	0.873	9	1515	0.726	9	1515	1.599
11:00 - 12:00	9	1515	0.953	9	1515	0.836	9	1515	1.789
12:00 - 13:00	9	1515	0.865	9	1515	0.799	9	1515	1.664
13:00 - 14:00	9	1515	0.682	9	1515	0.704	9	1515	1.386
14:00 - 15:00	9	1515	0.880	9	1515	1.027	9	1515	1.907
15:00 - 16:00	9	1515	0.719	9	1515	0.770	9	1515	1.489
16:00 - 17:00	9	1515	0.638	9	1515	0.799	9	1515	1.437
17:00 - 18:00	9	1515	0.433	9	1515	0.748	9	1515	1.181
18:00 - 19:00	7	1601	0.089	7	1601	0.348	7	1601	0.437
19:00 - 20:00	1	1050	0.000	1	1050	0.857	1	1050	0.857
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.317			8.952			17.269

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

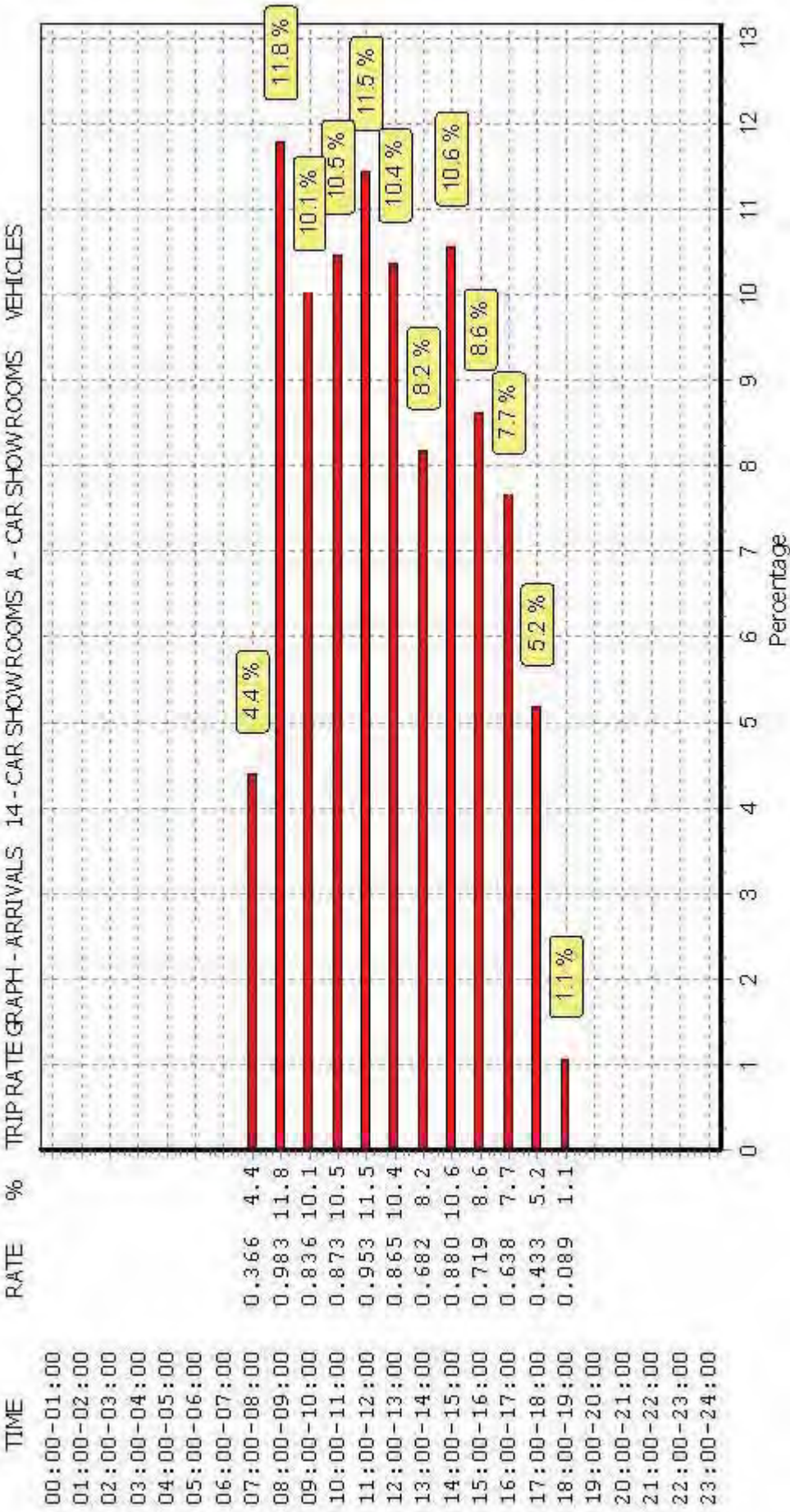
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	500 - 3400 (units: sqm)
Survey date range:	01/01/08 - 12/11/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

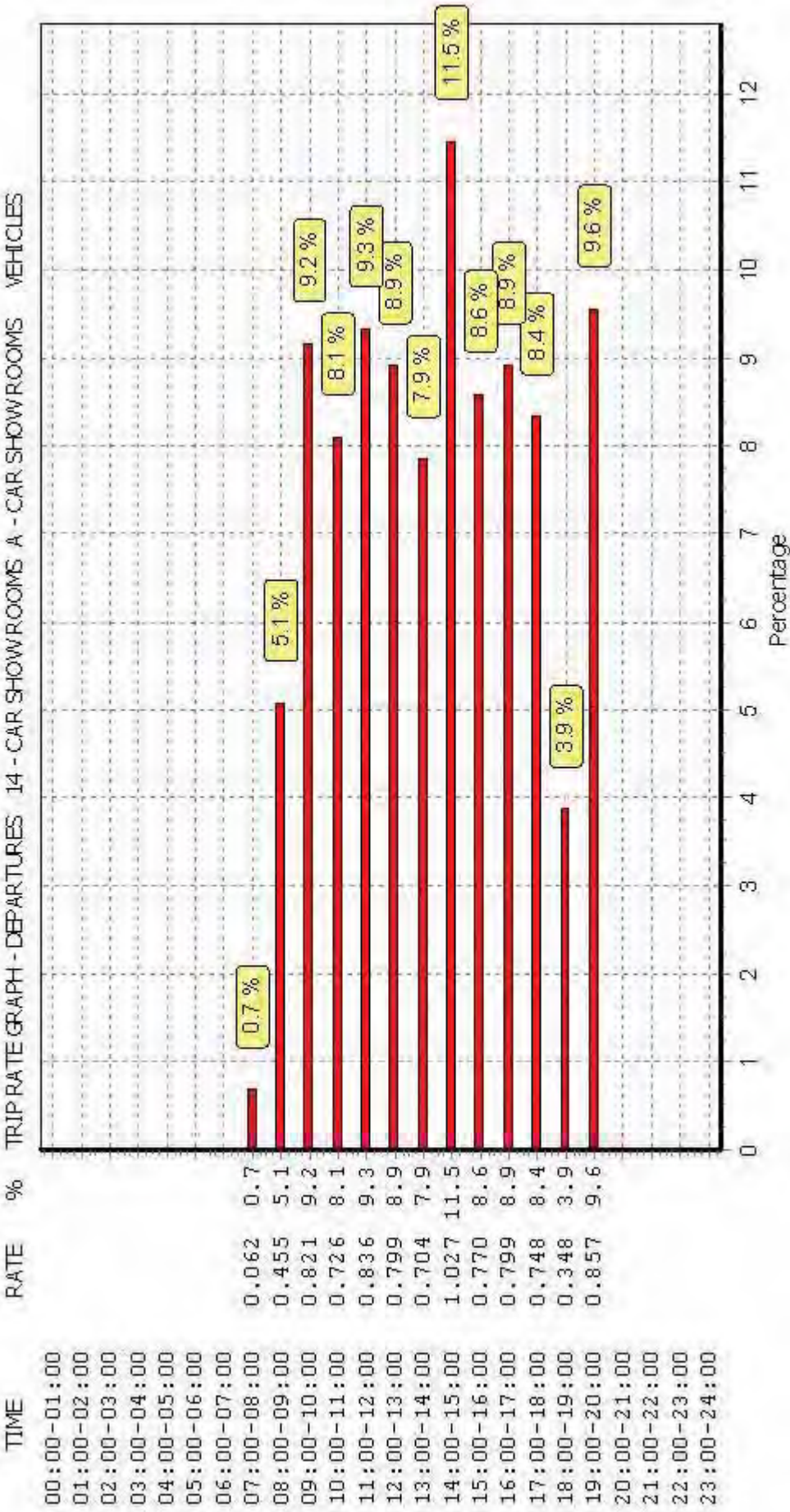
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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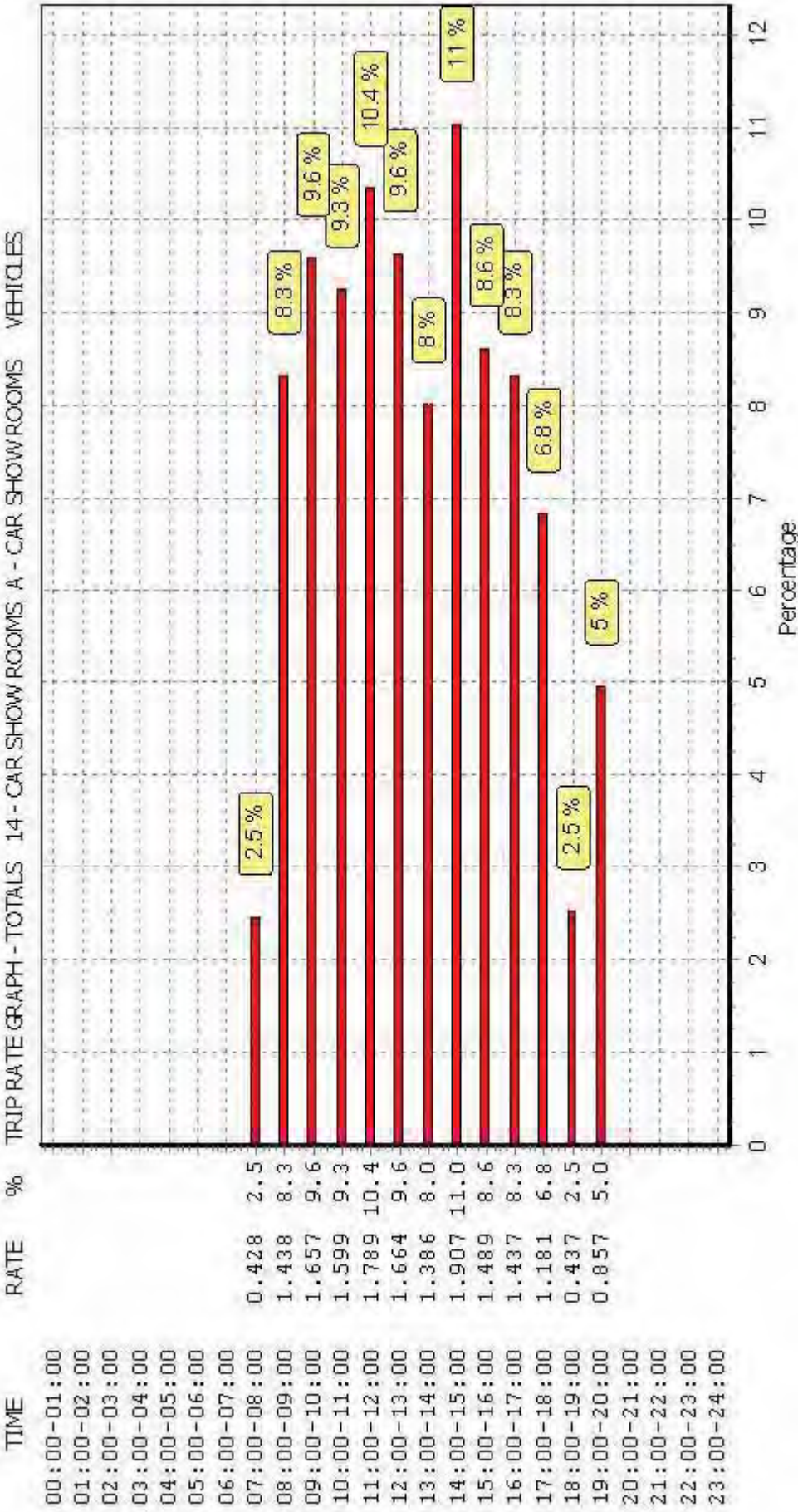
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: 706703



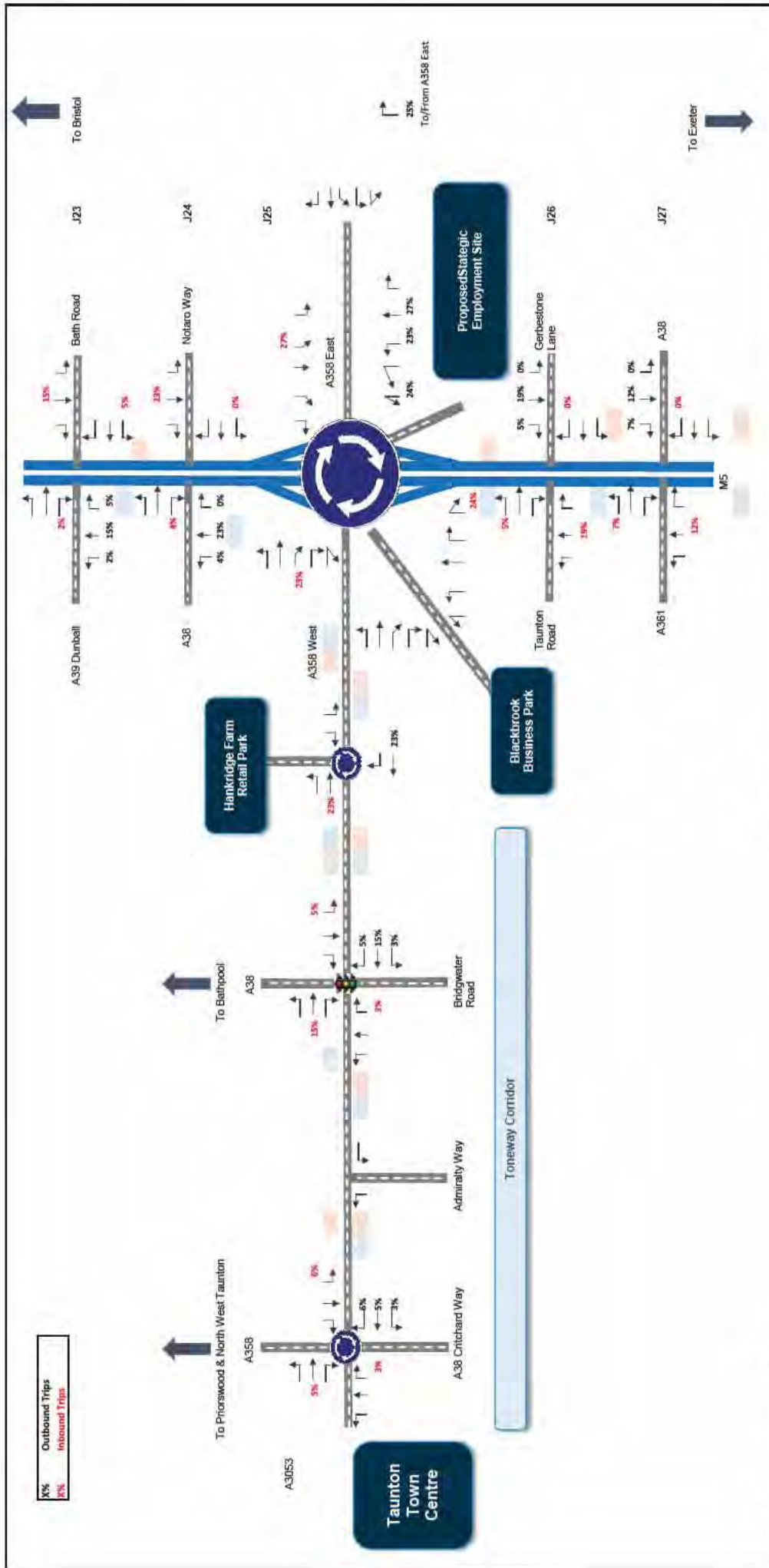
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: 706703

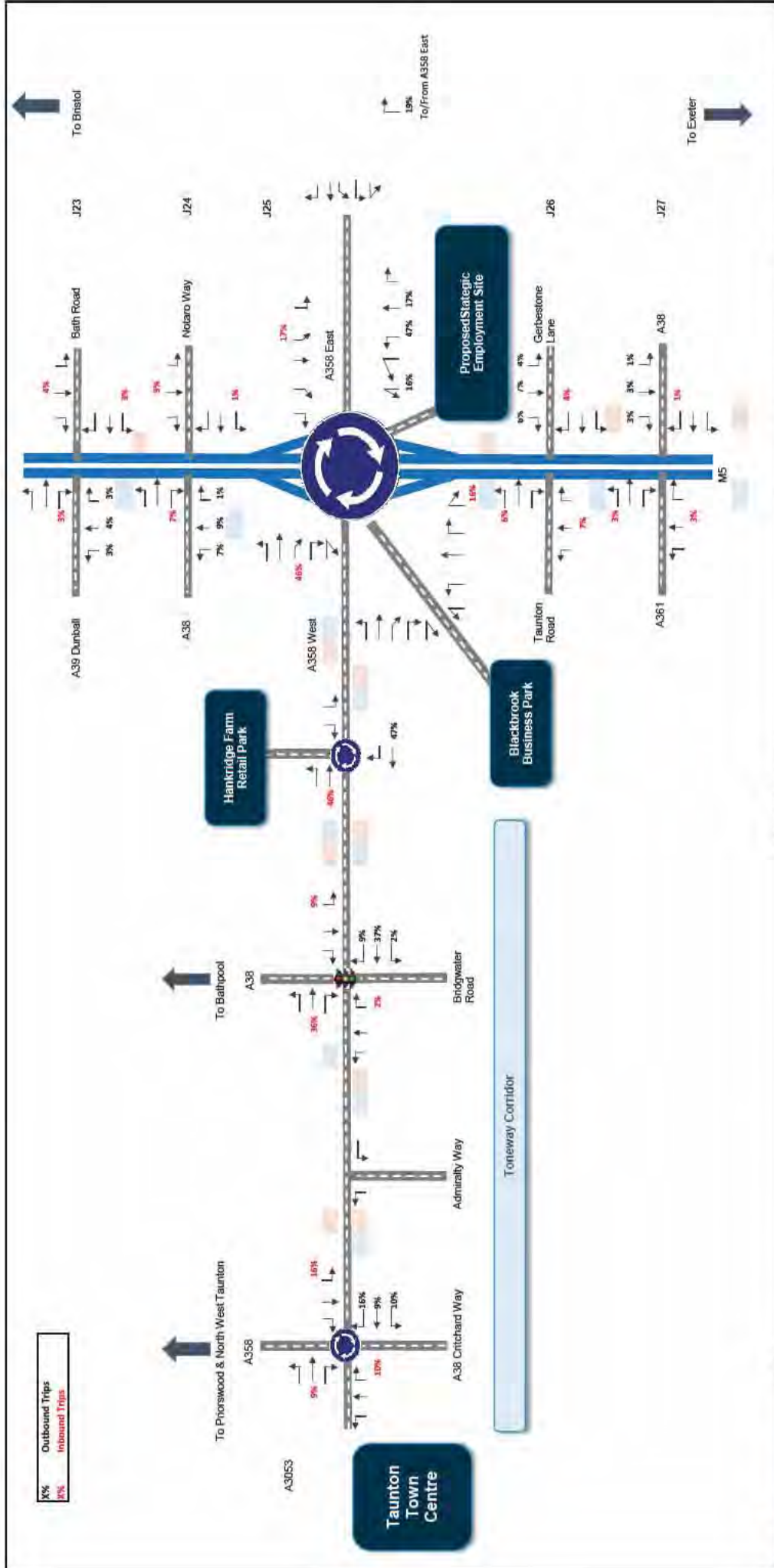


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

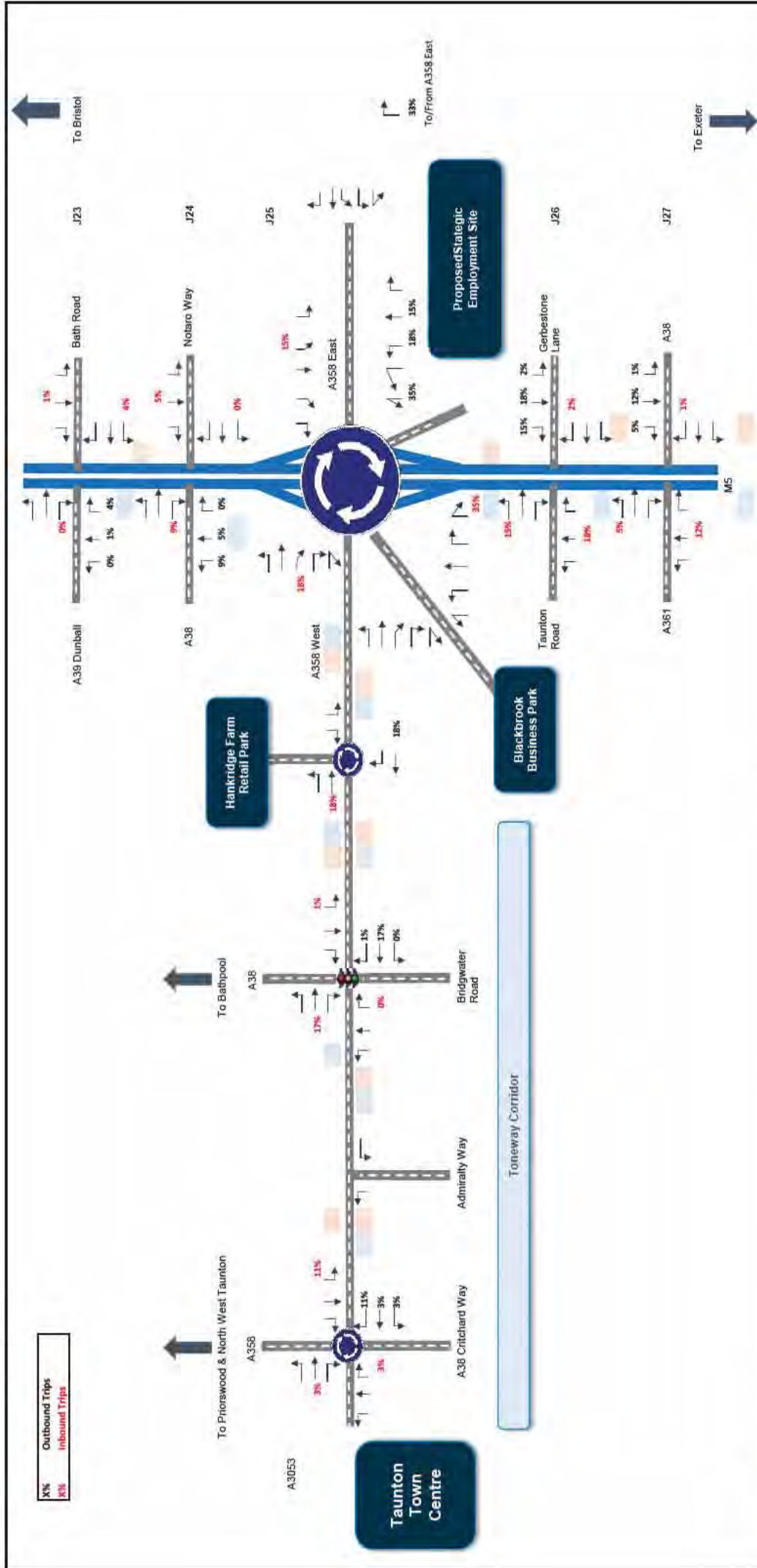
Appendix N Trip Distribution Flow Diagrams



Client: 		Figure Title: Vehicle Distribution for Proposed Medical & Hotel Uses	
Project Name: Junction 25 LDO - Strategic Employment Site		Project Number: 38488	
Date: Mar-17		Figure Number: -	
Scale: Not to Scale		Revision	
Drawn: JH			
Checked: CM			
Lakeside House, Blackbrook Park Avenue, Taunton, TA1 2PX @ Peter Brett Associates LLP Telephone (01823) 445150 Email: taunton@peterbrett.com Web: www.peterbrett.com			



Client: 		Figure Title: Vehicle Distribution for Proposed Employment Uses Staff Travel	
Project Name: Taunton Deane Borough Council		Project Number: 38488	
Date: Mar-17		Figure Number: -	
Scale: Not to Scale		Revision: -	
Drawn: JH			
Checked: CM			



<div> </div>		<div> <div>Client:</div> <div>Taunton Deane Borough Council</div> </div>	
<div> <div>Figure Title:</div> <div>Vehicle Distribution for Proposed Higher Education Uses</div> </div>		<div> <div>Project Name:</div> <div>Junction 25 LDO - Strategic Employment Site</div> </div>	
<div> <div>Project Number:</div> <div>38488</div> </div>		<div> <div>Figure Number:</div> <div>-</div> </div>	
<div> <div>Date:</div> <div>Mar-17</div> </div>		<div> <div>Revision</div> <div>-</div> </div>	
<div> <div>Scale:</div> <div>Not to Scale</div> </div>			
<div> <div>Drawn:</div> <div>JH</div> </div>			
<div> <div>Checked:</div> <div>CM</div> </div>			
<div> <div>Client:</div> <div>Lakeside House, Blackbrook Park Avenue, Taunton, TA1 2PX © Peter Brett Associates LLP Telephone (01823) 445150 Email: taunton@peterbrett.com Web: www.peterbrett.com</div> </div>			

Filtering Summary

Land Use	02/E	EMPLOYMENT/WAREHOUSING (SELF STORAGE)
Selected Trip Rate Calculation Parameter Range	2675-8000 sqm GFA	
Actual Trip Rate Calculation Parameter Range	2675-5925 sqm GFA	
Date Range	Minimum: 01/01/08	Maximum: 31/10/11
Days of the week selected	Tuesday	2
	Thursday	1
	Friday	1
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	2
	Edge of Town	2
Population <1 Mile ranges selected	5,001 to 10,000	2
	10,001 to 15,000	1
	20,001 to 25,000	1
Population <5 Mile ranges selected	125,001 to 250,000	4
Car Ownership <5 Mile ranges selected	1.1 to 1.5	4
PTAL Rating	No PTAL Present	4

Calculation Reference: AUDIT-706703-170116-0152

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : E - WAREHOUSING (SELF STORAGE)

MULTI-MODAL TOTAL PEOPLESelected regions and areas:

02	SOUTH EAST	
	KC KENT	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 2675 to 5925 (units: sqm)
 Range Selected by User: 2675 to 8000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 31/10/11

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	2 days
Thursday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	2
Residential Zone	1
Built-Up Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:Use Class:

B8

4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000

2 days

10,001 to 15,000

1 days

20,001 to 25,000

1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000

4 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5

4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No

4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present

4 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-02-E-02	SELF STORAGE	CAMBRIDGESHIRE
	CLIFTON WAY		
	CAMBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Gross floor area:	2675 sqm	
	Survey date: FRIDAY	16/10/09	Survey Type: MANUAL
2	CA-02-E-03	ARMADILLO SELF STORAGE	CAMBRIDGESHIRE
	WESTFIELD ROAD		
	NETHERTON		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	3205 sqm	
	Survey date: THURSDAY	20/10/11	Survey Type: MANUAL
3	KC-02-E-01	EASI STORE	KENT
	LONGFIELD ROAD		
	TUNBRIDGE WELLS		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	5925 sqm	
	Survey date: TUESDAY	01/12/09	Survey Type: MANUAL
4	KC-02-E-03	BIG YELLOW STORAGE	KENT
	LONGFIELD ROAD		
	TUNBRIDGE WELLS		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	5575 sqm	
	Survey date: TUESDAY	01/12/09	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	4345	0.121	4	4345	0.052	4	4345	0.173
08:00 - 09:00	4	4345	0.173	4	4345	0.173	4	4345	0.346
09:00 - 10:00	4	4345	0.173	4	4345	0.132	4	4345	0.305
10:00 - 11:00	4	4345	0.115	4	4345	0.104	4	4345	0.219
11:00 - 12:00	4	4345	0.075	4	4345	0.086	4	4345	0.161
12:00 - 13:00	4	4345	0.161	4	4345	0.115	4	4345	0.276
13:00 - 14:00	4	4345	0.150	4	4345	0.167	4	4345	0.317
14:00 - 15:00	4	4345	0.161	4	4345	0.173	4	4345	0.334
15:00 - 16:00	4	4345	0.144	4	4345	0.138	4	4345	0.282
16:00 - 17:00	4	4345	0.150	4	4345	0.178	4	4345	0.328
17:00 - 18:00	4	4345	0.155	4	4345	0.161	4	4345	0.316
18:00 - 19:00	4	4345	0.069	4	4345	0.155	4	4345	0.224
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.647			1.634			3.281

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

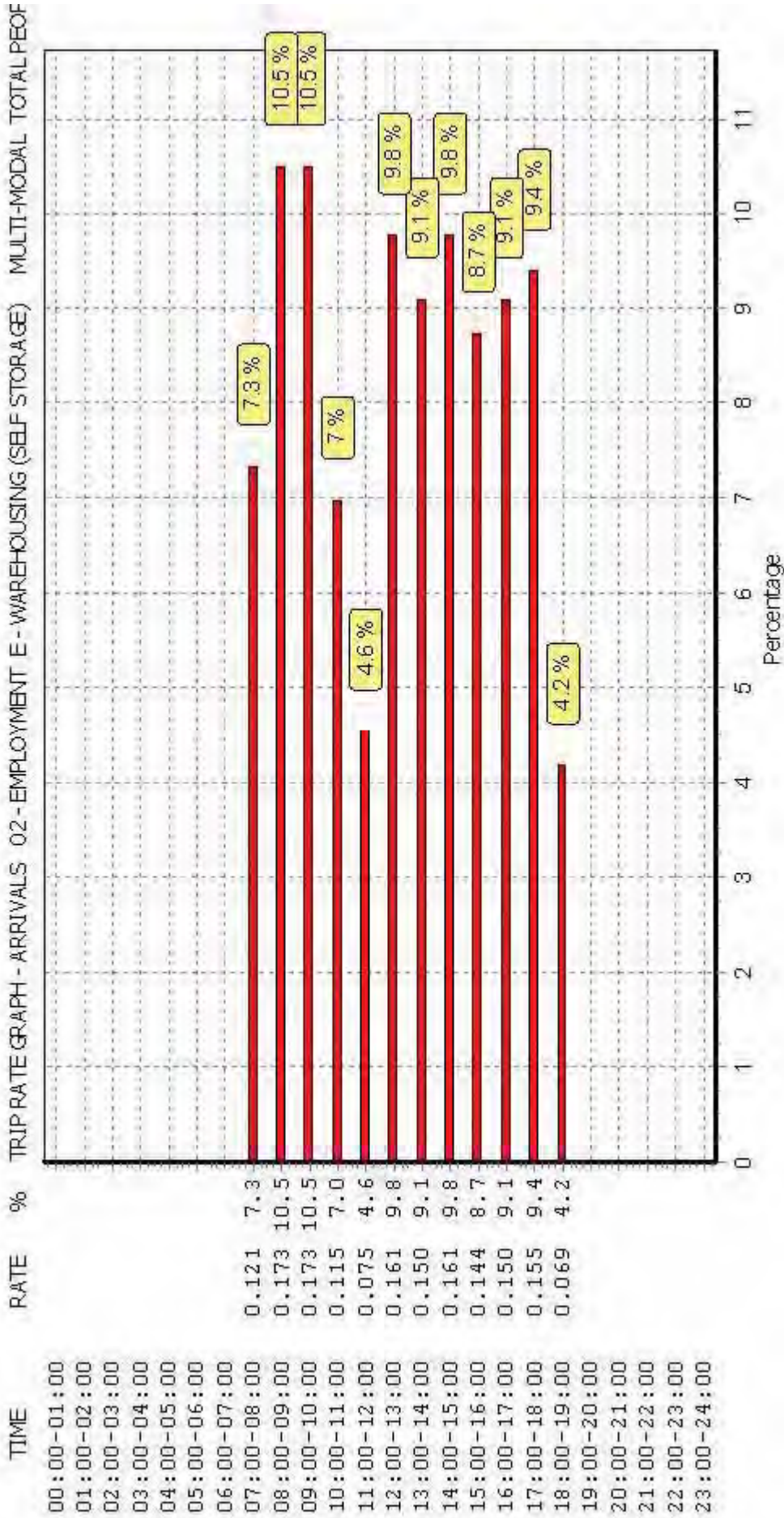
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	2675 - 5925 (units: sqm)
Survey date range:	01/01/08 - 31/10/11
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

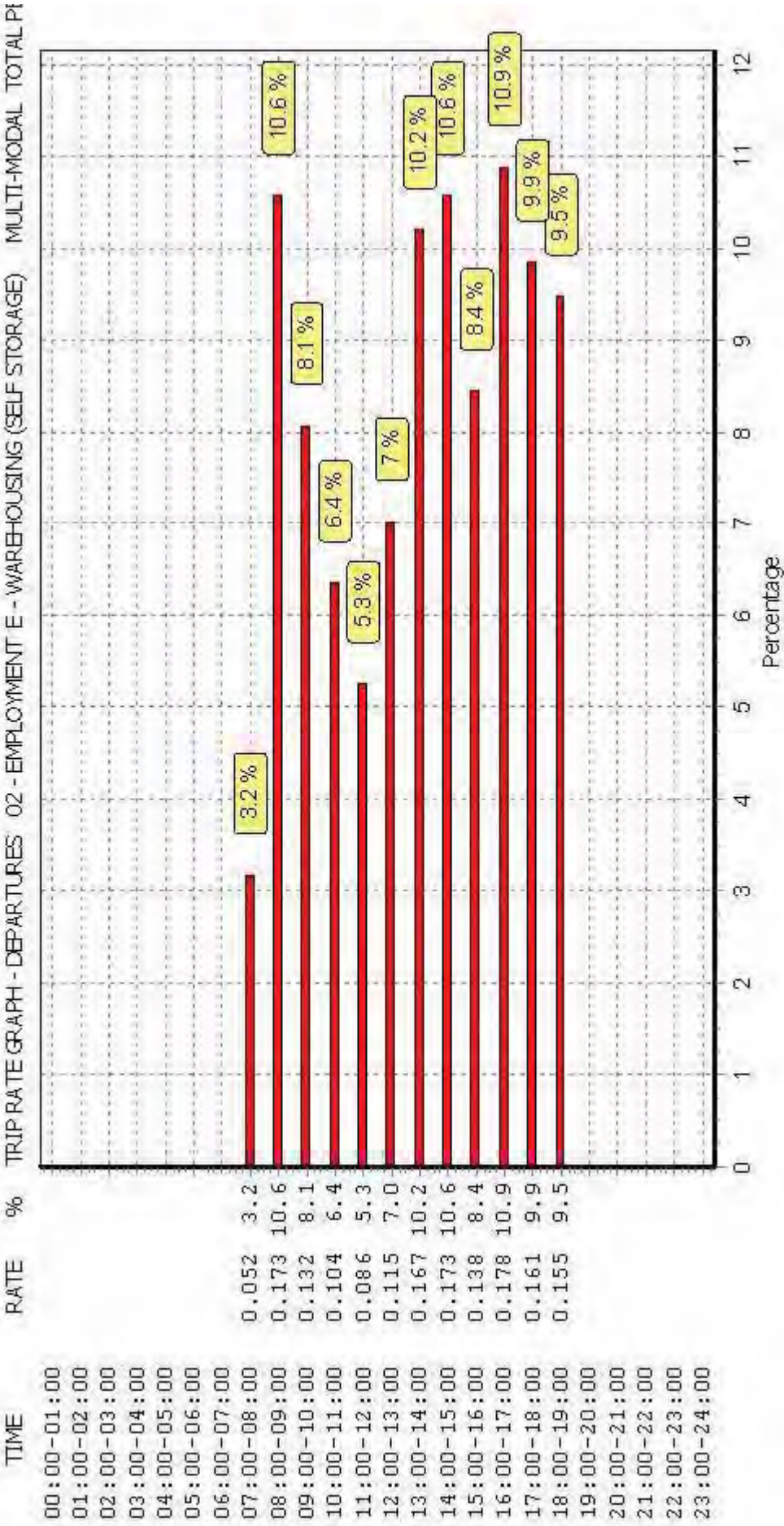
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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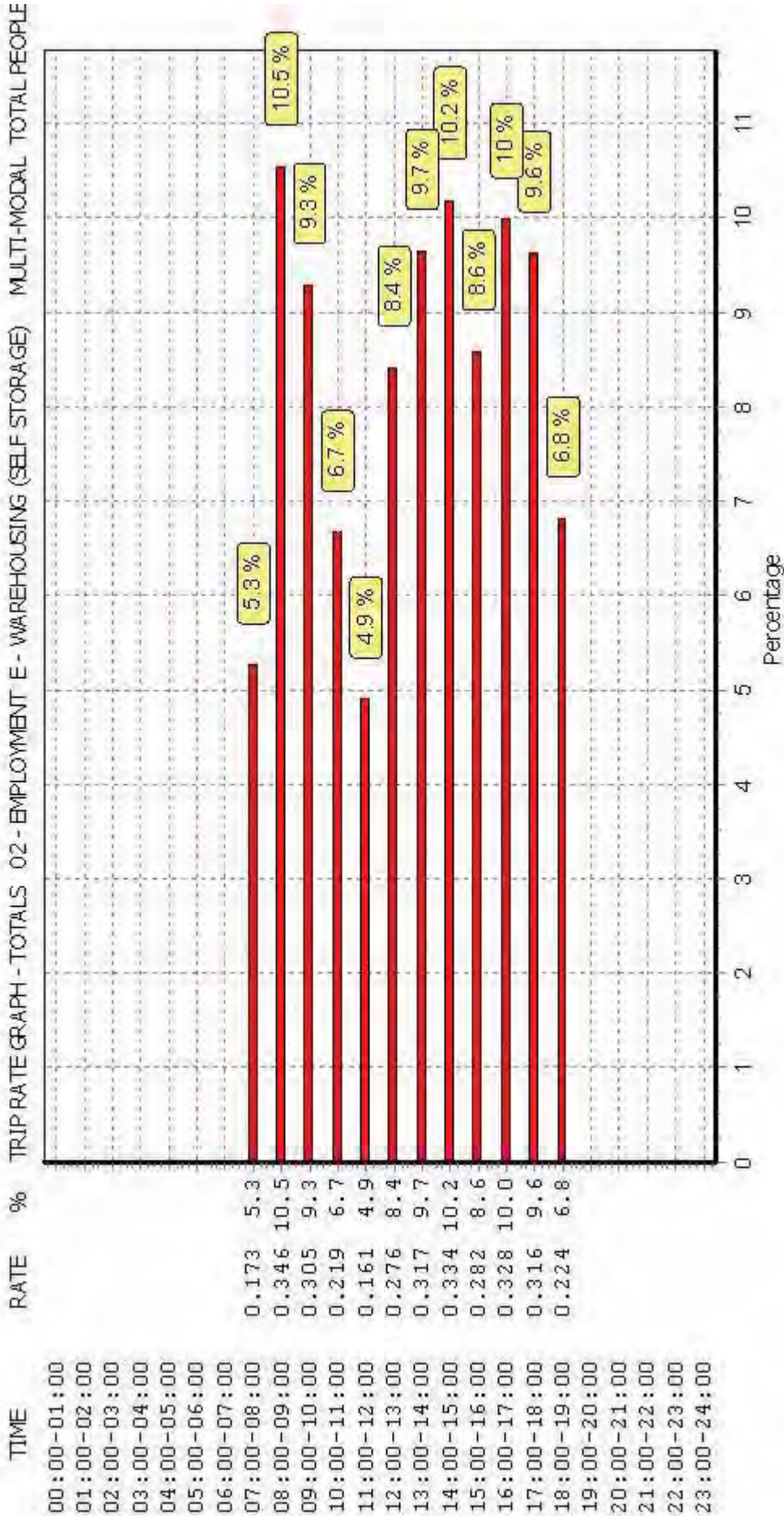
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: 706703



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: 706703



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Filtering Summary

Land Use	06/H	HOTEL, FOOD & DRINK/PUB/RES + HOTEL
Selected Trip Rate Calculation Parameter Range	500-5194 sqm GFA	
Actual Trip Rate Calculation Parameter Range	500-2865 sqm GFA	
Date Range	Minimum: 01/01/08	Maximum: 03/10/14
Days of the week selected	Monday	1
	Wednesday	3
	Thursday	2
	Friday	1
Main Location Types selected	Edge of Town	6
	Neighbourhood Centre (PPS6 Local Centre)	1
Population <1 Mile ranges selected	1,001 to 5,000	2
	10,001 to 15,000	3
	20,001 to 25,000	1
	25,001 to 50,000	1
Population <5 Mile ranges selected	75,001 to 100,000	1
	100,001 to 125,000	2
	125,001 to 250,000	4
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	6
PTAL Rating	No PTAL Present	7

Calculation Reference: AUDIT-706703-170117-0120

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : H - PUB/RES + HOTEL

MULTI-MODAL TOTAL PEOPLESelected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	2 days
09	NORTH	
	CB CUMBRIA	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set***Secondary Filtering selection:***This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area
 Actual Range: 500 to 2865 (units: sqm)
 Range Selected by User: 500 to 5194 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 03/10/14

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*Selected survey days:

Monday	1 days
Wednesday	3 days
Thursday	2 days
Friday	1 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*Selected Locations:

Edge of Town	6
Neighbourhood Centre (PPS6 Local Centre)	1

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*Selected Location Sub Categories:

Residential Zone	3
Out of Town	1
No Sub Category	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out

Secondary Filtering selection:Use Class:

Not Known	2 days
C1	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	4 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	6 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	7 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	7 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CB-06-H-03	PREMIER INN/PUB	CUMBRIA
	WALKMILL CRESCENT		
	DURRANHILL		
	CARLISLE		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	2865 sqm	
	Survey date: WEDNESDAY	16/12/09	Survey Type: MANUAL
2	GS-06-H-01	PREMIER INN & BEEFEATER	GLOUCESTERSHIRE
	HAYDEN ROAD		
	UCKINGTON		
	CHELTENHAM		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	1800 sqm	
	Survey date: WEDNESDAY	28/04/10	Survey Type: MANUAL
3	HI-06-H-01	HOTEL/PUB/RES.	HIGHLAND
	MILBURN ROAD		
	INVERNESS		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	1400 sqm	
	Survey date: THURSDAY	21/05/09	Survey Type: MANUAL
4	KC-06-H-01	PREMIER INN & BEEFEATER	KENT
	LONDON ROAD		
	HILDENBOROUGH		
	TONBRIDGE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	2245 sqm	
	Survey date: WEDNESDAY	09/12/09	Survey Type: MANUAL
5	NR-06-H-01	PREMIER INN/PUB	NORTHAMPTONSHIRE
	NEWPORT PAGNELL RD W		
	HARDINGSTONE		
	NORTHAMPTON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	2500 sqm	
	Survey date: THURSDAY	20/11/08	Survey Type: MANUAL
6	NR-06-H-02	PUB/RES/HOTEL	NORTHAMPTONSHIRE
	HOPPING HILL GARDENS		
	DUSTON		
	NORTHAMPTON		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	500 sqm	
	Survey date: MONDAY	24/11/08	Survey Type: MANUAL
7	SF-06-H-01	PREMIER INN & PUB	SUFFOLK
	OLD HADLEIGH ROAD		
	IPSWICH		
	Edge of Town		
	Out of Town		
	Total Gross floor area:	2100 sqm	
	Survey date: FRIDAY	19/07/13	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	1916	0.231	7	1916	0.902	7	1916	1.133
08:00 - 09:00	7	1916	0.365	7	1916	1.081	7	1916	1.446
09:00 - 10:00	7	1916	0.858	7	1916	0.671	7	1916	1.529
10:00 - 11:00	7	1916	0.350	7	1916	0.358	7	1916	0.708
11:00 - 12:00	7	1916	0.776	7	1916	0.828	7	1916	1.604
12:00 - 13:00	7	1916	2.155	7	1916	0.515	7	1916	2.670
13:00 - 14:00	7	1916	1.193	7	1916	1.417	7	1916	2.610
14:00 - 15:00	7	1916	1.014	7	1916	1.596	7	1916	2.610
15:00 - 16:00	7	1916	1.104	7	1916	1.208	7	1916	2.312
16:00 - 17:00	7	1916	1.253	7	1916	0.611	7	1916	1.864
17:00 - 18:00	7	1916	2.118	7	1916	1.007	7	1916	3.125
18:00 - 19:00	7	1916	2.207	7	1916	1.506	7	1916	3.713
19:00 - 20:00	7	1916	1.521	7	1916	1.469	7	1916	2.990
20:00 - 21:00	7	1916	0.820	7	1916	1.312	7	1916	2.132
21:00 - 22:00	7	1916	0.440	7	1916	0.753	7	1916	1.193
22:00 - 23:00	2	1500	0.167	2	1500	1.167	2	1500	1.334
23:00 - 24:00	2	1500	0.000	2	1500	0.533	2	1500	0.533
Total Rates:			16.572			16.934			33.506

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

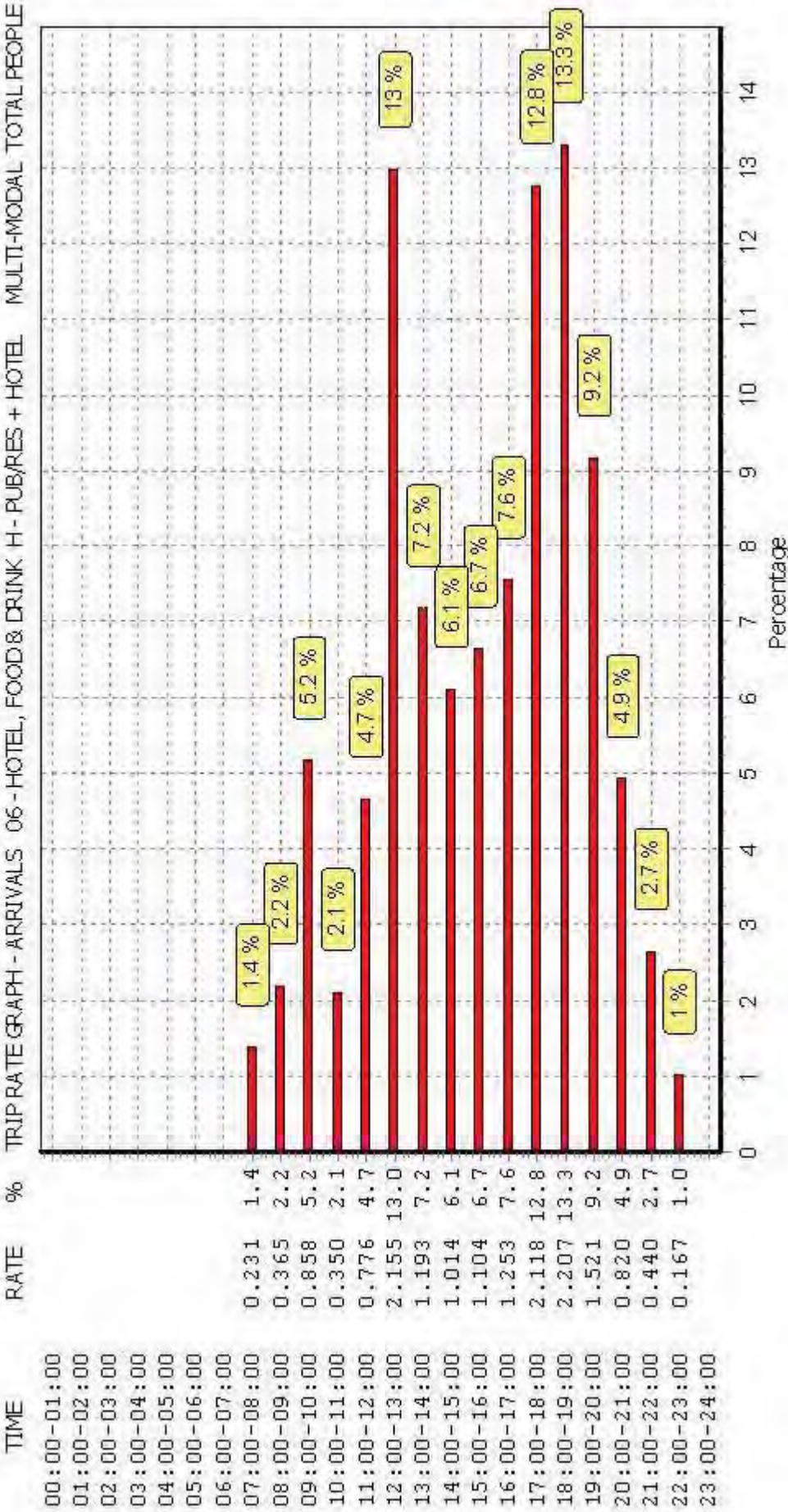
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	500 - 2865 (units: sqm)
Survey date range:	01/01/08 - 03/10/14
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

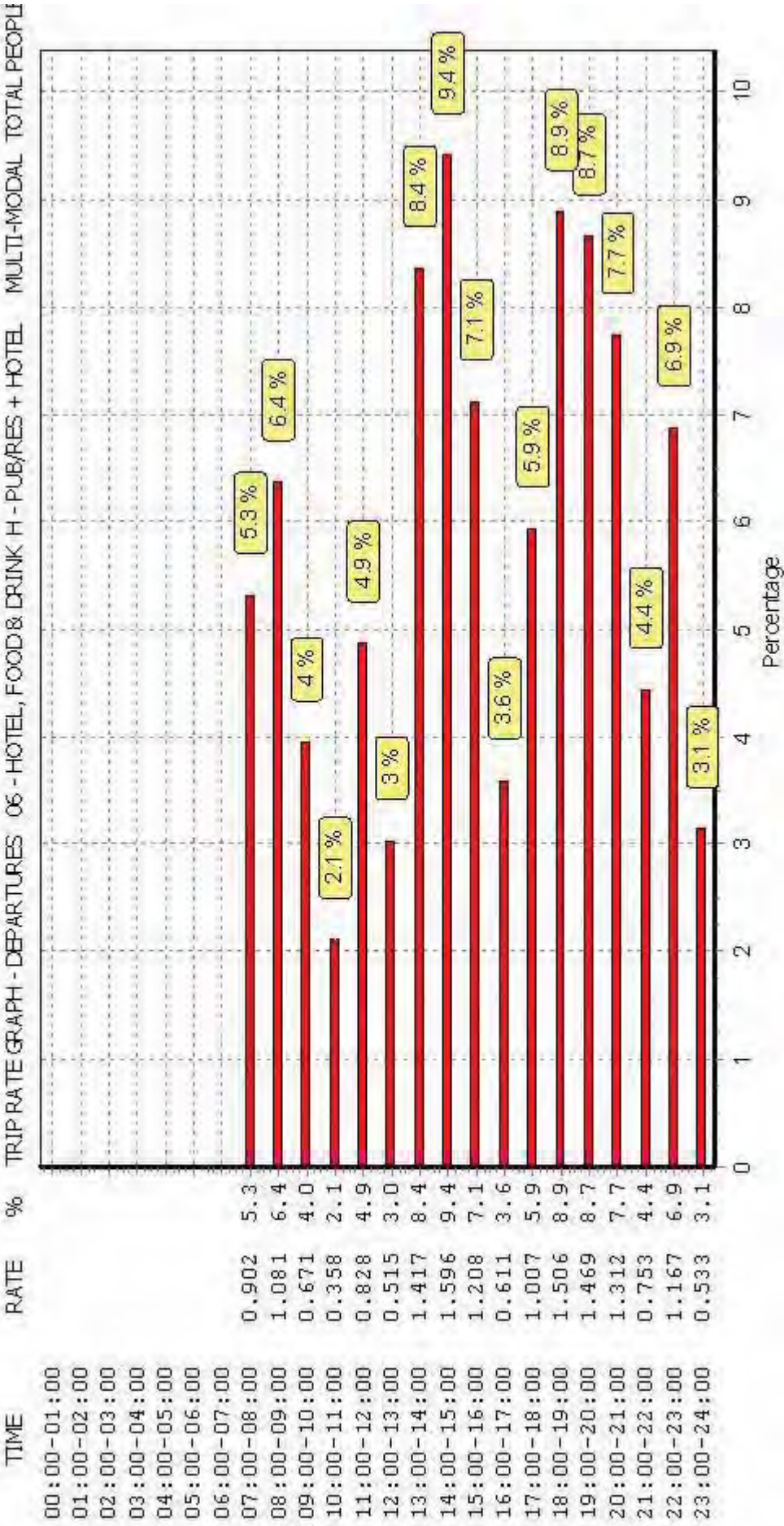
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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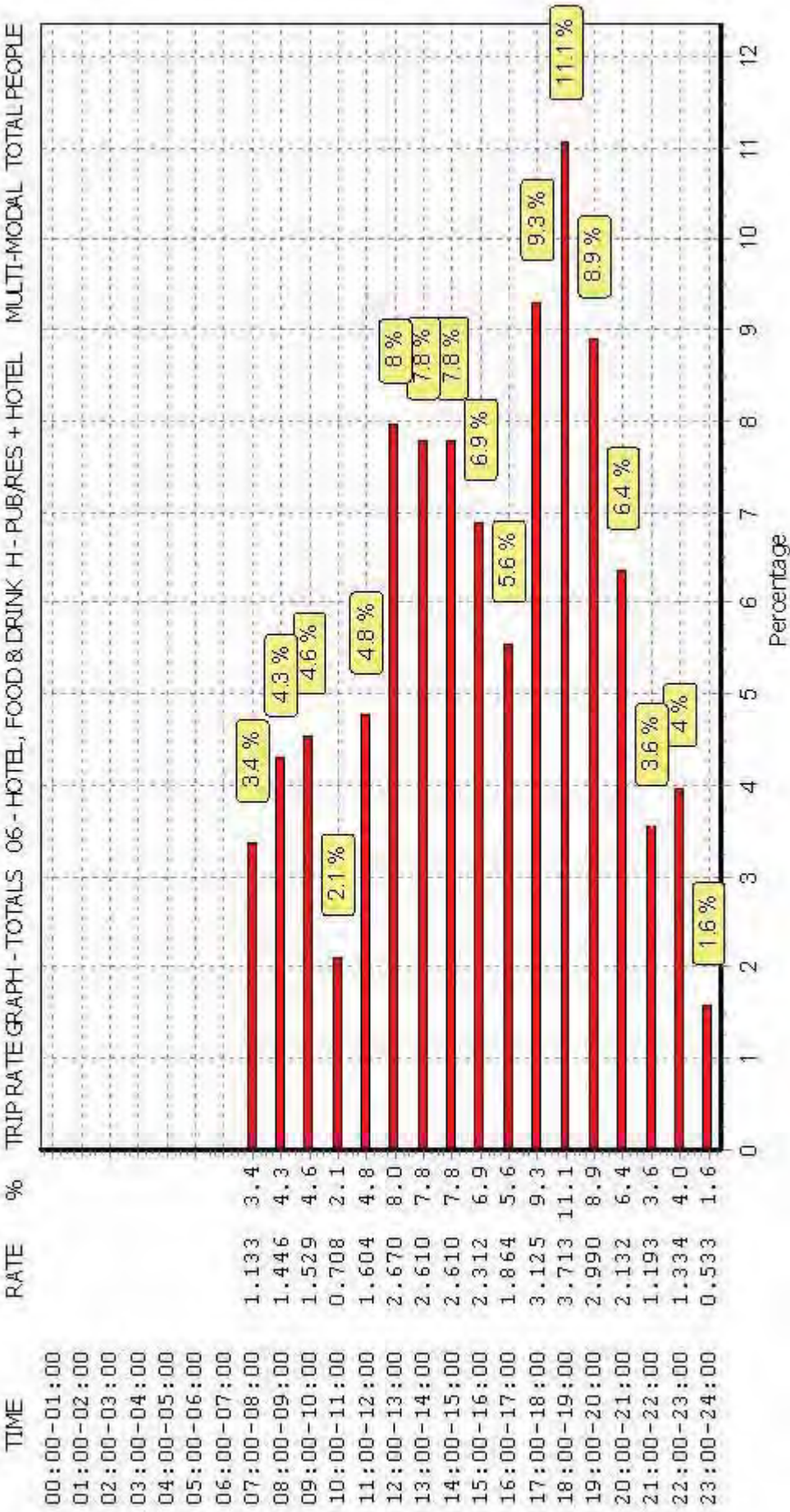
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: 706703



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: 706703



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Filtering Summary

Land Use	06/A	HOTEL, FOOD & DRINK/HOTELS
Selected Trip Rate Calculation Parameter Range	4-213 BEDRMS	
Actual Trip Rate Calculation Parameter Range	4-139 BEDRMS	
Date Range	Minimum: 01/01/05	Maximum: 01/10/14
Days of the week selected	Wednesday	2
	Thursday	2
Main Location Types selected	Edge of Town	4
Population <1 Mile ranges selected	5,001 to 10,000	3
	100,001 or More	1
Population <5 Mile ranges selected	25,001 to 50,000	1
	100,001 to 125,000	1
	125,001 to 250,000	1
	250,001 to 500,000	1
Car Ownership <5 Mile ranges selected	0.5 or Less	1
	1.1 to 1.5	3
PTAL Rating	No PTAL Present	4

Calculation Reference: AUDIT-706703-170131-0120

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS

MULTI-MODAL TOTAL PEOPLESelected regions and areas:

02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set***Secondary Filtering selection:***This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Number of bedrooms

Actual Range: 4 to 139 (units:)

Range Selected by User: 4 to 213 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 01/10/14

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*Selected survey days:

Wednesday	2 days
Thursday	2 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*Selected Locations:

Edge of Town	4
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*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Out of Town	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:Use Class:

C1	4 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	3 days
100,001 or More	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
1.1 to 1.5	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	4 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BU-06-A-02	HOLIDAY INN	BUCKINGHAMSHIRE
	NEW ROAD		
	WESTON TURVILLE		
	AYLESBURY		
	Edge of Town		
	Out of Town		
	Total Number of bedrooms:	139	
	Survey date: WEDNESDAY	01/10/14	Survey Type: MANUAL
2	DV-06-A-03	FUTURE INN	DEVON
	WILLIAM PRANCE ROAD		
	PLYMOUTH		
	Edge of Town		
	Industrial Zone		
	Total Number of bedrooms:	110	
	Survey date: WEDNESDAY	18/07/12	Survey Type: MANUAL
3	HI-06-A-03	EXPRESS BY HOL. INN	HIGHLAND
	A96		
	STONEFIELD BUSINESS PK		
	INVERNESS		
	Edge of Town		
	Commercial Zone		
	Total Number of bedrooms:	94	
	Survey date: THURSDAY	25/05/06	Survey Type: MANUAL
4	NF-06-A-02	HOLIDAY INN	NORFOLK
	IPSWICH ROAD		
	HARFORD PARK		
	NORWICH		
	Edge of Town		
	No Sub Category		
	Total Number of bedrooms:	119	
	Survey date: THURSDAY	30/09/10	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 1 BEDRMS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	116	0.158	4	116	0.323	4	116	0.481
08:00 - 09:00	4	116	0.188	4	116	0.645	4	116	0.833
09:00 - 10:00	4	116	0.288	4	116	0.253	4	116	0.541
10:00 - 11:00	4	116	0.173	4	116	0.186	4	116	0.359
11:00 - 12:00	4	116	0.115	4	116	0.199	4	116	0.314
12:00 - 13:00	4	116	0.171	4	116	0.110	4	116	0.281
13:00 - 14:00	4	116	0.232	4	116	0.258	4	116	0.490
14:00 - 15:00	4	116	0.175	4	116	0.234	4	116	0.409
15:00 - 16:00	4	116	0.203	4	116	0.303	4	116	0.506
16:00 - 17:00	4	116	0.318	4	116	0.229	4	116	0.547
17:00 - 18:00	4	116	0.442	4	116	0.223	4	116	0.665
18:00 - 19:00	4	116	0.526	4	116	0.216	4	116	0.742
19:00 - 20:00	4	116	0.286	4	116	0.212	4	116	0.498
20:00 - 21:00	4	116	0.149	4	116	0.115	4	116	0.264
21:00 - 22:00	3	123	0.092	3	123	0.155	3	123	0.247
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.516			3.661			7.177

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

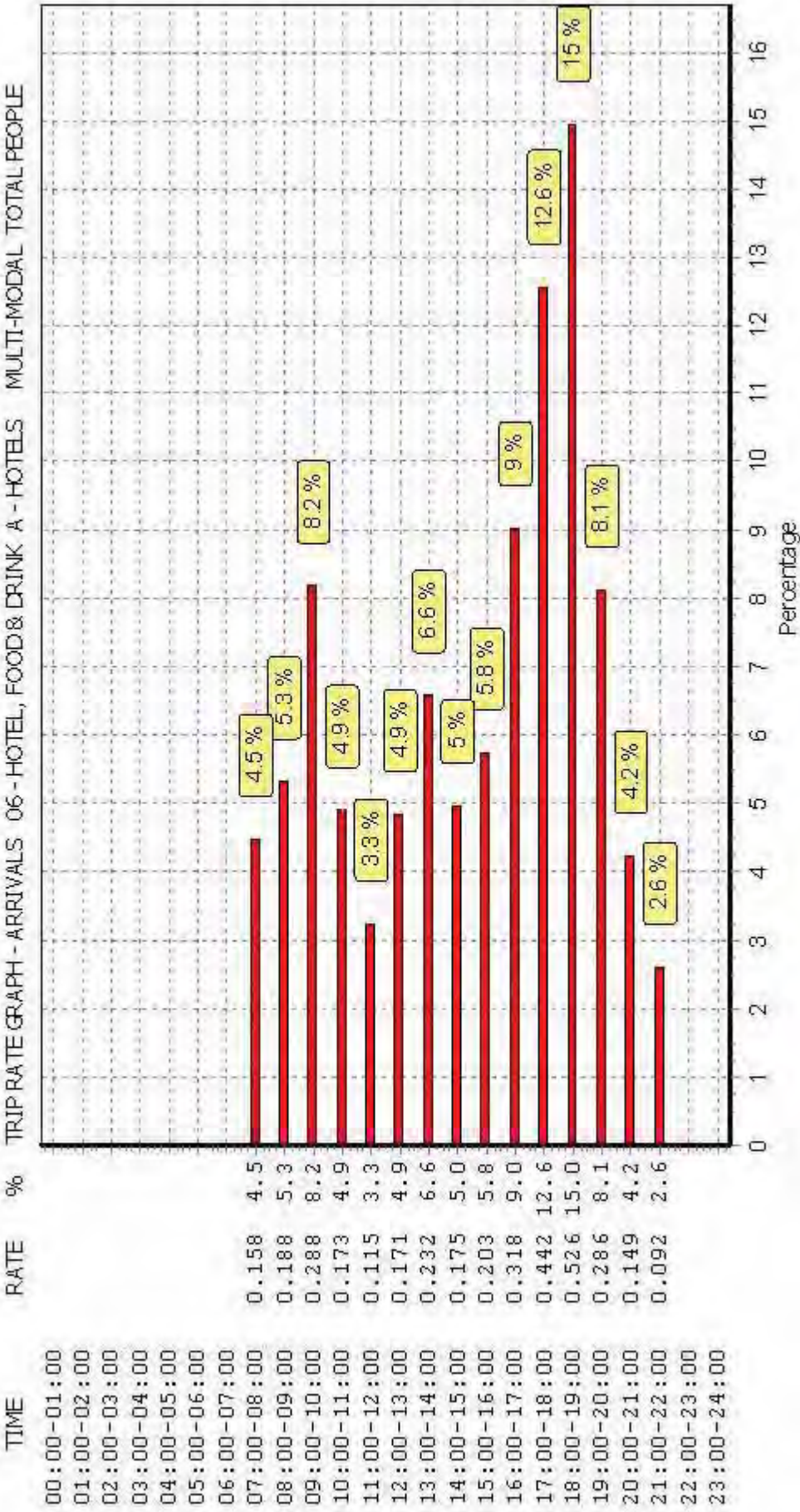
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	4 - 139 (units:)
Survey date range:	01/01/05 - 01/10/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

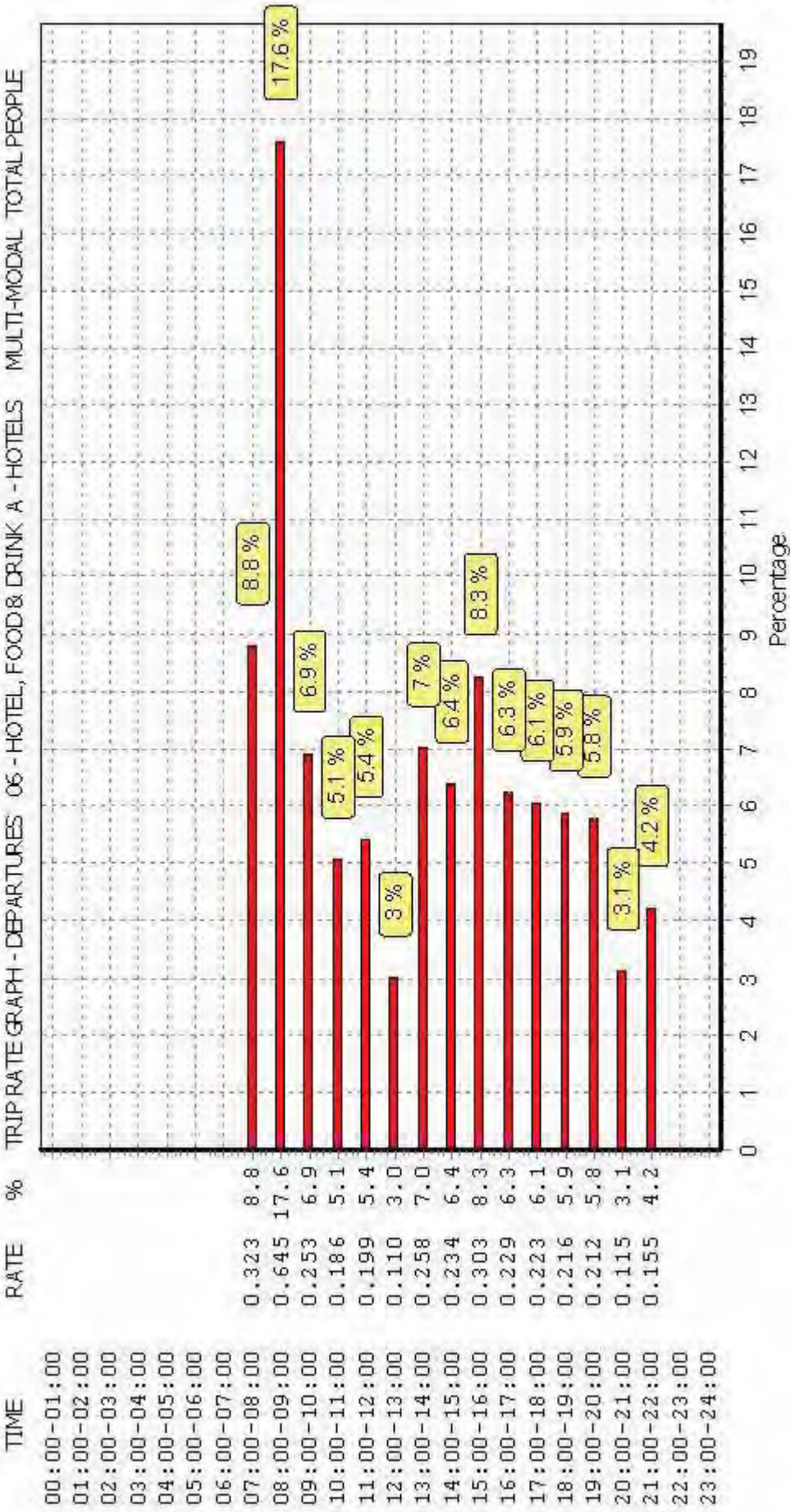
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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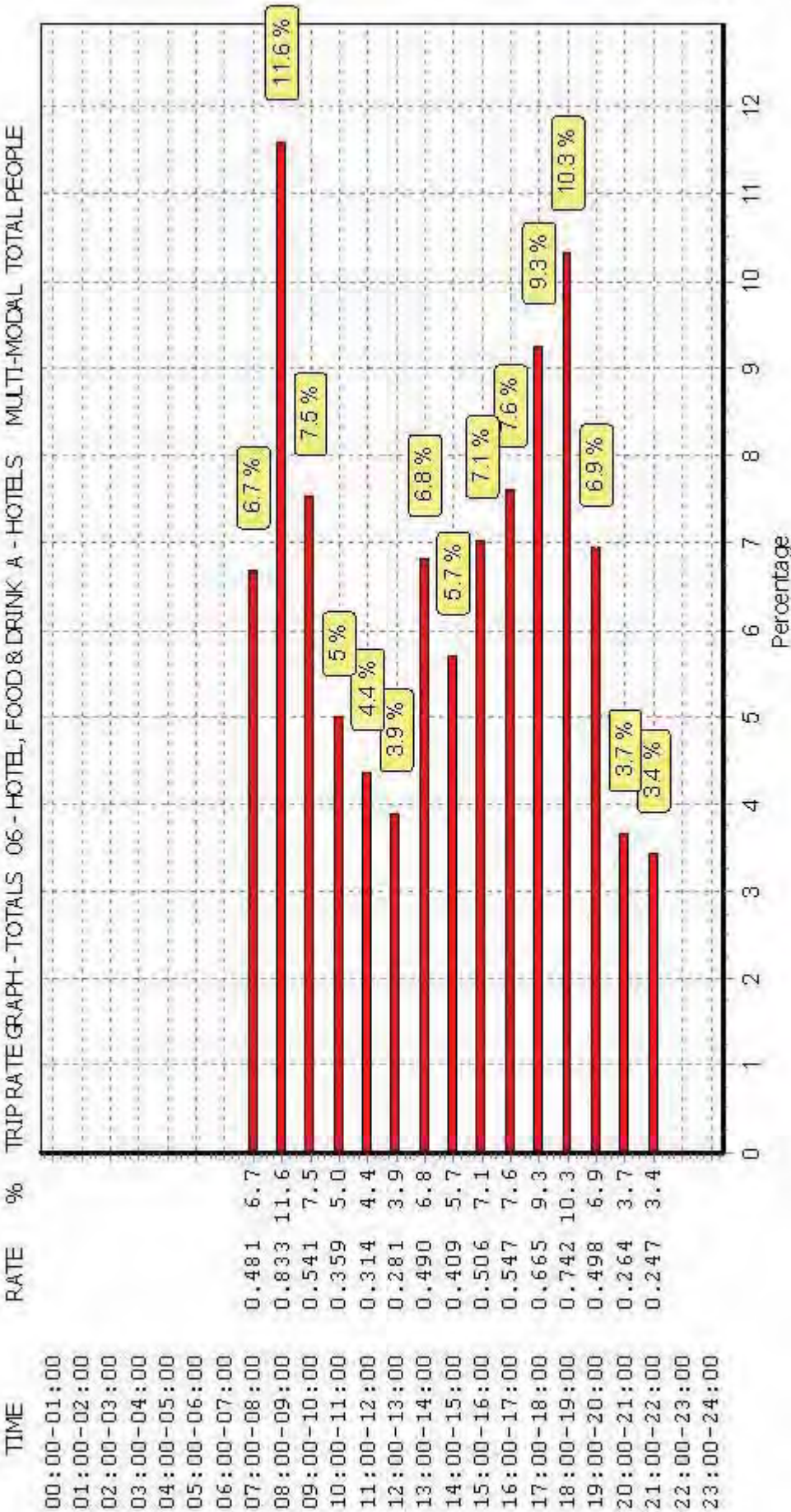
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: 706703



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: 706703



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Filtering Summary

Land Use	04/C	EDUCATION/COLLEGE/UNIVERSITY
Selected Trip Rate Calculation Parameter Range	2435-162000 sqm GFA	
Actual Trip Rate Calculation Parameter Range	13889-63750 sqm GFA	
Date Range	Minimum: 01/01/00	Maximum: 22/10/15
Days of the week selected	Tuesday	2
	Thursday	2
Main Location Types selected	Edge of Town	4
Population <1 Mile ranges selected	5,001 to 10,000	1
	10,001 to 15,000	1
	15,001 to 20,000	2
Population <5 Mile ranges selected	25,001 to 50,000	1
	50,001 to 75,000	1
	100,001 to 125,000	2
Car Ownership <5 Mile ranges selected	1.1 to 1.5	3
	1.6 to 2.0	1
PTAL Rating	No PTAL Present	4

Calculation Reference: AUDIT-706703-170117-0135

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
 Category : C - COLLEGE/UNIVERSITY

MULTI-MODAL TOTAL PEOPLESelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
03	SOUTH WEST	
	CW CORNWALL	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 13889 to 63750 (units: sqm)
 Range Selected by User: 2435 to 162000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 22/10/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	2 days
Thursday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	4
--------------	---

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Out of Town	1
No Sub Category	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:Use Class:

D1	4 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	3 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Not Known	2 days
Yes	2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CW-04-C-03	COLLEGE	CORNWALL
	A3047 TREVENSON ROAD		
	POOL		
	CAMBORNE		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	33161 sqm	
	Survey date: <i>TUESDAY</i>	19/05/09	Survey Type: <i>MANUAL</i>
2	CW-04-C-04	UNIVERSITY	CORNWALL
	A394 TRELIEVER ROAD		
	PENRYN		
	NEAR FALMOUTH		
	Edge of Town		
	Out of Town		
	Total Gross floor area:	63750 sqm	
	Survey date: <i>THURSDAY</i>	03/05/12	Survey Type: <i>MANUAL</i>
3	ES-04-C-02	ART/TECH. COL.	EAST SUSSEX
	KINGS DRIVE		
	EASTBOURNE		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	13889 sqm	
	Survey date: <i>TUESDAY</i>	12/03/02	Survey Type: <i>MANUAL</i>
4	EX-04-C-01	COLLEGE	ESSEX
	SHEEPEN ROAD		
	COLCHESTER		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	29205 sqm	
	Survey date: <i>THURSDAY</i>	29/03/01	Survey Type: <i>MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	35001	0.254	4	35001	0.065	4	35001	0.319
08:00 - 09:00	4	35001	2.826	4	35001	0.355	4	35001	3.181
09:00 - 10:00	4	35001	2.286	4	35001	0.490	4	35001	2.776
10:00 - 11:00	4	35001	1.053	4	35001	0.471	4	35001	1.524
11:00 - 12:00	4	35001	0.828	4	35001	0.724	4	35001	1.552
12:00 - 13:00	4	35001	1.125	4	35001	1.508	4	35001	2.633
13:00 - 14:00	4	35001	1.313	4	35001	1.106	4	35001	2.419
14:00 - 15:00	4	35001	0.747	4	35001	1.236	4	35001	1.983
15:00 - 16:00	4	35001	0.679	4	35001	1.592	4	35001	2.271
16:00 - 17:00	4	35001	0.606	4	35001	2.309	4	35001	2.915
17:00 - 18:00	4	35001	0.687	4	35001	1.459	4	35001	2.146
18:00 - 19:00	3	35615	0.704	3	35615	0.594	3	35615	1.298
19:00 - 20:00	2	38820	0.336	2	38820	0.634	2	38820	0.970
20:00 - 21:00	2	38820	0.223	2	38820	0.716	2	38820	0.939
21:00 - 22:00	2	38820	0.113	2	38820	0.604	2	38820	0.717
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.780			13.863			27.643

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

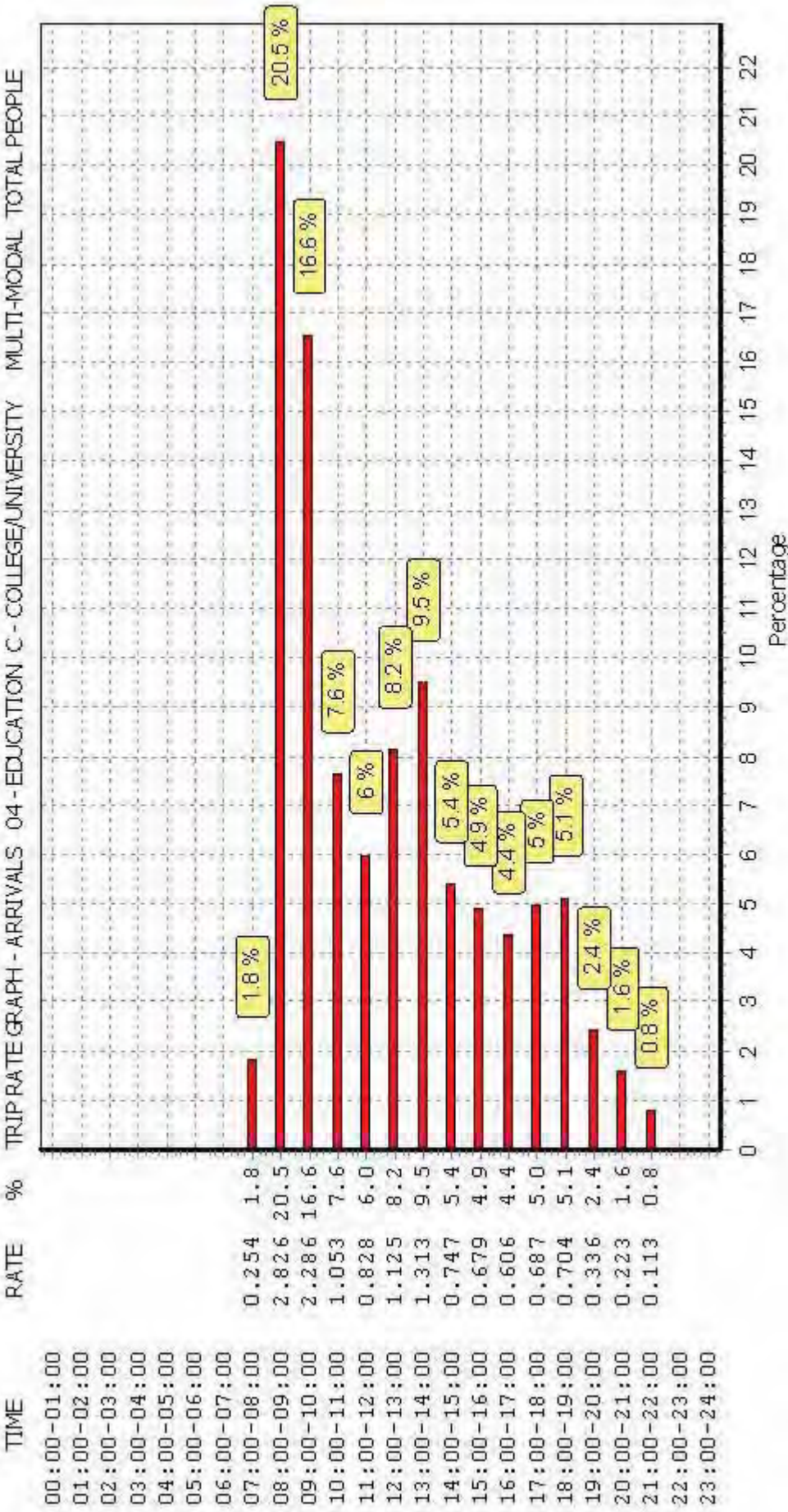
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	13889 - 63750 (units: sqm)
Survey date range:	01/01/00 - 22/10/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

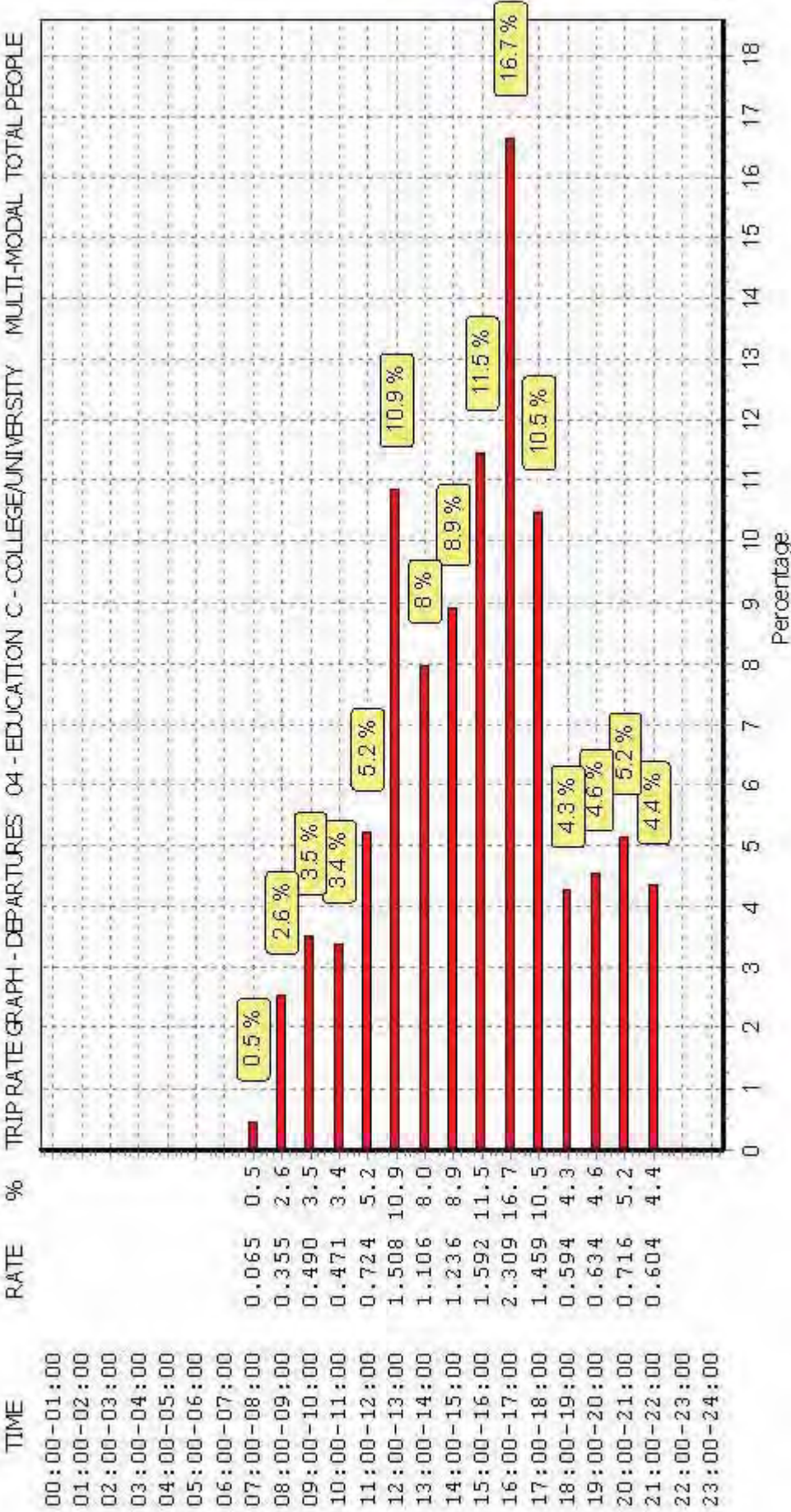
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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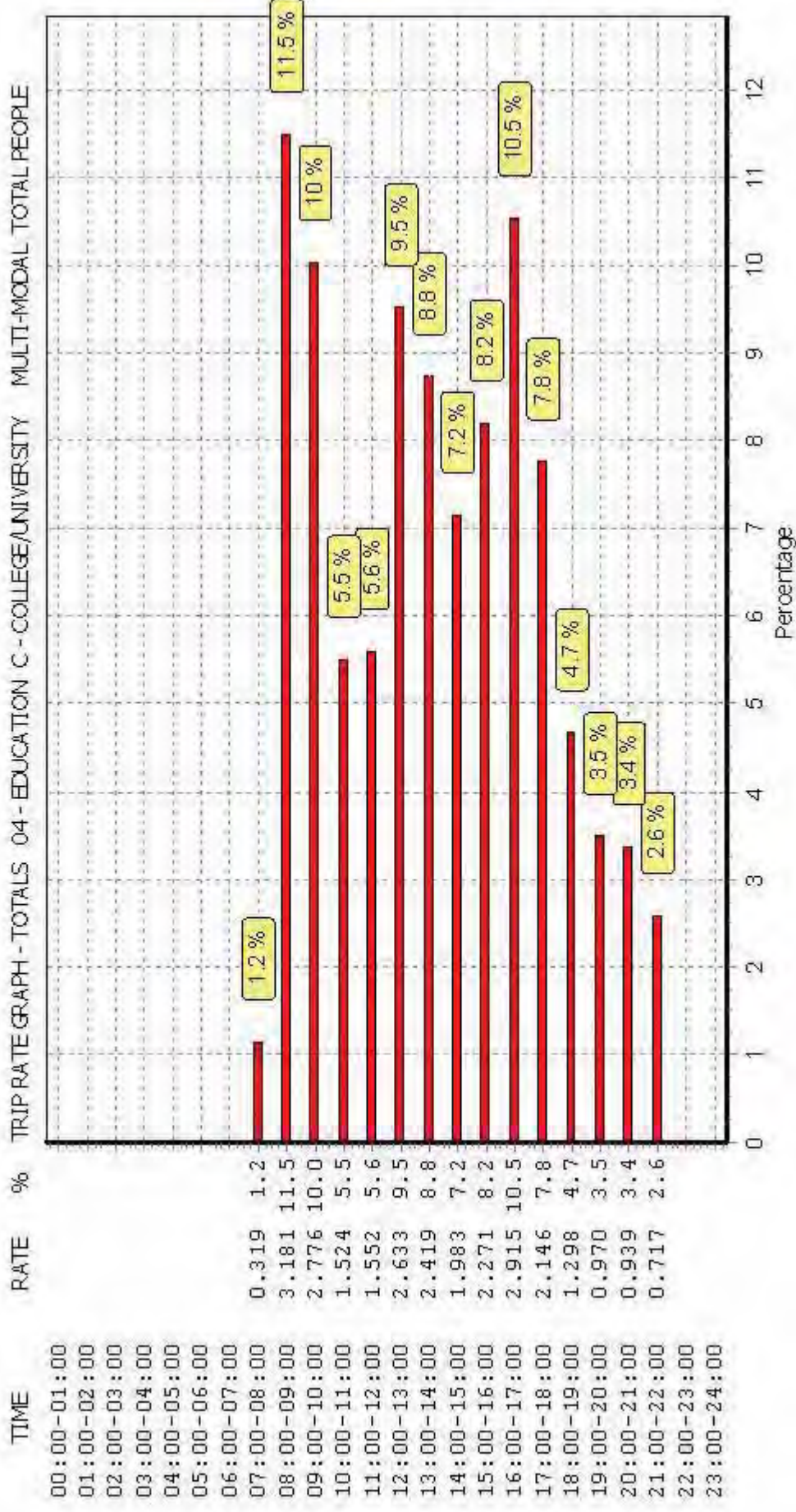
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: 706703



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: 706703



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Filtering Summary

Land Use	05/B	HEALTH/GENERAL HOSPITAL - WITHOUT CASUALTY
Selected Trip Rate Calculation Parameter Range	4460-15341 sqm GFA	
Actual Trip Rate Calculation Parameter Range	4460-15341 sqm GFA	
Date Range	Minimum: 01/01/00	Maximum: 22/11/16
Days of the week selected	Monday	2
	Tuesday	1
	Thursday	1
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	2
	Edge of Town	2
Population <1 Mile ranges selected	5,001 to 10,000	3
	10,001 to 15,000	1
Population <5 Mile ranges selected	5,001 to 25,000	2
	25,001 to 50,000	1
	125,001 to 250,000	1
Car Ownership <5 Mile ranges selected	1.1 to 1.5	4
PTAL Rating	No PTAL Present	4

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : B - GENERAL HOSPITAL - WITHOUT CASUALTY

MULTI-MODAL TOTAL PEOPLESelected regions and areas:

02 SOUTH EAST	
ES EAST SUSSEX	1 days
03 SOUTH WEST	
DC DORSET	2 days
04 EAST ANGLIA	
NF NORFOLK	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 4460 to 15341 (units: sqm)
 Range Selected by User: 4460 to 15341 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 22/11/16

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	1 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	2
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:Use Class:

C2

4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000

3 days

10,001 to 15,000

1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000

2 days

25,001 to 50,000

1 days

125,001 to 250,000

1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5

4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Not Known

1 days

Yes

2 days

No

1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present

4 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DC-05-B-01	COMMUNITY HOSPITAL	DORSET
	HOSPITAL LANE		
	NORTH ALLINGTON		
	BRIDPORT		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	5692 sqm	
	Survey date: MONDAY	21/10/02	Survey Type: MANUAL
2	DC-05-B-02	HOSPITAL	DORSET
	FAIRMILE ROAD (B3073)		
	FAIRMILE		
	CHRISTCHURCH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	15341 sqm	
	Survey date: TUESDAY	11/10/05	Survey Type: MANUAL
3	ES-05-B-03	COMMUNITY HOSPITAL	EAST SUSSEX
	FRAMFIELD ROAD		
	NEW TOWN		
	UCKFIELD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	12908 sqm	
	Survey date: THURSDAY	12/09/02	Survey Type: MANUAL
4	NF-05-B-01	GENERAL HOSPITAL	NORFOLK
	MILL ROAD		
	CROMER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	4460 sqm	
	Survey date: MONDAY	22/11/10	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 05 - HEALTH/B - GENERAL HOSPITAL - WITHOUT CASUALTY

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	9600	0.633	4	9600	0.214	4	9600	0.847
08:00 - 09:00	4	9600	1.344	4	9600	0.292	4	9600	1.636
09:00 - 10:00	4	9600	1.479	4	9600	0.797	4	9600	2.276
10:00 - 11:00	4	9600	1.102	4	9600	0.987	4	9600	2.089
11:00 - 12:00	4	9600	0.909	4	9600	1.086	4	9600	1.995
12:00 - 13:00	4	9600	0.727	4	9600	1.099	4	9600	1.826
13:00 - 14:00	4	9600	1.325	4	9600	0.833	4	9600	2.158
14:00 - 15:00	4	9600	1.237	4	9600	1.159	4	9600	2.396
15:00 - 16:00	4	9600	0.857	4	9600	1.490	4	9600	2.347
16:00 - 17:00	4	9600	0.497	4	9600	1.352	4	9600	1.849
17:00 - 18:00	4	9600	0.232	4	9600	0.714	4	9600	0.946
18:00 - 19:00	4	9600	0.294	4	9600	0.229	4	9600	0.523
19:00 - 20:00	3	10903	0.232	3	10903	0.327	3	10903	0.559
20:00 - 21:00	3	10903	0.150	3	10903	0.226	3	10903	0.376
21:00 - 22:00	2	14125	0.053	2	14125	0.421	2	14125	0.474
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.071			11.226			22.297

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

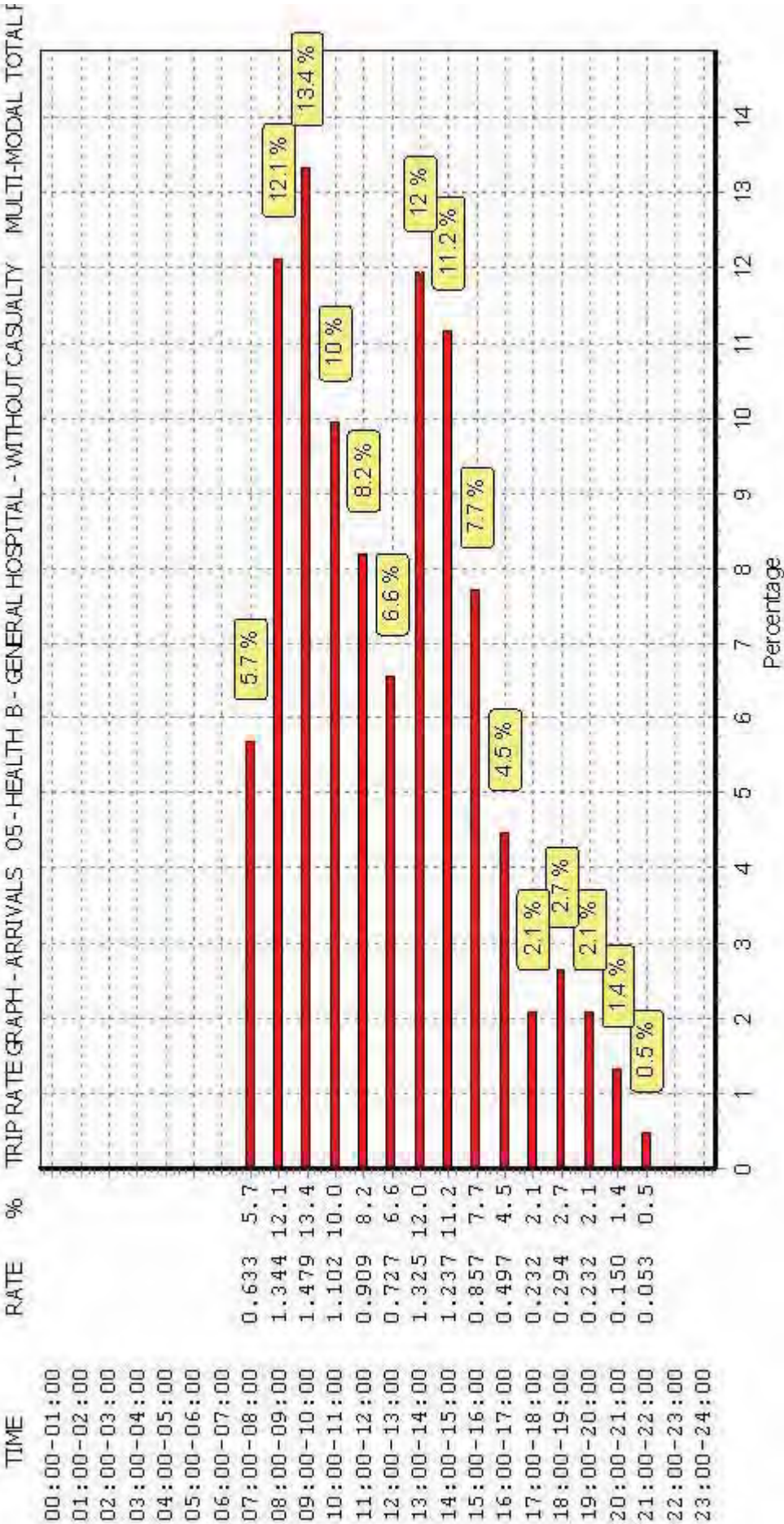
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

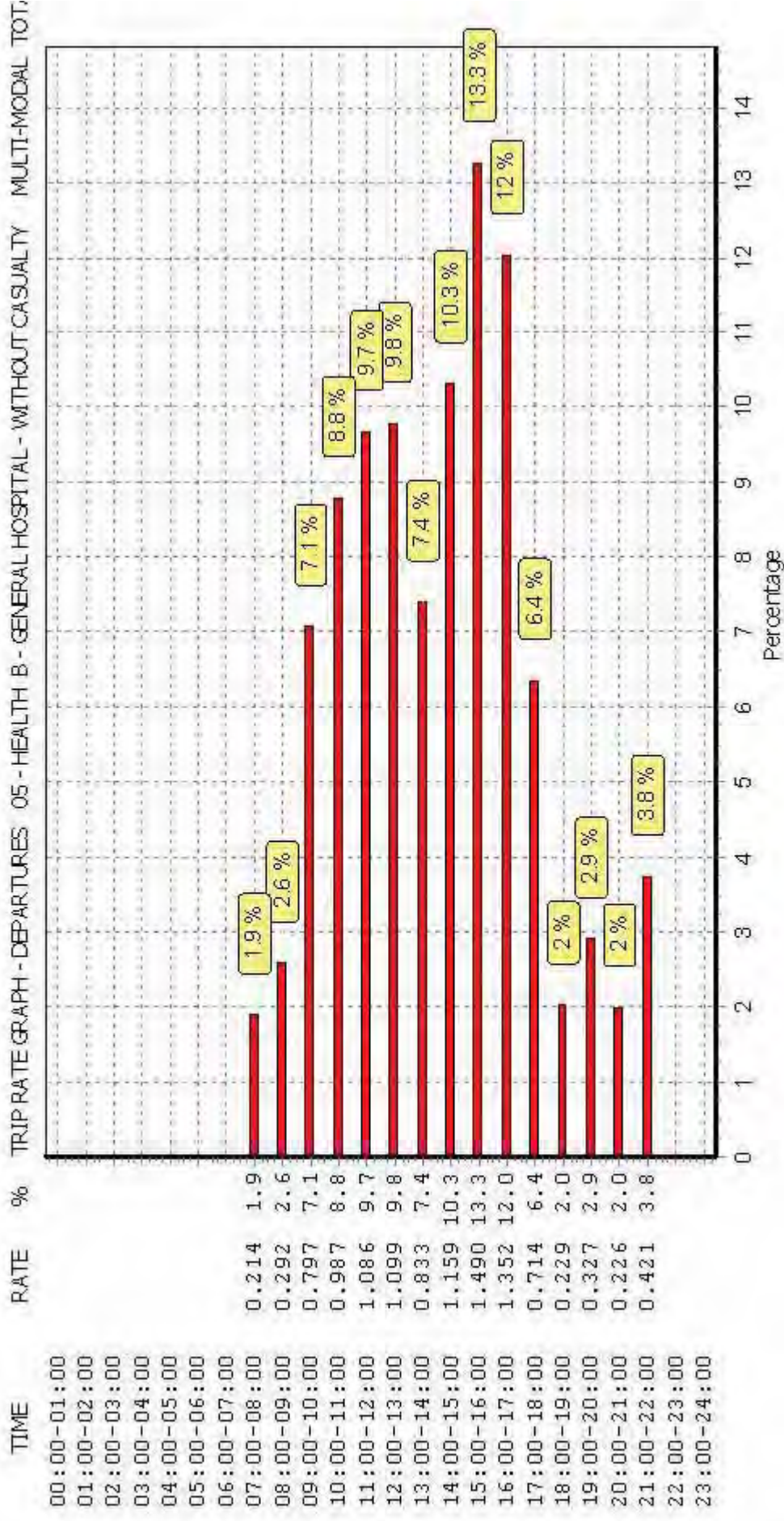
Trip rate parameter range selected:	4460 - 15341 (units: sqm)
Survey date range:	01/01/00 - 22/11/16
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

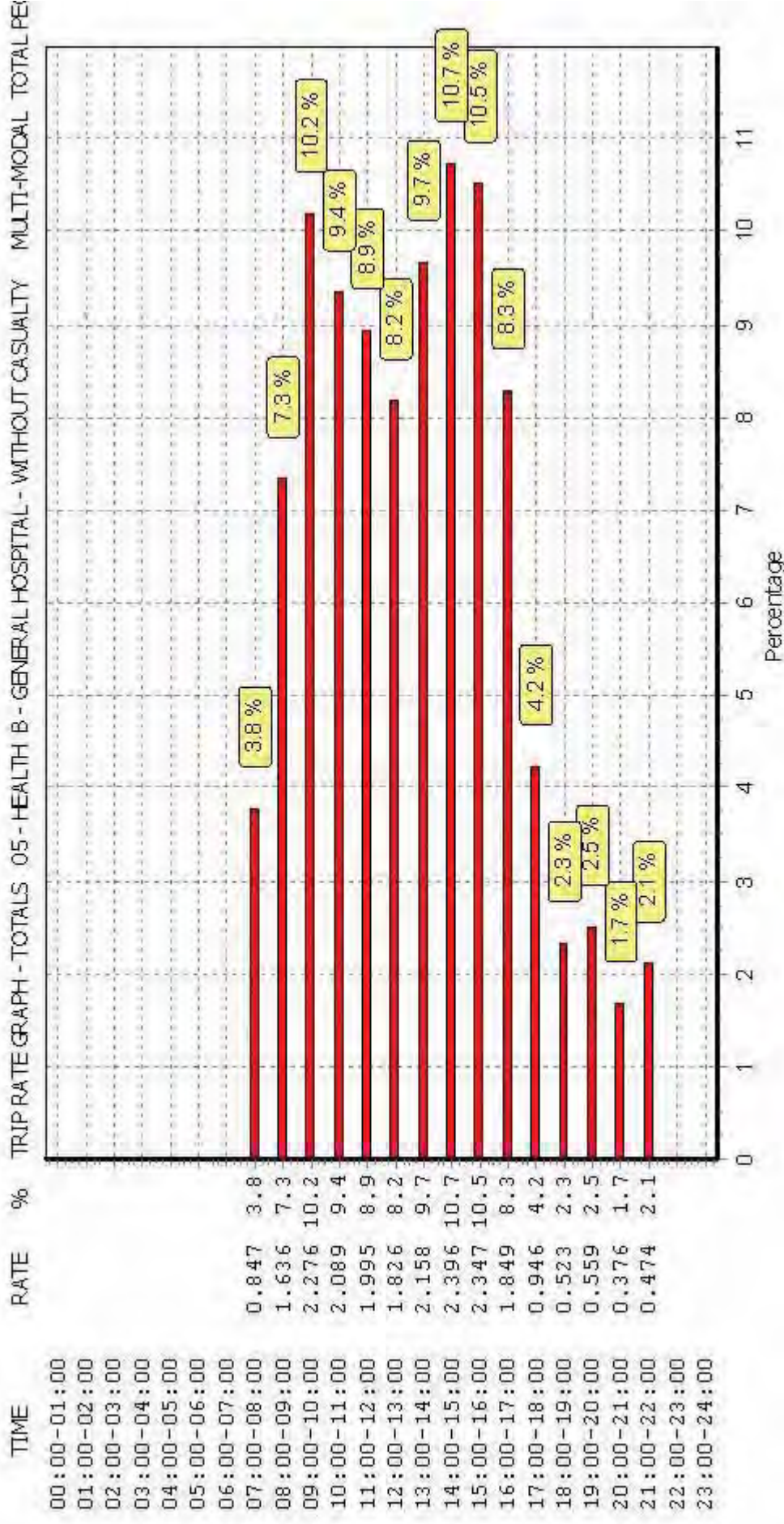
Licence No: 706703



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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Filtering Summary

Land Use	14/A	CAR SHOW ROOMS/CAR SHOW ROOMS
Selected Trip Rate Calculation Parameter Range	480-9800 sqm GFA	
Actual Trip Rate Calculation Parameter Range	500-3400 sqm GFA	
Date Range	Minimum: 01/01/08	Maximum: 12/11/14
Days of the week selected	Monday	2
	Tuesday	2
	Wednesday	2
	Thursday	1
	Friday	2
Main Location Types selected	Edge of Town	9
Population <1 Mile ranges selected	1,001 to 5,000	3
	5,001 to 10,000	1
	10,001 to 15,000	2
	20,001 to 25,000	3
Population <5 Mile ranges selected	5,001 to 25,000	2
	25,001 to 50,000	2
	75,001 to 100,000	3
	125,001 to 250,000	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	7
PTAL Rating	No PTAL Present	9

Calculation Reference: AUDIT-706703-170131-0143

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS

Category : A - CAR SHOW ROOMS

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	CB CUMBRIA	2 days
11	SCOTLAND	
	HI HIGHLAND	1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set***Secondary Filtering selection:***This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area
 Actual Range: 500 to 3400 (units: sqm)
 Range Selected by User: 480 to 9800 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 12/11/14

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	2 days
Thursday	1 days
Friday	2 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*Selected Locations:

Edge of Town	9
--------------	---

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*Selected Location Sub Categories:

Industrial Zone	5
Commercial Zone	2
Residential Zone	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

Sui Generis 9 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
20,001 to 25,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
75,001 to 100,000	3 days
125,001 to 250,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	7 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 9 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 9 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-14-A-04	MERCEDES BENZ	CAMBRIDGESHIRE
	BARNWELL ROAD		
	CAMBRIDGE		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	3400 sqm	
	Survey date: THURSDAY	11/10/12	Survey Type: MANUAL
2	CB-14-A-02	FORD/CITROEN	CUMBRIA
	HAWESWATER ROAD		
	PENRITH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1900 sqm	
	Survey date: FRIDAY	28/11/08	Survey Type: MANUAL
3	CB-14-A-03	PEUGEOT	CUMBRIA
	GILWILLY ROAD		
	GILWILLY IND. ESTATE		
	PENRITH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	500 sqm	
	Survey date: WEDNESDAY	11/06/14	Survey Type: MANUAL
4	CH-14-A-01	EVANS HALSHAW FORD	CHESHIRE
	STADIUM WAY		
	SEALAND IND. ESTATE		
	CHESTER		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1050 sqm	
	Survey date: WEDNESDAY	12/11/14	Survey Type: MANUAL
5	HI-14-A-01	VOLKSWAGEN	HIGHLAND
	ARDGOUR ROAD		
	BANAVIE		
	FORT WILLIAM		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	525 sqm	
	Survey date: TUESDAY	17/06/14	Survey Type: MANUAL
6	LE-14-A-05	HONDA	LEICESTERSHIRE
	45-49 COVENTRY ROAD		
	NARBOROUGH		
	LEICESTER		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1300 sqm	
	Survey date: TUESDAY	04/11/14	Survey Type: MANUAL
7	LN-14-A-01	HONDA	LINCOLNSHIRE
	TOLLEMACHE ROAD		
	GRANTHAM		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	1350 sqm	
	Survey date: MONDAY	15/11/10	Survey Type: MANUAL
8	NY-14-A-04	LAND ROVER	NORTH YORKSHIRE
	HUTTON BANK		
	RIPON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2160 sqm	
	Survey date: MONDAY	23/09/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	WS-14-A-03	FORD	WEST SUSSEX
	BROUGHAM ROAD		
	WORTHING		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	1450 sqm	
	Survey date: FRIDAY	17/10/14	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1350	0.000	1	1350	0.000	1	1350	0.000
07:00 - 08:00	7	1601	0.366	7	1601	0.062	7	1601	0.428
08:00 - 09:00	9	1515	0.983	9	1515	0.455	9	1515	1.438
09:00 - 10:00	9	1515	0.836	9	1515	0.821	9	1515	1.657
10:00 - 11:00	9	1515	0.873	9	1515	0.726	9	1515	1.599
11:00 - 12:00	9	1515	0.953	9	1515	0.836	9	1515	1.789
12:00 - 13:00	9	1515	0.865	9	1515	0.799	9	1515	1.664
13:00 - 14:00	9	1515	0.682	9	1515	0.704	9	1515	1.386
14:00 - 15:00	9	1515	0.880	9	1515	1.027	9	1515	1.907
15:00 - 16:00	9	1515	0.719	9	1515	0.770	9	1515	1.489
16:00 - 17:00	9	1515	0.638	9	1515	0.799	9	1515	1.437
17:00 - 18:00	9	1515	0.433	9	1515	0.748	9	1515	1.181
18:00 - 19:00	7	1601	0.089	7	1601	0.348	7	1601	0.437
19:00 - 20:00	1	1050	0.000	1	1050	0.857	1	1050	0.857
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.317			8.952			17.269

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

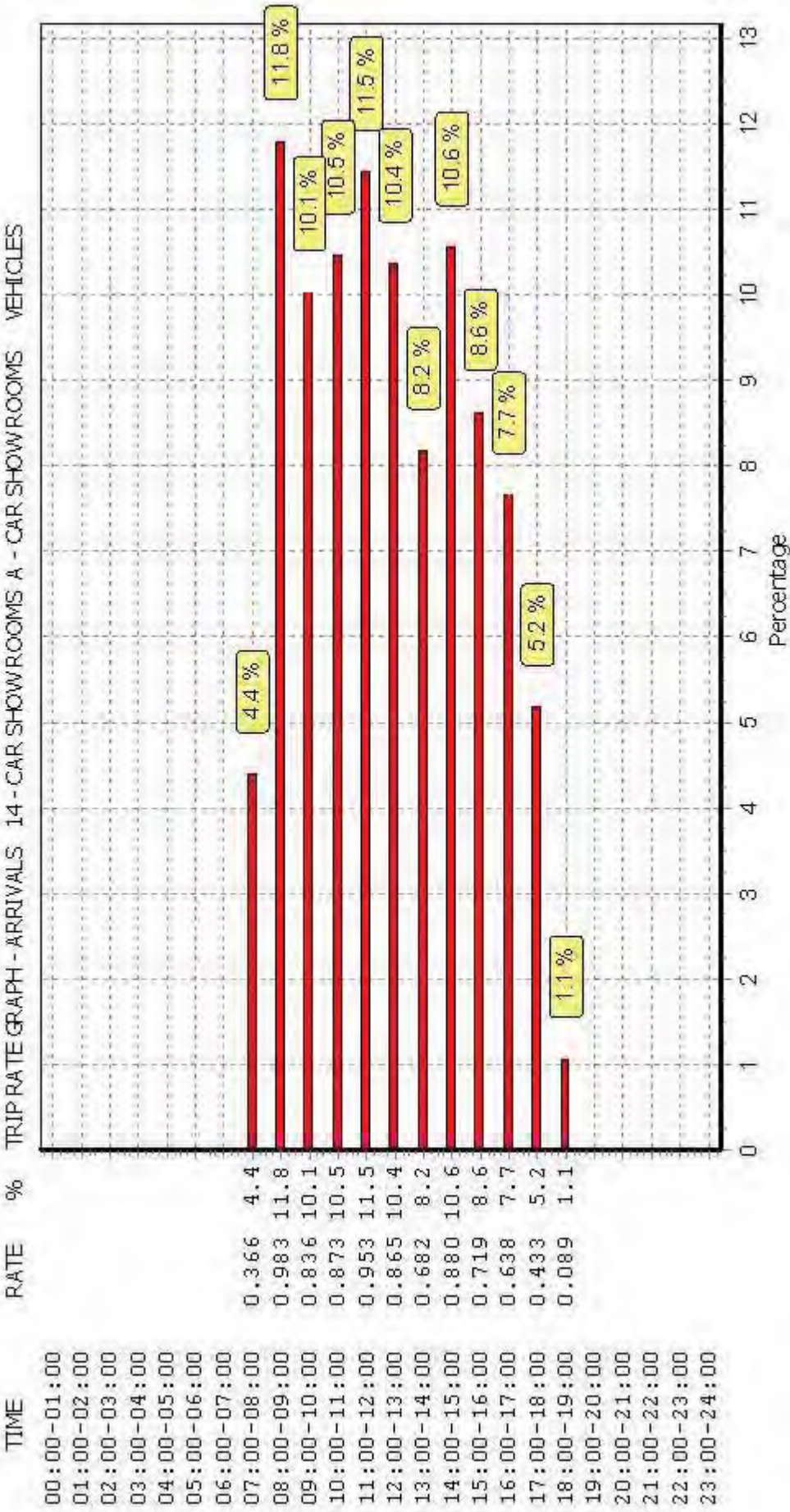
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Parameter summary

Trip rate parameter range selected:	500 - 3400 (units: sqm)
Survey date range:	01/01/08 - 12/11/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

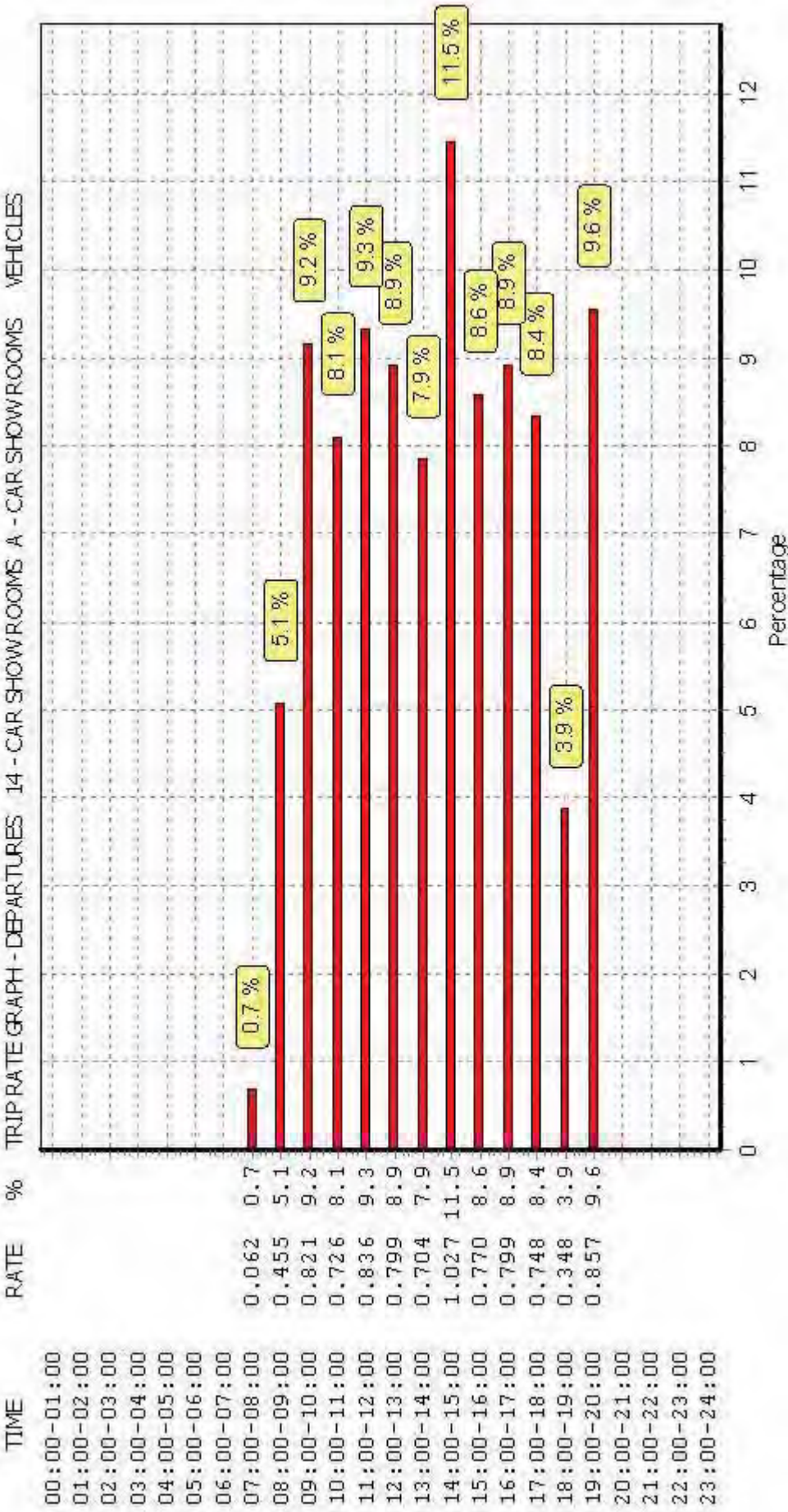
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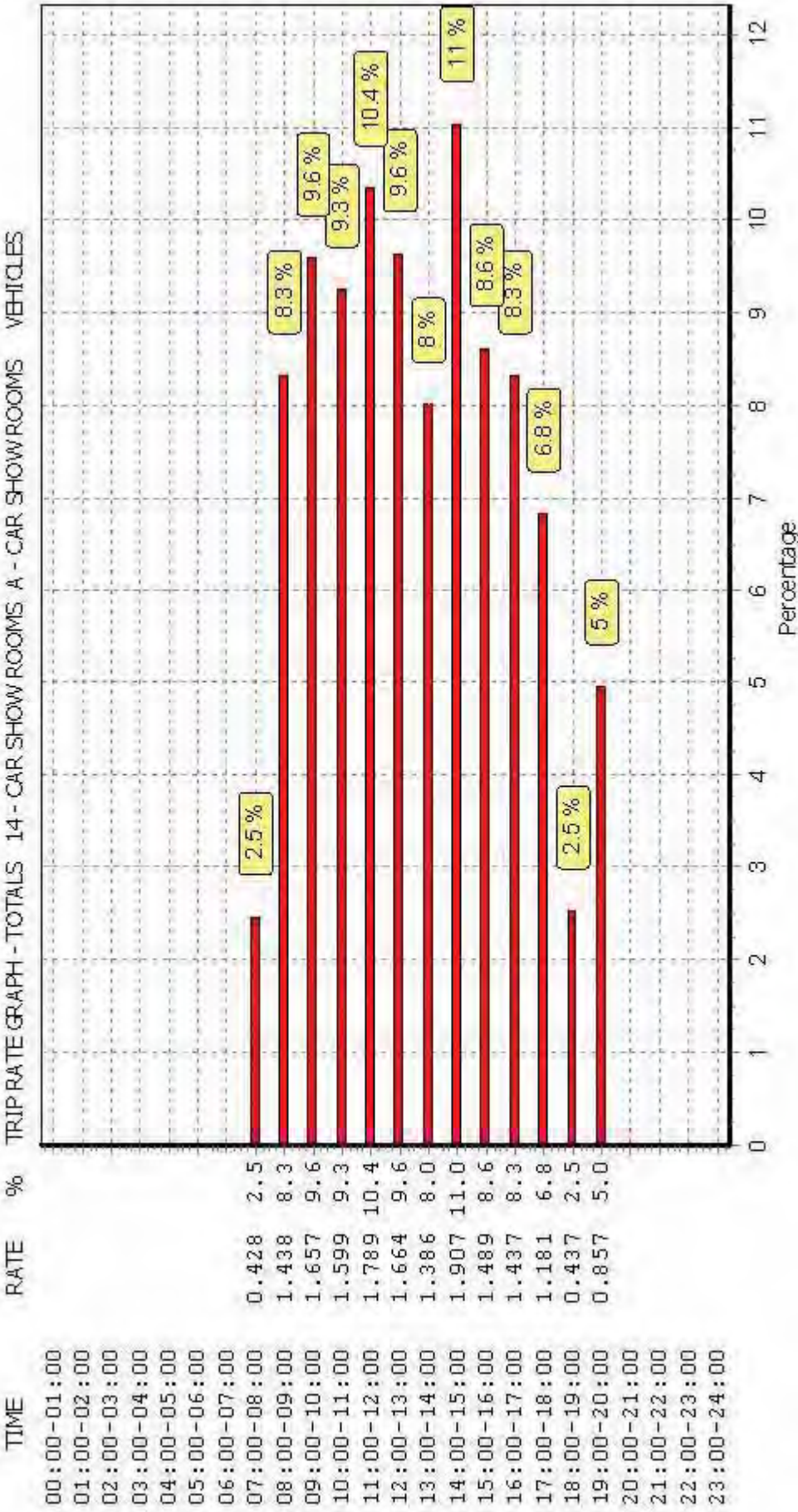
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Nexus 25, Taunton Local Development Order

Framework Travel Plan

On behalf of [Taunton Deane Borough Council](#)


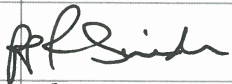

Taunton Deane
B O R O U G H C O U N C I L

Project Ref: 38488 | Rev A | Date: October 2017



Document Control Sheet

Project Name: Nexus 25, Taunton
Project Ref: 38488
Report Title: Framework Travel Plan
Doc Ref: Rev A
Date: October 2017

	Name	Position	Signature	Date
Prepared by:	Craig Mason	Principal Transport Planner		04/10/2017
Reviewed by:	Alan Swan	Director of Transport		04/10/2017
Approved by:	Richard Swinden	Partner		04/10/2017
For and on behalf of Peter Brett Associates LLP				

Revision	Date	Description	Prepared	Reviewed	Approved
-	18/09/2017	Draft Issue to SCC	CM	AS	RES
A	04/10/2017	Client Issue	CM	AS	RES

This report has been prepared by Peter Brett Associates LLP ('PBA') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which PBA was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). PBA accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

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1 Introduction

1.1 Project Brief

- 1.1.1 Peter Brett Associates LLP (PBA) has been commissioned by Taunton Deane Borough Council (TDBC) to provide transport support for the Local Development Order (LDO) for a new strategic employment site ('Nexus 25') located adjacent to the M5 Junction 25 in Taunton, Somerset.
- 1.1.2 The Nexus 25 site comprises approximately 54 hectares of land located to the east of the M5 motorway, approximately 2.5 miles east of Taunton Town Centre.
- 1.1.3 LDO's are intended to enable local planning to be simplified and flexible under certain circumstances. LDO's are also intended to help attract investment to an area, and to support existing businesses by giving certainty for developers, decreasing timescales and reducing the costs associated with making a planning application.
- 1.1.4 LDO's can be made by authorities to extend permitted development rights, or grant planning permission for specific development proposals or classes of development in a particular area.
- 1.1.5 Given the flexible nature of an LDO, it is not fixed at the current time what the final development mix and whom the end occupiers on the site will be. As a result, the travel plan for Nexus 25 needs to be flexible and dynamic and suitable for a mixed use and multi occupier site. This has resulted in this Framework Travel Plan (FTP) being prepared to support the LDO application.
- 1.1.6 The aim of this FTP is to reduce the environmental impact of Nexus 25 on the surrounding highway network by facilitating and encouraging users of the site to travel on foot, by cycle, by public transport or car-share as alternatives to the private car.
- 1.1.7 This FTP will serve as an overarching travel plan for the development in terms of baseline transport conditions, targets for mode share, measures to be delivered site-wide and responsibilities for their delivery, timing and funding, as well as future monitoring / management actions to ensure that ongoing performance is reviewed. The FTP will be administered centrally in accordance with travel planning best practice guidance.
- 1.1.8 This FTP will therefore set the parameters for the requirement for individual plots within the overall Nexus 25 development to prepare and implement their own Subsidiary Travel Plans (STP) as and when they come forward in accordance with the LDO.
- 1.1.9 This document has been prepared with reference to Somerset County Council's (SCC) Moving Somerset Forward Website including the Manual for Travel Plans and Travel Planning Guidance SPD. It will also be a requirement for future STP's to be prepared in accordance with the same guidance documents.
- 1.1.10 A Transport Appraisal Report (TAR) for the site has also been submitted as a separate document and should be read in conjunction with this FTP. The purpose of the TAR is to forecast the potential transport impacts generated by the proposed development, and to provide a framework for how the Nexus 25 site is anticipated to be delivered over the lifetime of the LDO (15 years) and how this potentially changes with the implementation of a series of transport interventions. In conjunction with this, it is for the FTP to manage the delivery of the development in accordance to the parameters set out in the TAR.

1.2 National Travel Plan Policy Context

1.2.1 The National Planning Policy Framework (NPPF, Department for Communities and Local Government, 2012) sets out the Government's economic, environmental and social planning policies for England. Taken together, these policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.

1.2.2 Therefore, the NPPF sets the policy background for the development of Travel Plans. Paragraph's 35 and 36 of the NPPF state that:

"Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods and people. Therefore, developments should be located and designed where practical to:

- *Accommodate the efficient delivery of goods and supplies;*
- *Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *Create safe and secure layouts which minimise the conflicts between traffic and cyclists*
- *or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *Consider the needs of people with disabilities by all modes of transport.*
- *A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan."*

1.2.3 Additionally, a Core Principle of the NPPF is to *"actively manage patterns of growth to make the fullest possible use of public transport walking and cycling"*.

1.2.4 On 6th March 2014, the Government published the National Planning Practice Guidance (NPPG), which provides the overarching framework within which the transport implications of development should be considered. It provides advice on the preparation of Transport Assessment, Transport Statements and Travel Plans. The key advice is as follows:

- *"Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements."*

1.2.5 The key principles within which Transport Assessments and Travel Plans should be undertaken are detailed as follows:

- *"Travel Plans, Transport Assessments and Statements should be:*
- *proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *established at the earliest practicable possible stage of a development proposal;*
- *be tailored to particular local circumstances (other locally-determined factors and*

information beyond those which are set out in this guidance may need to be considered in these studies, provided there is robust evidence for doing so locally);

- *be brought forward through collaborative ongoing working between the Local Planning Authority / Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities)."*

1.3 Structure of the Framework Travel Plan

1.3.1 The remainder of this FTP is structured as follows:

- Chapter 2: States the aims, objectives and benefits associated with this FTP.
- Chapter 3: Considers the existing potential for non-car modes of transport by reviewing the baseline transport conditions.
- Chapter 4: Forecasts the baseline travel patterns associated with end users of the site.
- Chapter 5: Details how the FTP and STPs will be marketed and managed.
- Chapter 6: Sets out the package of infrastructure measures (or 'hard' measures) proposed to accompany the development at Nexus 25.
- Chapter 7: Presents the 'soft' measures to accompany the 'hard' measures, including the commitment to on-site Personalised Travel Planning.
- Chapter 8: States the targets that have been set in order to achieve the aims and objectives.
- Chapter 9: Sets out the monitoring and review process that will be required in order to ensure the aims of the plan are delivered in practice.

2 Aims, Objectives and Benefits

2.1 Aims and Objectives

2.1.1 The DfT's Good Practice Guidelines states that *"it is important that all parties are clear from the outset as to the objectives being sought through the Travel Plan. These requirements will drive the form and content of the Travel Plan, including the targets chosen"*.

2.1.2 This FTP will set out the measures, targets and strategies to encourage the reduction of single occupancy private car trips associated with the proposed development. This FTP constitutes a working document that will be regularly reviewed and updated as part of a commitment to ensuring traffic impacts from the development are minimised.

2.1.3 The overall aim of this FTP is to:

Reduce single occupancy car trips associated with the development by promoting more sustainable alternatives to the car including car sharing, public transport, walking and cycling.

2.1.4 To meet this aim, the key objectives of the FTP are to:

- Provide a comprehensive marketing and awareness-raising campaign through "soft" measures to ensure all users of the site are fully aware of up-to-date changes, incentives and information with regards to travel to/from and within the site, seeking to encourage use of sustainable travel choices.
- Reduce reliance on the private car, with a long term strategy of mode shift away from single occupancy private car trips.
- Build upon good urban design principles that maximise the permeability of the development for promoting alternative sustainable modes of travel, such as walking, cycling, public transport and car-sharing.
- To reduce the environmental impact associated with the site through awareness raising (including the use of information dissemination, marketing, incentives and other "soft" measures).
- Encourage those travelling to and from the development to use public transport, cycle or walk in a safe and secure manner through the implementation of a clear marketing strategy to raise awareness of alternatives.
- Promote healthy lifestyles and sustainable, vibrant local communities by extending the benefits of the Travel Plan through the local area where possible.
- Develop an on-going management co-ordination process which will monitor and review changes towards achieving mode shift.

2.1.5 The STP's for the individual plots at Nexus 25 will have their own individual objectives which will be consistent with the overarching objectives of the FTP set out above.

2.2 Benefits

- 2.2.1 The development of this FTP has a number of benefits for all end users of the Nexus 25 site (end users are any future employees, pupils, parents and visitors) as well as for the existing local community and surrounding environment. These benefits will include:
- The travel plan will increase staff satisfaction and benefit staff retention by improving ease of travel to work and by providing associated travel related staff benefits.
 - The travel plan will help reduce the cost of travel for all end users and may, for certain users, bring about savings in travel time by offering a wider choice of travel modes.
 - Improved health and wellbeing for all end users and reduced absenteeism.
 - The impact of the development on the local environment will be lessened, in terms of reducing congestion, noise and atmospheric pollution created by vehicle trips to and from the site.
- 2.2.2 Overall, it is anticipated that the FTP and STPs, combined with the package of measures (both “hard” infrastructure measures and “soft” promotional / awareness raising measures) designed to promote sustainable transport, will result in benefits for end users of the site and also the wider community in the vicinity of the development.

3 Baseline Transport Conditions

3.1 Introduction

- 3.1.1 This chapter reviews the site conditions in respect of access, location and provision of non-car modes of transport which could be used to access the Nexus 25 development. Each alternative transport mode will be considered along with its suitability as an alternative to the private car.
- 3.1.2 It is important to understand the current nature of the site and surrounding areas, as well as the current provision for all modes of transport, in order to better understand how the proposals for the development will complement and enhance what is already there, and build upon existing transport provision.

3.2 Site Location

- 3.2.1 The Nexus 25 site is located to the east of the M5 motorway, approximately 2.5 miles east of Taunton Town Centre, Somerset. It comprises approximately 54 hectares of land, of which approximately 17 hectares are planned for built development (see **Figure 3-1**).

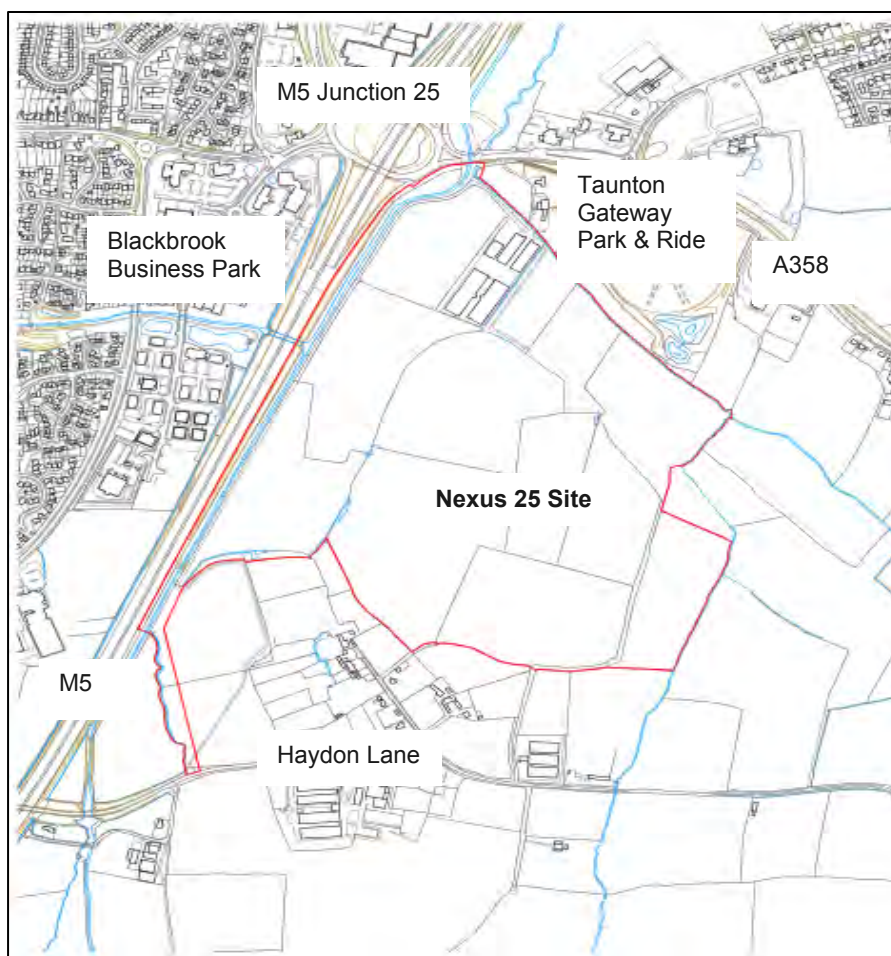


Figure 3-1 Site location

- 3.2.2 The site is located immediately south of Junction 25 of the M5 motorway and bounded by the M5 along its western boundary. Taunton Gateway Park and Ride and Cambria Farm are located immediately to the north east of the site and beyond to the north east is the A358 road. Some buildings associated with Cambria Farm are located within the site boundary. Haydon village is located immediately to the south of the site. Arable fields lie to the east of the site and further to the east is the village of Henlade.
- 3.2.3 Within Taunton, Blackbrook Business Park is located immediately west of the M5 from the site. Beyond the A358 to the north of the site is the Toby Carvery Taunton, Premier Inn Ruishton and also Woodlands Castle, a private function and wedding party venue. Swingrite golf centre is situated adjacent to the site's southwestern boundary.

3.3 Site Access

- 3.3.1 The Nexus 25 site will achieve vehicular access from an improved M5 Junction 25. Junction 25 is proposed to be improved by SCC to increase its capacity, help to reduce existing traffic congestion at peak times and provide access to Nexus 25 as part of a potential strategic highway improvement. The scheme has been designed to accommodate traffic generated by proposed housing and employment growth (including Nexus 25) in Taunton through to 2033.
- 3.3.2 The SCC Junction 25 improvement scheme is included within the baseline conditions on the basis that it provides the only means of access to the development, and because a planning application (ref: 4/38/17/0205) has already been submitted to TDBC in April 2017.
- 3.3.3 The documentation submitted to support the SCC planning application for the Junction 25 improvement scheme defines the proposed development as:
- Widening circulatory roads and signalisation of Junction 25 roundabout
 - Widening Toneway at its junction with the Junction 25 roundabout
 - Construction of a new dual carriageway to the new arm of the roundabout leading to the Nexus 2 site
 - Construction of a new roundabout serving the Nexus 25 site and construction of a new A358 westbound link to Junction 25
 - Construction of new cycleways to maintain the link from Ruishton Lane junction and Blackbrook Business Park on the west side of the Junction 25 roundabout
 - Construction of a dedicated bus lane to link the Gateway Park and Ride to Junction 25
 - Construction of new cycleways to link the Nexus 25 site
 - Provision of directional, wayfinding signs and street lighting
 - Diversion of some right of ways and provision of safe crossing points for pedestrians
 - Landscaping and provision of attenuation systems to collect surface water and gradually discharge to rivers and watercourses
- 3.3.4 The SCC Junction 25 improvement scheme drawing as submitted for planning is included in **Appendix A**.

3.4 Walking and Cycling Accessibility

- 3.4.1 The proposed development is considered to be accessible by walking and cycling modes of transport in the baseline situation following completion of the improvement works at Junction 25.
- 3.4.2 An audit of existing walking and cycling infrastructure across the town has been undertaken and it has been determined that there is an appropriate infrastructure network available between the site and main residential areas within Taunton, which are likely to be the main origin for visitors to the site.
- 3.4.3 It is acknowledged that there are limits to how far end users of the site will be willing to walk and cycle for journeys to work, before alternative modes of transport are preferred. Walking and cycling distances of approximately 2km and 5km respectively are generally considered to be appropriate.
- 3.4.4 The figure included in **Appendix B** shows how the Taunton urban area has been divided into a series of zones which are:
- Zone A: Taunton Station Environs
 - Zone B: Bathpool / Monkton Heathfield
 - Zone C: East Taunton / Holway
 - Zone D: Taunton Town Centre
 - Zone E: Trull & Galmington
 - Zone F: North Taunton
- 3.4.5 Walking and cycling access between the site and each zone is considered below. Each route has been audited against the same criteria to ensure a consistent approach for the assessment. Furthermore, the stated length of each route audited has been measured using Google Earth, and is representative of the approximate distance between the proposed site access roundabout and the centre area of each zone. It is accepted that greater distances will be involved for journeys undertaken from locations on the periphery of zones rather than the centre, however consequently shorter distances will be experienced for trips in the nearside of that zone.

Zone A – Taunton Station Environs

- 3.4.6 The figure in **Appendix C** demonstrates that there are appropriate routes for pedestrians and cyclists travelling between the site and Zone A.
- 3.4.7 **Table 3-1** contains an audit assessment of the route that is considered to represent the most suitable option available to pedestrians and cyclists, so this does not mean it is the only route available. These details can be cross referenced against the plan included in **Appendix C**.

Audit Criteria for Route	Description
Recommended Route	Cross Junction 25 and then head along Blackbrook Park Avenue. Take the traffic free route comprising foot / cycleway to Hamilton Park and then onto Firepool, and then use the two underpasses to avoid the need to cross either the Toneway or the A3038. The recently constructed Firepool access road includes segregated foot / cycleways and crossing points adjacent to the station. On road cycle lanes are also present on Kingston road, to allow cyclists to access the northern entrance to the station via the Firepool / Kingston Rd signalised junction.
Length	Approximately 4km from the primary site access to the central area of the zone using the recommended route.
Signage	Some signage provided on the off road sections. One sign on the road. Blue cycle / pedestrian signs indicate direction to town centre / local areas etc.
Surface	Surfaced for the full length.
Safety	Majority of the route is traffic free. The section on Lambrook Road requires cyclists to use the carriageway, although the road is wide and in a residential setting, so is considered to be appropriate for cycling on the carriageway.

Table 3-1 Pedestrian / cycle accessibility audit between site and Zone A

Zone B – Monkton Heathfield / Bathpool

- 3.4.8 **Table 3-2** contains an audit assessment of the route that is considered to represent the most suitable option available to pedestrians and cyclists, so this does not mean it is the only route available. These details can be cross referenced against the plan in **Appendix D**.

Audit Criteria for Route	Description
Recommended Route	After crossing Junction 25, travel along Deane Gate Avenue before crossing the A358 Toneway via an existing pedestrian and cycle bridge that connects to Hankridge Way. A traffic free route is available from here up to the A38 Bridgwater Road. At this point there are continuous footways along both sides through Bathpool and up to the recently constructed Phase 1 development at Monkton Heathfield. There are sections of off-carriageway cycle lane along this stretch, however cyclists are mainly required to cycle on the carriageway. A high quality shared foot / cycleway network is then provided throughout the Phase 1 development.
Length	Approximately 3.3km from the primary site access to the central area of the zone using the recommended route. Additional facilities are available from the central area into peripheral parts of the zone via the Phase 1 development which includes a network of high quality footway / cycleways. The residential nature of most roads within the zone ensures they are lightly trafficked and experience low vehicle speeds which is considered appropriate for cyclists.
Signage	Good signage, including directions to local centre, town centre and Blackbrook Business Park.
Surface	Surfaced except for a section alongside the River Tone.
Safety	Majority of route will be traffic free and has street lighting.

Table 3-2 Pedestrian / cycle accessibility audit between site and Zone B

Zone C – East Taunton / Holway

- 3.4.9 **Table 3-3** contains an audit assessment of the route that is considered to represent the most suitable option available to pedestrians and cyclists, so this does not mean it is the only route available. These details can be cross referenced against the plan in **Appendix E**.

Audit Criteria for Route	Description
Recommended Route	Cross Junction 25 and then head along Blackbrook Park Avenue. Take the traffic free route comprising segregated foot / cycleway to Severn Drive. From here, Lisieux Way acts as a distributor road for the residential area and there are also traffic free routes connecting to Hamilton Park and Blackbrook Leisure Centre. There are also intermittent traffic free routes through Holway to Richard Huish College, Kings College and Bishop Foxes Secondary School.
Length	Approximately 2km from the primary site access to the central area of the zone using the recommended route. There are a number of shared footway / cycleways providing access to peripheral areas within the zone. The majority of the zone is residential in nature, which provides safe cycling and a high quality footway network throughout.
Signage	Good signage, including directions to local centre, town centre and Blackbrook Bus. Park
Surface	Surfaced for the full length.
Safety	Majority of route will be traffic free and has street lighting.

Table 3-3 Pedestrian / cycle accessibility audit between site and Zone C

Zone D – Taunton Town Centre

- 3.4.10 **Table 3-4** contains an audit assessment of the route that is considered to represent the most suitable option available to pedestrians and cyclists, so this does not mean it is the only route available. These details can be cross referenced against the plan in **Appendix F**.

Audit Criteria for Route	Description
Recommended Route	Cross Junction 25 and then head along Blackbrook Park Avenue. Take the traffic free route comprising segregated foot / cycleway to Severn Drive. From here, Lisieux Way provides a traffic free shared foot / cycleway that extends onto Wordsworth Drive. To prevent cyclists from having to cycle along East Reach (on carriageway) into the town centre, cyclists are directed to follow an alternative 'quiet' route along Queen Street and Alma Street.
Length	Approximately 3.5km from the primary site access to the central area of the zone using the recommended route. The compact nature of the town centre means that the entirety of the zone is readily accessible by walking and cycling, whilst there are also some on- street cycle lanes provided.
Signage	Well signed route. Town Centre directed from Blackbrook Business Park.
Surface	Surfaced for the full length.
Safety	Majority of route will be traffic free and has street lighting.

Table 3-4 Pedestrian / cycle accessibility audit between site and Zone D

Zone E – Trull and Galmington

- 3.4.11 **Table 3-5** contains an audit assessment of the route that is considered to represent the most suitable option available to pedestrians and cyclists, so this does not mean it is the only route available. These details can be cross referenced against the plan in **Appendix G**.

Audit Criteria for Route	Description
Recommended Route	The recommended route is signed via the town centre, as described in Table 3-4. There is however an alternative route along the River Tone that can be used to access the town centre that is predominantly traffic free, although less direct and contains unmade paths. From the town centre there are segregated pedestrian / cycle routes along the A38 Wellington Road with signage to the University Centre Somerset and to Musgrove Hospital. A well signed, predominantly traffic free cycle and pedestrian route continues south into the residential areas of Trull and Galmington.
Length	Approximately 6km from the primary site access to the central area of the zone using the recommended route. Additional facilities available from central area into peripheral areas of the zone. The zone is relatively large but can be accessed via a network of footway / cycleways and lightly trafficked residential roads. In order to access parts of Trull, cyclists are required to travel via Honiton Road which is a relatively well-used route, so it is still considered that the zone is accessible by pedestrian / cycle modes.
Signage	Well signed throughout route. Town Centre directed from Blackbrook Business Park, and signage to Trull / Galmington from the town centre.
Surface	Surfaced throughout route via Town Centre. Unmade on cycle path, although gravel surface suitable for most weather conditions and is well used.
Safety	Off road segregated route ensures high level of safety. Galmington has a good network of cycle routes and lightly trafficked residential roads providing access to local centres, schools and Musgrove Park Hospital. River path route is unlit.

Table 3-5 Pedestrian / cycle accessibility audit between site and Zone E

Zone F – North Taunton

- 3.4.12 **Table 3-6** contains an audit assessment of the route that is considered to represent the most suitable option available to pedestrians and cyclists, so this does not mean it is the only route available. These details can be cross referenced against the plan in **Appendix H**.

Audit Criteria for Route	Description
Recommended Route	Follow the route described in Table 3-1 to access the Station Environs up to the underpasses beneath the Toneway and Obridge Viaduct, before crossing the River Tone onto Winckworth Way / Obridge Road. Alternatively, there is a further route available via the cycle path alongside the River Tone to access Obridge Road. From here, access to the north western side of Taunton can be gained via the town centre route (as included in Table 3-1) and continues on the segregated foot / cycleway on Silk Mills Lane.
Length	Approximately 4.5km from the primary site access to the central area of the zone using the recommended route. An extensive pedestrian footway network provides access to the entirety of the zone. The residential nature of most roads within the zone ensures they are lightly trafficked and experience low vehicle speeds which is considered appropriate for cyclists.
Signage	Good signage to Railway Station / Firepool. Less visible signage within Priorswood and Staplegrove. Some signs directing towards the town centre.
Surface	Surfaced. Path via river is unmade, although gravel surface and is well used.
Safety	Predominantly off road to the Railway Station. North of the railway line there are intermittent cycle facilities, although plenty of crossing points on Priorswood Road and residential areas to the north are lightly trafficked with low speeds.

Table 3-6 Pedestrian / cycle accessibility audit between site and Zone F

- 3.4.13 The large majority of Taunton is located within 6km of Nexus 25 and is therefore considered to be accessible by cycle, particularly as this audit has demonstrated that there is an appropriate existing cycling infrastructure network already in place.
- 3.4.14 Walking is only likely to be a realistic travel option for journeys up to around 2km in distance (although it is recognised that particularly for commuters some journeys will be longer), and so alternative modes of transport are likely to be preferred for some longer journeys. Similarly, walking and cycling may be less likely for journeys to the site from smaller settlements surrounding the site, particularly those located to the east of the M5 motorway where infrastructure is more limited. However, the potential for journeys to be undertaken by park and ride services and local bus services is considered further within this chapter and also within the development proposals chapter.

3.5 Public Transport Accessibility

- 3.5.1 The nearest bus stops to the site are located approximately 700m from the centre of the development at the existing Taunton Gateway Park and Ride (P&R) facility which will be readily accessible from the site via walking and cycling routes. The P&R is understood to be operating with some spare capacity at present, so there is considered to be good potential for end users to access the site via this mode of transport.
- 3.5.2 There are additional bus stops located on the A358 adjacent to the P&R access. These stops provide access to a wider range of local bus services that connect to a number of surrounding destinations.
- 3.5.3 **Tables 3-7** and **3-8** summarise the bus services that can be accessed close to the site from the P&R and on the A358.

Bus Service	Destinations	Weekday Frequency (First and Last service)	Saturday Frequency (First and Last service)	Sunday Frequency (First and Last service)
Taunton Park and Ride	Taunton Town Centre, Silk Mills P&R	Every 12 mins during peak, every 15 mins off peak (06:45 & 19:15)	Every 15 mins throughout day (07:30 & 18:15)	No Service

Table 3-7 Summary of Park and Ride services

Bus Service	Destinations	Weekday Frequency (First and Last service)	Saturday Frequency (First and Last service)	Sunday Frequency (First and Last service)
No. 29	Taunton - Wells	Every 2 hours (07:49 and 18:00)	Every 2 hours (08:02 and 18:00)	No Service
No. 30	Taunton – Axminster	Every 90 Mins (05:44 and 20:01)	Every 90 Mins (05:44 and 20:01)	No Service
No. 51	Taunton – North Curry – Stoke St. Gregory - Athelny	Every 2 Hours (08:12 and 18:11)	Every 2 Hours (08:12 and 18:11)	No Service
No. 54	Yeovil – Somerton – Langport - Taunton	Hourly (05:44 and 19:49)	Hourly (05:44 and 19:49)	No Service
N10/N10C	Taunton – Ilminster - Martock	Approx. 2 Hourly (09:09 – 16:41)	Approx. 2 Hourly (09:57 – 16:36)	No Service

Table 3-8 Summary of local bus services accessible from the A358

- 3.5.4 These tables summarise the services that are available on the A358 from bus stops within the 2km walking distance of the proposed development. The available services connect the site to Taunton Town Centre and some surrounding settlements throughout the day, via all of the routes that stop in close proximity to the site. These services also operate during the peak periods and so could reasonably be used for journeys to work.
- 3.5.5 Taunton Railway Station is located on the north side of the town centre at a distance of approximately 4km from the primary site access for Nexus 25.
- 3.5.6 Great Western Railway operates a typically hourly service through Taunton between London Paddington and destinations such as Exeter St Davids, Paignton, Plymouth and Penzance. The same operator provides an hourly service to Bristol Temple Meads and Cardiff Central via Weston-super-Mare.
- 3.5.7 CrossCountry operates at least an hourly service during the daytime between Plymouth, Bristol Temple Meads, Birmingham New Street and the North. Most trains run through to Edinburgh Waverley via Leeds, with some extensions through to either Glasgow Central or Dundee & Aberdeen.
- 3.5.8 The station is considered to be accessible by bike and should be a realistic travel option for some end users of the site due to the reasonably high frequency and coverage of services available throughout the day from Taunton station.

3.6 Local and Strategic Road Network

M5

- 3.6.1 M5 Junction 25 is located immediately to the north west of Nexus 25 and following completion of the improvements proposed by SCC will comprise a large six-arm grade separated roundabout with a three lane circulatory carriageway beneath the motorway mainline. The motorway off-slip arms operate under full time signal control to reduce traffic queuing back onto the motorway mainline at peak times.
- 3.6.2 M5 Junction 25 is heavily used at peak times and carries a total traffic volume of around 5,000 vehicles during the weekday peak hours. Average hourly inter-peak volumes are in the order of 3,500 vehicles with about 6% of traffic being HGV's. Junction 25 experiences traffic congestion at peak times and is therefore proposed to be improved by SCC (as previously explained).
- 3.6.3 The improved junction will provide additional facilities for non-motorised users and a new cycle and footpath will be provided around the southern side of the junction.

A358 East

- 3.6.4 The A358 on the eastern side of M5 Junction 25 passes to the north of Nexus 25. It extends to the south east of the site as far as the Southfields roundabout, and intersects at this point with the A303 which forms part of the Strategic Road Network.
- 3.6.5 The A358 / A303 corridor represents the most direct main route between the south west and the south east. However, the A358 between Taunton and Southfields roundabout currently comprises of a mix of dual and single lane carriageway, which leads to localised congestion, impacting adversely on journey times and journey time reliability.
- 3.6.6 In its Road Investment Strategy, the government identified a need to transform the A358 / A303 corridor into an expressway, a new type of strategic road which is as safe and reliable as a motorway. Highways England are currently in the process of consulting the public on their preferred improvement scheme.

A358 West

- 3.6.7 To the west of the Junction 25, the A358 is a dual carriageway known locally as the Toneway Corridor. This route provides access to the Taunton urban area. Along this corridor there is a three arm compact roundabout that provides access to the Hankridge Farm retail park and a large signalised crossroads junction (known locally as the Creech Castle junction) that links the A358 with the A38 which passes through Monkton Heathfield, Bridgwater and beyond. Further to the west, there is another roundabout (known locally as the Wickes roundabout) that provides an access route into the centre of Taunton.
- 3.6.8 The Toneway Corridor currently experiences some congestion at peak times, however there are intentions to deliver improvements to junctions following completion of the Junction 25 improvement. This issue is considered in further detail later in this report.

Haydon Lane

- 3.6.9 Haydon Lane is a single carriageway lane located immediately to the south of Nexus 25 and takes a broad east west alignment and running almost parallel to the A358 East. At its eastern end, Haydon Lane becomes Greenway Lane at its junction with Stoke Road, while to the west of the site, it passes over the M5 motorway and intersects with Chestnut Drive which forms a distributor road for the Holway / Blackbrook area of Taunton.

3.7 Conclusion

3.7.1 This chapter has reviewed the existing conditions in the vicinity of the site and the following conclusions are made:

- The Nexus 25 site will achieve vehicular access from an improved M5 Junction 25. Junction 25 is proposed to be improved by SCC to increase its capacity, help to reduce existing traffic congestion at peak times and provide access to Nexus 25 as part of a potential strategic highway improvement.
- The SCC Junction 25 improvement scheme is included within the baseline conditions on the basis that it provides the only means of access to the development, and because a planning application has already been submitted to TDBC in April 2017. Subject to minor modifications it provides an appropriate access to Nexus 25.
- The proposed development is considered to be accessible by walking and cycling modes of transport in the baseline situation following completion of the improvement works at Junction 25.
- An audit of existing walking and cycling infrastructure across the town has been undertaken and it has been determined that there is an appropriate infrastructure network available between the site and main residential areas within Taunton, which are likely to be the main origin for visitors to the site.
- The large majority of Taunton is located within 6km of Nexus 25 and is therefore considered to be accessible by bike, particularly as the baseline audit has demonstrated that there is an appropriate existing cycling infrastructure network already in place.
- Walking is only likely to be a realistic travel option for journeys up to around 2km in distance, and so alternative modes of transport are likely to be preferred for some longer journeys. Similarly, walking and cycling may be less likely for journeys to the site from smaller settlements surrounding the site, particularly those located to the east of the M5 motorway where infrastructure is more limited. However, the potential for journeys to be undertaken by park and ride services and local bus services is considered further within this chapter and also within the development proposals chapter.
- The nearest bus stops to the site are located approximately 700m from the centre of the development at the existing Taunton Gateway Park and Ride facility which will be readily accessible from the site via walking and cycling routes. The P&R is understood to be operating with some spare capacity at present, so there is considered to be the potential for end users to access the site via this mode of transport. The Park and Ride provide a high frequency service (approximately every 12 minutes Monday to Saturday) to Taunton Town Centre throughout the day.
- There are additional bus stops located on the A358 adjacent to the P&R access. These stops provide access to a wider range of local bus services that connect to a number of surrounding destinations.
- Taunton Railway Station is located in the town centre at a distance of approximately 4km from Nexus 25 by road. The station is considered to be accessible by bike and should be a realistic travel option for some end users of the site due to the reasonably high frequency and coverage of services available throughout the day from Taunton station.
- The site is well located to access both the local and strategic road network.

4 Forecast Baseline Travel Patterns

4.1 Introduction

- 4.1.1 The LDO, once adopted by TDBC, will grant planning permission exclusively for the erection of buildings and / or the use of land and associated development as set out in this chapter. Further details are also provided in the LDO document and the accompanying Design Guide that also support the application.
- 4.1.2 The Design Guide sets out the minimum applicable standards to be applied to the Nexus 25 development. Its purpose is to ensure that a high and consistent standard of design is maintained throughout the scheme to provide a sustainable and stimulating working environment whilst at the same time enabling the diverse requirements of individual occupiers to be met.
- 4.1.3 This chapter provides a description of the development to be approved and should be read in conjunction with the parameter plan provided in **Appendix I**. The parameter plan sets the parameters within which development at the site will be delivered and has formed the basis of all technical assessments.
- 4.1.4 The LDO has been prepared to help streamline the planning process and enable development of Nexus 25. The Nexus 25 masterplan seeks to deliver a strategic employment site to support the future growth needs of Taunton.
- 4.1.5 The design objectives underpinning the masterplan are driven by four key objectives including:
- Creating a pleasant and experientially rich working environment – first and foremost the site will aim to deliver a high quality working environment for businesses and employees.
 - Creating a ‘green’ and sustainable development – the site will be a landscape led development to provide generous and connected green campus that enriches both the working environment and preserves existing landscape features and enhances biodiversity. Sustainable approaches to external drainage, building design and transport are also key components.
 - Creating a connected development – the site will aim to maximise connectivity with Taunton urban area and the surrounding region. An improved junction linking the scheme to the M5, as well as new bus connections, and pedestrian and cycle links will ensure that the scheme is accessible by all modes of transport.
 - Creating a flexible and deliverable development – the site will offer flexibility to ensure that development can be delivered in a commercial, viable and adaptive manner.

4.2 Development Parameters

- 4.2.1 The development to be approved is shown in the parameter plan and is summarised in terms of permitted land uses in **Table 4-1**.

Use Class	Definition	Limitations
A1	Shops- shops, retail warehouses, showrooms.	Ancillary use with limited floorspace
A3	Restaurants and cafes	Ancillary use with limited floorspace
A4	Drinking establishments	Ancillary use with limited floorspace
B1	B1 (a) An office other than a use within class A2 B1 (b) Research and development of products or processes B1 (c) For any industrial process	
B2	General industrial	
B8	Use for storage or as a distribution centre- Storage Logistics Centre	
C1	Hotels and hostels	
C2	Residential institutions - provision of residential accommodation and care to people in need of care, hospital or nursing home, residential school or training school.	
D1	Non-residential institutions- medical or health service, crèche, education, public hall.	
D2	Assembly and leisure	Gymnasium only
Sui Generis	Any use other than listed above	Motor car showrooms only

Table 4-1 Development permitted by the LDO

- 4.2.2 An indicative masterplan has been prepared to illustrate how these parameters may be delivered at the site. The masterplan is however only indicative and provides one illustration of how the parameters can be delivered. The TPF has therefore been based on the parameter plans, rather than the indicative masterplan. The indicative masterplan is however provided for information in **Appendix J**.

4.3 'Core Development' Scenario

- 4.3.1 Given the flexible nature of an LDO it is unclear at the current time what the final development mix and whom the end occupiers on the site will be. However, in order to forecast what the potential traffic impact of the development could be, it has been necessary to take the maximum floorspace figures per plot (shown on the parameter plan) and make assumptions about how these could be divided between the permissible land uses. This is referred to as the 'core development' scenario as it represents a quantum of development that is considered most likely to come forward at the current time.
- 4.3.2 A strategy has been developed and will be implemented to monitor how the development is built out over time so that the actual traffic impacts generated can be monitored. This will be especially important to understand if the development build out does not fully reflect the assumptions that have been made for the 'core development' scenario.
- 4.3.3 **Table 4-2** provides a summary of the 'core development' scenario that has been assessed within the TAR. Supporting ancillary uses such as local convenience facilities that could also come forward have been excluded as they are likely to generate internal trips only that would remain within the site.

Land Use	Plot 1	Plot 2	Plot 3	Plot 4	Plot 5	Plot 6	Total
B1 a/b	16,057 m ² GFA	2,963 m ² GFA	3,111 m ² GFA		7,407 m ² GFA	7,827 m ² GFA	37,365 m ² GFA
B1c / B2		2,963 m ² GFA	3,020 m ² GFA	1,997 m ² GFA			7,980 m ² GFA
B8 warehousing storage		2,963 m ² GFA		1,997 m ² GFA			4,960 m ² GFA
B8 commercial warehousing		2,963 m ² GFA		1,997 m ² GFA			4,960 m ² GFA
C1 hotel			3,020 m ² GFA			7,827 m ² GFA	10,847 m ² GFA
C2 hospital					7,189 m ² GFA		7,189 m ² GFA
D1 education					7,189 m ² GFA		7,189 m ² GFA
Sui generis – car showroom		2,963 m ² GFA		1,997 m ² GFA			4,960 m ² GFA
Total	16,057 m ² GFA	14,817 m ² GFA	9,150 m ² GFA	7,989 m ² GFA	21,785 m ² GFA	15,653 m ² GFA	85,451 m ² GFA

Table 4-2 'Core development' scenario

4.4 Baseline Travel Patterns

4.4.1 Nexus 25 is a new employment development and therefore it is not possible to ascertain baseline employee travel patterns using data captured from a survey of existing employees working at this location. Therefore, it has been necessary to generate baseline weekday peak hour modal share profiles for each potential land use using 2011 Census data and information output from the TRICS database.

4.4.2 The information set out within the remainder of this chapter is consistent with the analysis provided in the supporting TA and was agreed with SCC and Highways England during pre-application scoping discussions.

4.5 Land Use Modal Shares

4.5.1 **Table 4-3** provides information confirming how each modal share profile has been derived.

Land Use	Modal Share Source
B1 (a) offices	2011 Census using Method of Travel to Work Dataset (for workplace population) – Taunton Deane 006 MSOA selected. Home working removed.
B1 (b) workspaces	
B1 (c) light industry	
B2 general industry	Staff trips: as above but with homeworking removed. Operational trips: assumes all 'vehicle driver' trips.
B8 warehouse (storage)	
B8 warehouse (commercial)	
C1 hotel	TRICS database version 7.3.4; average of AM and PM peak hours
D1 medical	TRICS database version 7.3.4; average of AM and PM peak hours
D1 higher education	TRICS database version 7.3.4; average of AM and PM peak hours
Sui generis (car showroom)	Assumes 100% 'vehicle driver' trips

Table 4-3 Summary of baseline modal share data sources

- 4.5.2 **Table 4-4** provides baseline modal share profiles for each land use as directly calculated using information from TRICS or 2011 Census data.

Mode of Transport	B1a & b (Staff Trips)	B1c, B2 & B8 (Staff Trips)	B1c, B2 & B8 (Operating Trips)	C1 Hotel	D1 Medical	D1 Higher Education	Car Showroom
Walk	8.5%	8.5%	0.0%	10.5%	11.4%	9.3%	0%
Cycle	5.2%	5.2%	0.0%	2.2%	1.1%	2.4%	0%
Train ¹	0.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0%
Bus	2.4%	2.4%	0.0%	0.0%	3.2%	15.8%	0%
Vehicle Passenger	5.8%	5.8%	0.0%	23.5%	16.3%	15.5%	0%
Vehicle Driver	77.7%	77.7%	100.0%	63.8%	68.0%	57.0%	100%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 4-4 Weekday peak hour baseline modal share profiles

- 4.5.3 The modal share profiles derived from the TRICS database and 2011 Census are not considered to be fully representative of the location of Nexus 25 in the sense that the site is located on the edge of town and next to the M5 motorway that currently serves as a partial barrier to movement by walking and cycling. In particular, the walking modal share figures for most of the land uses are considered to be unrealistically high for the reasons stated.
- 4.5.4 It is therefore considered appropriate to undertake manual adjustments to the modal share figures by capping the walk share at an arbitrary 1.5% to reflect the low potential for walking trips under baseline conditions, with the difference redistributed proportionally across the bus, cycle, vehicle passenger and vehicle driver modes (so they all increase).
- 4.5.5 **Table 4-5** provides a summary of the modal share profiles for each land use after these adjustments have been made.

¹ Census modal share data is based on the mode of transport that is used for the greatest part of a journey to work, so in this instance, some employees are assumed to arrive / depart Taunton train station and use another mode to get to/from Nexus 25

Mode of Transport	B1a & b (Staff Trips)	B1c, B2 & B8 (Staff Trips)	B1c, B2 & B8 (Operating Trips)	C1 Hotel	D1 Medical	D1 Higher Education	Car Showroom
Walk	1.5%	1.5%	0.0%	1.5%	1.5%	1.5%	0.0%
Cycle	5.0%	5.6%	0.0%	2.4%	1.2%	2.6%	0.0%
Train	0.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%
Bus	2.7%	2.7%	0.0%	0.0%	3.7%	17.2%	0.0%
Vehicle Passenger	6.2%	6.2%	0.0%	26.0%	18.1%	16.8%	0.0%
Vehicle Driver	83.6%	83.6%	100.0%	70.2%	75.6%	61.9%	100.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 4-5 Weekday peak hour baseline modal share profiles (post manual adjustments)

- 4.5.6 Baseline employee travel surveys will be undertaken once the development becomes operational and these initial modal share profiles will be refined accordingly. Further details regarding these surveys is provided throughout the remainder of this document.

4.6 Baseline Trip Generation

- 4.6.1 The TAR supporting the LDO application demonstrates that Nexus 25 could generate the level of external trips set out in **Table 4-6** under the 'core development' scenario, without any transport interventions implemented.

Mode of Transport	AM In	AM Out	AM Total	PM In	PM Out	PM Total	Daily In	Daily Out	Daily Total
Walk	19	4	23	3	14	18	89	90	179
Cycle	63	12	75	10	48	59	262	264	525
Train	4	0	4	0	3	3	15	16	31
Bus	64	11	74	12	40	52	298	300	598
Vehicle Passenger	115	30	147	27	80	107	605	612	1,216
Vehicle Driver	1,122	265	1,388	224	844	1,067	5,343	5,410	10,753
All	1,388	325	1,712	279	1,030	1,309	6,612	6,691	13,302

Table 4-6 'Core development' baseline scenario trip generation

5 Management Strategy and Marketing

5.1 Introduction

- 5.1.1 A travel plan must be seen as a 'living document' that should be updated and amended to ensure the most up to date information is included. It therefore needs to be implemented and managed as far as possible so that it becomes self-sustaining.
- 5.1.2 This section details how the TPF and the STPs for each plot will be managed and marketed to ensure that those involved are given the benefits of sustainable transport.

5.2 Developer Responsibilities

Site Wide Travel Plan Co-ordinator (TPC)

- 5.2.1 The *Good Practice Guidelines* states that for large-scale developments the TPC has a critical role in ensuring that the TPF is implemented, managed, monitored and reviewed over time. Therefore, in order to ensure the success of the efforts towards encouraging sustainable transport use, a TPC will be appointed by the developer prior to commencement of the development and remain in place for the lifetime of the permission. Contact details of the TPC will be provided to SCC within 4 weeks of appointment.
- 5.2.2 The TPC will provide a contact point should any end users of the site have any questions or queries. The TPC will preferably be a transport consultant, but if not, will either be supported and adequately trained by transport consultants or through attending specialised training, such that they can undertake the role effectively.
- 5.2.3 With regard to the STPs for each plot, the TPC will be responsible for liaising and co-ordinating with those who have been appointed by their respective employers as Travel Plan Representatives (TPRs) – discussed below. This will include providing guidance where requested on the content of the STPs being prepared by the occupiers of the new plots at Nexus 25, the parameters for which are set out within this TPF. The TPC and appointed TPRs will subsequently work together to provide mutual assistance, updating each other on a regular basis to ensure that an integrated approach to travel planning is delivered across the site.
- 5.2.4 The appointed TPC will promote long-term measures across the site to encourage a shift away from single occupancy car use towards alternative forms of travel such as walking, cycling, public transport and car sharing. This will be achieved through the provision of targeted advice, effective management and close liaison with SCC.
- 5.2.5 In broad terms, the TPC job description will include but will not be limited to the following:
- Explaining the role, purpose and benefits of the TPF to new occupiers.
 - Supporting the TPRs for each plot where appropriate in developing STPs.
 - Liaising with and co-ordinating travel planning efforts with the TPRs for each plot.
 - Preparing a report template for each plot to use for their Annual Plot Monitoring Report, to ensure consistency in reporting and analysis of results.
 - Overseeing each plot's Annual Plot Monitoring Report.

- Co-ordinating the on-going surveys and monitoring process, and preparing the Annual Site Wide Monitoring Report for submission to SCC.
- Fulfilling all iOnTRAVEL monitoring requirements.
- Liaising with SCC and other service providers to establish tailored services for the site and publicise relevant awareness events.
- Undertaking annual reviews of the TPF to assess progress against the targets, with the support of a transport consultant where necessary.
- Identify if and where site-wide and plot targets are / are not being met and actively investigate alternative measures / new targets if necessary, in liaison with SCC.

5.3 Occupiers Responsibilities

Travel Plan Representatives (TPRs)

- 5.3.1 All future occupiers will be required to support the principles of the TPF. They will be expected to contribute positively to the sustainability of the site and in achieving the targets set for the development.
- 5.3.2 The level of STP that will be required for each plot will be determined in accordance with the thresholds given in the SCC Travel Plan Guidance document. The thresholds that are likely to be most applicable for Nexus 25 are set out in **Table 5-1**.

Land Use Type	No Travel Plan Required	Measures-Only Travel Plan	Travel Plan Statement	Full Travel Plan
A1 Non Food	Up to 99 sqm GFA	100 – 499 sqm GFA	500 – 1,499 sqm GFA	1,500 sqm GFA and over
B1	Up to 499 sqm GFA	500 – 999 sqm GFA	1,000 – 1,499 sqm GFA	1,500 sqm GFA and over
B2	Up to 999 sqm GFA	1,000 – 1,499 sqm GFA	1,500 – 2,499 sqm GFA	2,500 sqm GFA
B8	Up to 999 sqm GFA	1,000 – 1,999 sqm GFA	2,000 – 4,999 sqm GFA	5,000 sqm GFA
C1 hotels	Up to 29 bedrooms	30 – 74 bedrooms	75 – 99 bedrooms	100 bedrooms and over
C2 hospitals	Up to 29 beds	30 – 39 beds	40 – 49 beds	50 beds and over
D1 / D2	Up to 499 sqm GFA	500 – 999 sqm GFA	1,000 – 1,499 sqm GFA	1,500 sqm GFA and over

Table 5-1 SCC Travel Plan thresholds

- 5.3.3 Regardless of the level of travel plan required for each unit, all forms of STP prepared will need to be consistent with the content of this TPF.
- 5.3.4 A clause within the lease agreements for each plot, setting out obligations for producing an STP which complies with the TPF, will be set out to ensure that the occupiers' responsibilities are clear from the outset.
- 5.3.5 The STPs will need to include the nomination of a TPR along with their contact details. The role of the TPRs will be funded by the occupier of the individual plot on a part-time basis.
- 5.3.6 Whilst the TPC would be expected to offer assistance, it would remain the responsibility of the individual occupier to complete, implement and maintain their individual STP for each plot.
- 5.3.7 A TPR will be appointed to implement the STP for each unit. The job description will be expected to include but will not be limited to the following:
- Prepare the STP for each plot, which will be submitted to SCC for comment and approval;
 - Undertake Baseline Travel Surveys using the questionnaire used in the Site Wide Baseline Surveys (unless otherwise agreed by SCC), with assistance from the TPC;
 - Update the STP as necessary following the Baseline Surveys;
 - Actively promote the sustainable travel measures identified within this TPF and the STP for each plot;
 - Represent the 'human face' of the STPs for their specific plot, explaining their purpose and the opportunities on offer;
 - Act as a focal point on transport related issues;
 - Ensure that the approved STP for their specific plot and its component parts are being implemented effectively;
 - Monitoring the STPs at their specific plot in accordance with the monitoring strategy set out in the TPF
 - Analyse annual monitoring surveys and collate results into the Annual Plot Monitoring Report template to be provided by the TPC;
 - Identify if and where targets are/are not being met and actively investigate alternative measures/new targets if necessary, with assistance from the TPC and with liaison with SCC; and
 - Review, organise and submit regular feedback to the TPC, SCC and the HE, as necessary.

5.4 Travel Plan Steering Group

- 5.4.1 A steering group will be established for the Nexus 25 site and will be chaired by the TPC. The steering group will involve all of the individual TPRs and representatives from SCC and HE will also be invited to attend at their discretion.
- 5.4.2 The steering group will meet twice-yearly to discuss any transport issues, review progress on the travel plans and identify opportunities for ongoing improvement.

6 Transport Strategy – Infrastructure ‘Hard’ Measures

6.1 Introduction

- 6.1.1 As detailed in Section 2, the key aim of this FTP is to reduce single occupancy car trips associated with the development by promoting more sustainable alternatives to the car.
- 6.1.2 This section sets out the package of infrastructure measures (or ‘hard’ measures) proposed to accompany the development at Nexus 25 which have been designed to meet this aim. Section 6 will present the ‘soft’ measures to accompany these, including the commitment to on-site Personalised Travel Planning (PTP).
- 6.1.3 The measures set out in the following sections should be read in conjunction with the Action Plan at [Appendix K](#) which identifies individual measures, together with a timescale for their implementation and responsibility.
- 6.1.4 The developer will have overall responsibility for implementing the physical infrastructure for each unit on site as and when they are built.

6.2 Site Access Measures

Primary Access

- 6.2.1 As previously set out, the Nexus 25 site will achieve vehicular access from an improved M5 Junction 25. Junction 25 is proposed to be improved by SCC to increase its capacity, help to reduce existing traffic congestion at peak times and provide access to Nexus 25 as part of a potential strategic highway improvement. The scheme has been designed to accommodate traffic generated by proposed housing and employment growth (including Nexus 25) in Taunton through to 2033.
- 6.2.2 The ability of the SCC scheme to provide access to the site which can deliver strategic employment growth for Taunton was key to SCC securing funding for the scheme.
- 6.2.3 SCC submitted a planning application (ref: 4/38/17/0205) for the Junction 25 improvement scheme in April 2017, and expect for construction to commence in 2018 if approval is granted.
- 6.2.4 Whilst the SCC improvement scheme will result in substantial changes to the road network, it will also provide improved provisions for buses via a dedicated lane into the park and ride, and enhanced facilities for pedestrians and cyclists which will make it easier and safer to cross the motorway junction and move between the site and Taunton’s urban area, minimising severance.

Relationship with Highways England A358 Taunton to Southfields Improvements

- 6.2.5 Highways England is currently progressing a trunk road improvement scheme which includes the upgrading to dual carriageway of the A358 between its junction with the A303 to the east, and the M5 at Taunton.
- 6.2.6 The recent Highways England consultation exercise included a single option which included a new section of off-line road between the existing A358 at West Hatch, and a new junction with the M5 close to Killams Avenue on the south side of Taunton. The consultation option did not

include a spur providing a direct connection from this new road to Nexus 25 and M5 Junction 25.

- 6.2.7 Highways England have not precluded the provision of a connection by others, if for example a developer proposed and funded such a connection. Amongst other matters, The Council responded in the strongest terms urging Highways England to provide such a direct link in further iterations of the scheme. It must however be noted that whilst the consultation route passes not far to the south of the Nexus 25 site, and that the provision of a direct link is considered to be advantageous, the delivery of Nexus 25 is in no way dependent on this trunk road scheme, furthermore, Nexus 25 does not prejudice an A358 scheme from coming forward.
- 6.2.8 If the HE are inclined to link the A358 improvements with the SCC Junction 25 scheme, there will be an opportunity to do this via the proposed roundabout that will be constructed adjacent to Junction 25 to serve as an access to the site. This roundabout has been designed in such a way that it will allow an eastern arm to be constructed to form a connection with the HE scheme if this is required.

Pedestrian / Cycle / Emergency Access

- 6.2.9 Whilst the improved Junction 25 will represent the primary access for Nexus 25, further pedestrian and cyclist access will be available from Haydon Lane on the southern boundary of the site. A shared foot / cycleway will be available from the southern access and will continue throughout the internal layout of the site. It will also extend up to the primary access where it will tie into the shared foot / cycleway that forms part of the SCC Junction 25 scheme.
- 6.2.10 Emergency access will also be provided via the Haydon Lane access at the southern boundary of the site. The link will need to be provided to an appropriate design specification such that it can potentially accommodate emergency vehicles including a fire tender. The access will require bollards (or similar) at either end to ensure that private vehicles cannot access the site via the link.

Potential M5 Pedestrian and Cycle Bridge

- 6.2.11 It is anticipated that a reasonable proportion of employees at the proposed development will live within Taunton on the west side of the M5, and hence good connections between the site and the west of the M5 are vital to ensure sustainable travel options are not only viable but attractive.
- 6.2.12 Consideration is being given to construction of a pedestrian and cycle bridge over the M5 connecting to Blackbrook Business Park on the western boundary of the site.
- 6.2.13 Taunton has a well-established network of pedestrian / cycle facilities which run from the town centre to the western side of the M5, which the bridge would facilitate a safe, attractive and traffic-free connection to. The connection would be made through Blackbrook Business Park, providing a route for cross-visitation between the sites and the ability for employees at either site to use the facilities at the other.
- 6.2.1 Whilst the construction of this infrastructure would benefit the development and the wider area, it is not strictly required in order to make the LDO acceptable on the basis that this report has already demonstrated that the site will be accessible on foot for some short journeys and by bike from the main residential areas of Taunton in the baseline situation.
- 6.2.2 Whilst the pedestrian and cycle bridge is not fundamental to the scheme, the additional benefits and opportunities it could provide means that it remains an aspiration to the LDO, and is the focus of further technical investigations. Further potential funding options are also being considered.

- 6.2.3 It therefore does not form part of the LDO and would be brought forward as a separate planning application if necessary.
- 6.2.4 On the basis that there is considered to be some potential for the pedestrian and cycle bridge to come forward, this infrastructure is considered further within the remaining chapters.

Potential Public Transport Access

- 6.2.5 There are two Park and Ride sites in Taunton; one at Silk Mills on the west side of Taunton and another, Taunton Gateway, which is on the east side of Taunton, directly to the north of the proposed development. These sites operate Monday to Saturday and provide services every 12 minutes at peak times and every 15 minutes off-peak.
- 6.2.6 Given the high frequency of existing park and ride services and convenient access from the site (approximately 700m from the centre of the development), there is considered to be excellent accessibility between the site and Taunton Town Centre. It is however accepted that there is currently relatively limited accessibility between the site and existing residential areas and planned growth areas located on the edge of town by local bus services.
- 6.2.7 There is potential to deliver bus service improvements through the development proposals to improve accessibility between the site and edge of town locations. It is envisaged that these improvements could be funded by the developer and secured through the Section 106 Agreement.
- 6.2.8 The exact details of the proposed improvements have not been determined at the current time as discussions with SCC, whom are working on a wider bus strategy for Taunton, are still ongoing. However, it is considered that it could be necessary to introduce a bespoke Nexus 25 shuttle service that would operate between the centre of the development, potentially the Gateway Park and Ride, and also various residential areas located beyond the town centre.
- 6.2.9 This option requires further investigation and discussion with SCC, however this would need to be designed to have maximum impact in terms of improving the site's accessibility. The investigations that will be undertaken will need to cover matters such as the desired level of service, route coverage, timing of delivery in terms of when there is likely to be sufficient critical mass from end users, and what the demand for the service is likely to be as this will impact on the number of shuttles required. It is recognised that some of this information will only become available as plots are occupied and end users are known.

6.3 On-Site Layout Measures

Footpaths and Cycleways

- 6.3.1 A network of footpaths and cycleways will be provided throughout the site, both along and between roads, to ensure permeability for both pedestrians and cyclists and direct routes to all destinations across the site. The design of the facilities will be developed to ensure they are high quality and thus promote travel by these modes of transport.
- 6.3.2 It will be possible to provide a high quality, segregated footway cycleway through the centre of the development area in the event that the M5 bridge is delivered as land has been safeguarded to allow for this.
- 6.3.3 All on-site roads will be provided with a footway on one side and a shared foot / cycleway on the opposite side to remove cyclists from the carriageway.

- 6.3.4 Crossings throughout the site will generally be uncontrolled with dropped kerbs and tactile paving. At locations where pedestrian / cyclist activity is anticipated to be high, for example in and around the central hub, crossings may be provided on a raised table to infer a priority for sustainable modes of transport.

Public Transport

- 6.3.5 The layout of the site will allow buses / shuttles to circulate through the site, using the primary roads to ensure the best distribution of pick-up/drop-off points and easy access for all users to the public transport network. Services would route to a central transport hub, which is likely to have ancillary uses such as shops and cafes adjacent to various sustainable transport facilities.
- 6.3.6 In the event that bus / park and ride services loop through the site, it will be necessary to provide bus stop and passenger waiting infrastructure. Any bus stops situated within the development site would be equipped with the following:
- A high quality, 3 sided shelter
 - Seating and lighting
 - Comprehensive timetable information, with the potential for including network maps and fare details
 - A flag indicating services calling at the stop
 - Real Time Passenger Information screens indicating departure times of the next bus
 - A raised kerb to allow the less mobile or those with pushchairs to access the bus easily
 - 'Bus stop' lay-by / bus cage road markings
- 6.3.7 Provision of these facilities and their prompt maintenance and repair will ensure that the point of access to bus services is kept to a high standard and will act as an attractor to public transport services within the development. On-site bus stop infrastructure will be installed in line with the delivery of the associated highway infrastructure.

Parking / Building Facilities

- 6.3.8 Parking for all modes of transport across the site will be provided in line with Taunton Deane Borough Council's (TDBC) standards which are provided in Appendix E of the Site Allocations and Development Management Plan, adopted in December 2016. Specifically, the 'Taunton urban area outside the town centre, including urban extensions' standards will be applied. However, as parking policy and standards can vary over time, the amount of parking for each subsequent plot will be determined at the detailed design stage, taking into account the TDBC published standards at that time.
- 6.3.9 This approach towards on-site parking provision was discussed with both TDBC and SCC as part of pre-application scoping discussions. It should also be noted that the application of TDBC standards rather than SCC's Parking Strategy standards will result in slightly reduced levels of car parking across the site and will serve to encourage travel by other more sustainable modes. It is also evident that there are negligible differences between the SCC and TDBC cycle parking standards that would be applicable to this site.
- 6.3.10 SCC's Parking Strategy provides guidance relating to the design and management of parking spaces in new developments. Minimum dimensions for various parking layouts are provided alongside guidance relating to the provision of disabled bays, bays designated for car share

users and bays with electric charging points for electric vehicles. These will need to be provided across the site and will also be detailed as each subsequent application is submitted.

- 6.3.11 Cycle, motorcycle, visitor and disabled parking will need to be provided at all individual units and also at key communal destinations such as the Nexus hub. High quality cycle storage facilities will be provided at all locations and will most likely comprise of Sheffield cycle stands with a canopy, and be located in highly accessible and prominent locations where there will be good natural surveillance as well as CCTV.
- 6.3.12 The TPRs for each plot will monitor the usage of the cycle parking with a view to expanding the provision as cycle usage increases.
- 6.3.13 All new buildings coming forward will provide showers, changing and locker facilities as a way of encouraging and facilitating travel by sustainable modes of transport.

Car Sharing Measures

- 6.3.14 In order to make the best use of car parking spaces and to encourage sustainable travel practices, it is proposed that a minimum of 7% of the car parking spaces for each plot are dedicated for car sharing upon first occupation.
- 6.3.15 The uptake of car sharing and the use of dedicated car share spaces provided will be reviewed continuously through the TPF as part of the monitoring and evaluation process.
- 6.3.16 In the event that the demand for car share spaces is found to exceed the number of spaces available, there will be scope for additional conventional parking spaces to be converted to dedicated car share spaces.
- 6.3.17 STPs prepared will need to specify how the use of dedicated car share spaces will be monitored and enforced by TPRs.

7 Transport Strategy – ‘Soft’ Measures

7.1 Introduction

- 7.1.1 The Good Practice Guidelines refers to ‘soft’ measures as the *“provision of services and information to encourage the use of sustainable transport. These include new public transport services, changes to working practices, provision of information and/or a travel plan co-ordinator to promote a travel plan for a particular use”*.
- 7.1.2 This section sets out the package of ‘soft’ measures to be implemented as part of the FTP to encourage end users of the site to travel by sustainable modes of transport. As with the ‘hard’ measures, the ‘soft’ measures set out should be read in conjunction with the Action Plan at [Appendix K](#).
- 7.1.3 This FTP provides overarching measures that will benefit the entire site. Where specific details are unknown at this stage, confirmation will be included in the relevant STPs following detailed design. The individual occupiers will develop and implement their own STPs which in turn will include specific measures relevant to the use. However, suggested measures for all land uses have been included in this FTP.

7.2 Proposed Measures

Travel Packs

- 7.2.1 A key driver in behaviour change and travel planning is to provide high quality information in a clear and concise way.
- 7.2.2 In order to supply information about the sustainable travel options to the development in an accessible and convenient way, detailed travel packs will be produced and supplied to each employee (and potentially student). This travel pack is likely to contain the following:
- Details of the TPF and its aim, objectives, targets and benefits
 - Site specific walking and cycling maps showing safe routes to local facilities
 - Details of WalkBUDI and BikeBUDI matching services
 - Details of the on-site Bicycle User Group (BUG)
 - Details of the bespoke travel information website for the development
 - Site specific public transport information with maps showing routes and bus stop locations, including Park and Ride services
 - Information on the car sharing arrangements for the development, including Car Share Somerset leaflets
 - Details on eco-driving
 - Details explaining the Sustainable Travel Voucher scheme that is to be provided
 - Information on home-working and its associated benefits
 - Contact details for the TPC and relevant TPRs

- 7.2.3 The development of the travel pack is a crucial stage in the project process. It is essential that the travel packs contain the necessary balance of travel information and motivational messages to inform recipients and encourage them to switch without appearing to be patronising. This stage of the process should include the development and designing of logos and motivational slogans.

- 7.2.4 Sustainable travel information will be provided to all visitors when booking meetings and appointments.

Noticeboards

- 7.2.5 In addition to the travel packs, noticeboards will be provided within plots and will contain the walking and cycling maps for the area as well as the public transport information which will be updated by the TPRs as necessary.

Bespoke Travel Information Website

- 7.2.6 A Nexus 25 website will be produced providing a focal point for all end users including visitors obtaining up-to-date information on travel, sustainable event days, and any other relevant things. The website will also provide information on local amenities available from the Nexus hub. This website will be updated regularly to ensure fully up-to-date information is provided. It will be easily accessible and user friendly, broken down into mode sections (pages for walking, cycling, public transport, car sharing, advice for home working/alternative working practices, travel news etc.).
- 7.2.7 This website will also provide information on the on-going phasing of the development build-out. The TPC will be responsible for maintaining this website in terms of its content (however a third party website designer/developer may be required to build and launch the website, and provide on-going technical support – the developer will determine whether this will be outsourced or can be provided “in-house”).

Newsletter

- 7.2.8 A twice-yearly newsletter will be prepared by the TPC and disseminated to all end users via the TPRs. This newsletter act as a summary of all travel plan initiatives occurring across the site, including recent / upcoming changes to infrastructure, a calendar of all travel plan events and initiatives (large and small scale), details of User Groups, and how to get in touch for further information on all contents.

Personalised Travel Planning

- 7.2.9 Personalised Travel Planning (PTP) is a targeted marketing technique involving the provision of travel advice to individuals, which:

“encourages people to make more sustainable travel choices. It seeks to overcome the habitual use of the car, enabling more journeys to be made on foot, bike, bus, train or in shared cars. This is achieved through the provision of information, incentives and motivation directly to individuals to help them voluntarily make more informed travel choices.”
(Department for Transport, 2008).

- 7.2.10 PTP will be available for all employees working at Nexus 25 and those individuals partaking will be assisted very soon after commencing their role by an expert travel advisor.

Sustainable Travel Vouchers

- 7.2.11 Travel vouchers to the value of £50 will be offered to all Nexus 25 employees (maximum of 1 per person). The vouchers will be included in the Travel Packs along with instructions on how they can be redeemed. The employee will purchase an item that is eligible for the scheme themselves in the first instance; this could be used for the purchase of a bus pass, a new bike or even walking / cycling equipment.
- 7.2.12 The employee will then claim the cost of the purchase from the TPC up to the value of £50. The employee will need to provide proof of identification and employment details to the TPC to ensure they are legitimately claiming the cost back.

Bicycle User Group

- 7.2.13 Developing a BUG, through which likeminded individuals can meet up socially and discuss cycling issues that they feel should be addressed in the workplace, can help to raise awareness of the need for better facilities for cyclists at work. The Nexus TPC, with the assistance of TPRs, will be responsible for the formation and promotion of a BUG at the site.

Sustainable Travel Related Events

- 7.2.14 The TPC with assistance from TPRs will organise and promote participation in a minimum of 4 sustainable travel related events each year. These could potentially include but will not be limited to a selection of the following:
- Work Wise Week
 - National Work from Home Day
 - Bike Week
 - Green Transport Week
 - National Ride to Work Day
 - National Liftshare Week

Mobile Cycle Mechanic Sessions

- 7.2.15 The TPC will liaise with local mobile bicycle mechanics that would be willing to come to the site and offer cycle maintenance to employees. This service will provide experienced cycle mechanics that will check over bicycles, make simple repairs and adjustments and carry out routine services.
- 7.2.16 These sessions will run at least once per year. A marketing campaign will be needed, utilising all available channels (including posters, flyers, inclusion in the newsletter, items for discussion at Steering Group and User Group meetings, on notice boards and within the Travel Packs) in the run up to each “session”.

Taunton Gateway Park and Ride Taster Ticket

- 7.2.17 The TPC will liaise with the operators to negotiate a bundle of free ‘taster’ day travel tickets that can be made available to employees within Travel Packs. It will be in the mutual interest of the bus operators and the developer to ensure free taster tickets are secured

Guaranteed Ride Home

- 7.2.18 All occupiers will offer a guaranteed ride home for car sharers in the event of an emergency. This means that if a staff member is stranded (for example if their car share partner goes home sick) then they will be able to get home at no cost.

Smarter Working Practices

- 7.2.19 Smarter working practices can significantly reduce the need to travel and can reduce the number of peak hour trips by forms of smarter working that include teleworking, homeworking, video conferencing and 9 day fortnights. However, it is acknowledged that opportunities for this are specific to users and will not suit all occupiers.
- 7.2.20 Once the individual units are occupied the TPC will provide information on the types of smarter working practices available to TPRs. Once this information has been circulated, the TPC along with the TPRs will organise meetings to understand whether any of the individual units would like to adopt smarter working practices.
- 7.2.21 For some offices and warehouses it may not be possible to encourage smarter working practices as it may not be conducive to the job role or company, however, all offices and warehouses will be encouraged to adopt smarter working practices where possible.

Annual Travel Newsletters

- 7.2.22 An annual travel newsletter will be disseminated to employees at each unit to update them on the successes or failures of each subsidiary Travel Plan. The newsletter will also provide them with the results of the annual travel questionnaire and the multi modal counts.

Sustainable Travel Events

- 7.2.23 A sustainable travel event day will be carried out once each of the plots are occupied. This will give staff the opportunity to learn about their own Travel Plan, the wider Travel Plan Framework, the initiatives and offers that are available to them and also give staff the opportunity to meet one another. Information of the event day will be emailed to staff and posted on the Nexus 25 website as well as promotional posters placed on the notice boards.

Salary Sacrifice Cycle Scheme

- 7.2.24 Employers will participate in 'Cyclescheme' which is a leading provider of the Government cycle to work scheme. The benefit enables employees to get a bike tax-free, saving at least 25% on its high street value while spreading the cost.

Marketing and Publicity

- 7.2.25 A dedicated budget will be made available to the TPC to carry out marketing and promotion of the Travel Plan as a whole and individual elements forming targeted marketing drives. This budget will cover printing and advertising costs. The compilation of the materials will be part of the TPC role and covered by their salary.
- 7.2.26 A comprehensive marketing campaign will underpin all the other measures. Implementing all other hard and soft measures across the site will be of little benefit if no one knows about them or does not understand them. Therefore, the TPC with the help of TPRs, will ensure that all employees remain fully informed at all stages of the construction of the site, provided with details and advice, timescales and encouragement.

- 7.2.27 The TPC will ensure all information available to users of the site will be current, relevant and updated as circumstances change. Out of date information will be removed.
- 7.2.28 A professional, eye-catching style will be adopted to all paper and electronic communications. The marketing and publicity campaign will be on-going, although some resources can be re-used. The upkeep of all communication channels will be a key responsibility of the TPC.
- 7.2.29 Communication channels will include:
- Travel website for the site
 - Travel packs
 - Newsletters
 - The Steering Group
 - Travel events
 - Noticeboards
 - Posters / flyers
 - Emails
 - Local press
 - Word of mouth
 - Any other methods that are appropriate

8 Targets

8.1 Introduction

- 8.1.1 Setting targets is essential in assessing whether or not the Travel Plan has been successful and where, if necessary, improvements / amendments could be made and a requirement of SCC.
- 8.1.2 The targets proposed for the TPF are consistent with the traffic impact assessment chapter of the TAR. That chapter provides a framework for how the Nexus 25 site is anticipated to be delivered over the lifetime of the LDO and how this potentially changes with the implementation of a series of on-site transport interventions and the delivery of planned off-site highway improvements.

8.2 Transport Interventions

- 8.2.1 Transport interventions are proposed to be funded (either in part or in full) by the developer in order to reduce the number of vehicle trips generated by encouraging and facilitating travel by alternative, sustainable modes of transport.
- 8.2.2 The package of measures set out in this TPF are encompassed within the Travel Plan intervention. Whilst these measures will be implemented at the development, it is anticipated that better opportunities for travel by sustainable modes of transport will also be available across the town in the future, brought about by:
- Other development coming forward in the town and delivery of their associated access and mitigation infrastructure / measures.
 - Schemes delivered by TDBC / SCC using funds that have been secured from public bodies (for example, through Taunton's Garden Town Project, Heart of the South West Local Enterprise Partnership etc).
- 8.2.3 Given the high frequency of existing park and ride services and convenient access from the site (approximately 700m from the centre of the development), there is considered to be excellent accessibility between the site and Taunton Town Centre. It is however accepted that there is currently relatively limited accessibility between the site and existing residential areas and planned growth areas located on the edge of town by local bus services.
- 8.2.4 It is proposed to deliver bus service improvements through the development proposals to improve accessibility between the site and edge of town locations. It is envisaged that these improvements would be funded by the developer through the Section 106 Agreement.
- 8.2.5 The exact details of the proposed improvements have not been determined at the current time as discussions with SCC, whom are working on a wider bus strategy for Taunton, are still ongoing. However, it is considered that it could be necessary to introduce a bespoke Nexus 25 shuttle service that would operate between the centre of the development, potentially the Gateway Park and Ride, and also various residential areas located beyond the town centre.
- 8.2.6 This option requires further investigation and discussion with SCC, however would need to be designed to have maximum impact in terms of improving the site's accessibility. The investigations that will be undertaken will need to cover matters such as the desired level of service, route coverage, timing of delivery in terms of when there is likely to be sufficient critical mass from end users, and what the demand for the service is likely to be as this will impact on the number of shuttles required. It is recognised that some of this information will only become available as plots are occupied and end users are known.

- 8.2.7 The final potential transport intervention is the construction of the M5 pedestrian and cycle bridge. Taunton has a well-established network of pedestrian / cycle facilities which run from the town centre to the western side of the M5, through Blackbrook Business Park, which the bridge would facilitate a safe, attractive and traffic-free connection to.
- 8.2.8 If the bridge does come forward in the future, it can be expected to be used by a high proportion of walking and cycling trips generated by the development given there is likely to be a significant draw across the motorway and because it would be a traffic free route in pleasant surrounds. There is also obvious potential for the bridge to provide wider benefits such as the following:
- Cross visitation between employees at Blackbrook Business Park (approximately 2,000 in total according to 2011 Census statistics) and the proposed site, probably mostly to gain access to ancillary uses such as the proposed local retail.
 - To provide a highly attractive and safe through-route for people living locally on either side of the motorway.

8.3 Modal Shift Resulting from Transport Interventions

- 8.3.1 Delivery of the transport interventions will serve to encourage and facilitate some journeys made by end users of the site being undertaken by sustainable modes of transport rather than by private car. This will result in the baseline modal share for car driver trips reducing and those relating to sustainable modes of transport increasing, ultimately reducing the overall number of car trips generated by the development.
- 8.3.2 Chapter 7 of the TAR forecasts how the delivery of each intervention could impact on the number of trips generated by users of the development by making adjustments to the baseline vehicle trip generation. The main principles of the trip adjustment methodology were presented to and agreed with SCC at the scoping stage.
- 8.3.3 **Table 8-1** is repeated from the TAR and sets out a summary of the total trip generation for the 'core development' scenario, both before and after the trip adjustments have been made, to account for modal shift due to transport interventions.

	AM Arrival	AM Depart	AM Total	PM Arrival	PM Depart	PM Total
Plot 1 – Total Baseline	341	61	402	51	272	322
Plot 1 – Adjustment for Travel Plan	-14	-2	-16	-2	-11	-13
Plot 1 – Adjustment for Public Transport	-13	-2	-16	-2	-11	-13
Plot 1 – Adjustment for M5 Bridge	-26	-5	-31	-4	-21	-25
Plot 1 – Adjustment for All Interventions	-53	-9	-63	-8	-42	-50
Plot 2 – Total Baseline	124	43	167	33	99	132
Plot 2 – Adjustment for Travel Plan	-3	-1	-4	-1	-3	-3
Plot 2 – Adjustment for Public Transport	-3	-1	-4	-1	-3	-3
Plot 2 – Adjustment for M5 Bridge	-7	-2	-9	-1	-6	-7
Plot 2 – Adjustment for All Interventions	-13	-4	-17	-3	-11	-13
Plot 3 – Total Baseline	96	38	134	25	77	102
Plot 3 – Adjustment for Travel Plan	-3	-1	-4	-1	-3	-3
Plot 3 – Adjustment for Public Transport	-3	-1	-4	-1	-3	-3
Plot 3 – Adjustment for M5 Bridge	-7	-2	-8	-1	-5	-6
Plot 3 – Adjustment for All Interventions	-13	-3	-16	-2	-10	-13
Plot 4 – Total Baseline	41	21	63	16	33	49
Plot 4 – Adjustment for Travel Plan	-1	0	-1	0	0	-1
Plot 4 – Adjustment for Public Transport	0	0	-1	0	0	-1
Plot 4 – Adjustment for M5 Bridge	-1	-1	-2	0	-1	-1
Plot 4 – Adjustment for All Interventions	-2	-1	-4	-1	-2	-3
Plot 5 – Total Baseline	350	59	409	65	226	291
Plot 5 – Adjustment for Travel Plan	-8	-2	-10	-1	-6	-7
Plot 5 – Adjustment for Public Transport	-7	-1	-9	-1	-6	-7
Plot 5 – Adjustment for M5 Bridge	-17	-3	-20	-3	-12	-15
Plot 5 – Adjustment for All Interventions	-33	-6	-39	-5	-24	-29
Plot 6 – Total Baseline	170	43	214	34	137	171
Plot 6 – Adjustment for Travel Plan	-7	-1	-8	-1	-5	-6
Plot 6 – Adjustment for Public Transport	-6	-1	-8	-1	-5	-6
Plot 6 – Adjustment for M5 Bridge	-13	-2	-15	-2	-10	-12
Plot 6 – Adjustment for All Interventions	-26	-5	-30	-4	-21	-24
All Plots – Total Baseline	1,123	265	1,388	223	845	1,068
All Plots – Adjustment for Travel Plan	-36	-7	-43	-6	-28	-34
All Plots – Adjustment for Public Transport	-34	-7	-41	-5	-27	-32
All Plots – Adjustment for M5 Bridge	-71	-14	-85	-11	-55	-66
All Plots – Adjustment for All Interventions	-141	-28	-169	-22	-110	-132
All Plots – Post Adjust for All Interventions	982	237	1,219	201	735	936

Table 8-1 Total vehicle trip generation, before and after local trip adjustments for transport interventions

- 8.3.4 The results of the analysis undertaken forecasts that the overall external vehicle trip generation for Nexus 25 in the 'core development' scenario, could be reduced by 169 and 132 two-way trips in the weekday AM and PM peak hours respectively, with all transport interventions implemented.
- 8.3.5 These figures are equivalent to approximately 12% reductions in the overall number of two-way external vehicle trips generated by Nexus 25 during the weekday AM and PM peak hours.

8.4 Proposed Target

- 8.4.1 A 12% reduction in the overall number of two-way external vehicle trips generated by Nexus 25 during the weekday AM and PM peak hours, assuming all three transport interventions are in place, is proposed as the headline target for the TPF. Given the information provided in Table 8-1, it will be possible for this target to be potentially refined in the future in response to how the transport interventions come forward.
- 8.4.2 This level of reduction is considered to be appropriate on the basis that it is more challenging than the 10% car driver trip reduction that is widely stated (and accepted by highway authorities) as the headline target within many Travel Plan documents. It therefore demonstrates a firm commitment from the developer with regards to implementing a strong TPF in order to achieve modal shift away from the private car.
- 8.4.3 In addition, the TAR explains that the occupation of the development will be restricted in order to limit the amount of additional traffic impacting on the existing junction during weekday peak hours, until the SCC improvement scheme (or equivalent) has been completed to provide additional highway capacity.
- 8.4.4 The TAR proposes that a maximum trip threshold of 343 additional two-way vehicles generated by the development in the weekday AM peak hour can be accommodated by the Creech Castle junction, prior to the SCC improvement scheme (or equivalent) being completed.
- 8.4.5 Achieving the car driver trip reduction target set out above will achieve modal shift, which will in create 'capacity headroom' against the 343 trip threshold, and this additional capacity can be taken up by additional occupations on the site, prior to the SCC improvement scheme (or equivalent) being completed.

9 Travel Plan Monitoring Strategy

9.1 Introduction

- 9.1.1 A TP requires a frequent process of monitoring and review in order to ensure the aims of the plan are delivered in practice. Where the monitoring reveals that the targets have not yet been met, the TP can then be reviewed and refocused in order to get the plan back on track. Even when the monitoring identifies that the TP targets are being met, the plan may still need to be adapted over time in order to deliver ongoing changes in travel behaviour.

9.2 iOnTRAVEL

- 9.2.1 The FTP and any subsequent STPs will be registered on SCC's iOnTRAVEL website prior to commencement of the development in accordance with Policy TVS3 which states that, *'Once travel plans are agreed and prior to their full approval by the LHA, applicants must enter the details of their travel plan onto iOnTRAVEL to enable the ongoing management and supervision of travel plans by the LHA'*.
- 9.2.2 iOnTRAVEL is a travel plan monitoring system developed to manage the preparation, approval and implementation of travel plans. It comprises a customisable package enabling both the Local Authority and the site developer to access to individual travel plan records, plus optional modules covering elements such as survey tools. An overview function enables Local Authority officers to track the status and progress of every travel plan operating within their authority area at a glance, enabling easy management of targets and actions.
- 9.2.3 To enable ongoing auditing and supervision by SCC, it will be necessary for this FTP to include a monitoring fee. SCC has confirmed that the one-off fee payable in this instance will be **£7,000 plus VAT**.

9.3 Strategy Elements

- 9.3.1 All of the technical analysis set out in the TAR (which has informed the targets) has been based on a 'core development' scenario. Assumptions relating to the potential end uses, build out of the site, and travel patterns of end users, has been required in order to forecast the transport impacts of the development on the highway network and to restrict the development impact in trip generation terms at off-site constraint locations.
- 9.3.2 There will be a need to implement a comprehensive monitoring strategy at the development in order to allow SCC and the developer to accurately quantify the individual and cumulative impacts of the development as the site is built out over time in accordance with the parameters of the LDO.
- 9.3.3 A robust monitoring strategy has been devised to ensure that accurate information can be gathered at the appropriate times. The strategy includes three elements which are:
- Cameras will be installed at all external accesses for the site and will continuously capture full multi-modal movements. These cameras will therefore be installed at the main access adjacent to Junction 25, at the Haydon Lane pedestrian access and potentially also at the pedestrian / cycle bridge over the M5 if this infrastructure comes forward. The precise location of the cameras will be agreed with SCC prior to being installed.
 - Permanent Automatic Traffic Counters will be installed during construction phases at individual plot access points to record vehicle movements in and out. The precise location of the ATC's will be agreed with SCC prior to being installed.

- Staff travel surveys are to be undertaken annually by each occupier to establish staff travel patterns (including things such as mode choice, time of travel, journey length, home postal code etc). The travel survey template to be used will be prepared by the TPC following appointment and agreed with SCC prior to use. All travel surveys will need to achieve a minimum 40% response rate in order to be valid, so all staff will be offered the opportunity of being entered into a prize draw to encourage participation².

9.3.4 The Travel Plan Co-ordinator will be employed by the developer and be responsible for implementing the monitoring strategy at the site. The monitoring strategy will help to achieve the following:

- Ability to refine the indicative targets submitted for the LDO to make them realistic but challenging once end users are identified (if required)
- Tracking of site performance against Travel Plan targets over time
- Identification of problem units / plots if targets are not being achieved as envisaged, enabling targeted use of safeguard sums
- Tracking of impact of the development on the trip generation threshold that is proposed in relation to the Creech Castle junction

9.3.5 This information will be collected and used appropriately and reported in the Transport Statements and Subsidiary Travel Plans that will need to be prepared to support Reserved Matters applications, to demonstrate that they are compliant with the LDO.

9.4 Timings

9.4.1 To keep surveys across the site consistent and comparable, it is considered appropriate to ensure that they are always undertaken at the same time. Therefore, the first monitoring survey is proposed to be undertaken during a 'neutral'³ month within a maximum of three months following first occupation of the site, and then annually thereafter. Beyond this, all subsequent occupations will be required to survey in the same month that the first survey was undertaken, and then annually thereafter.

9.4.2 As an example, if the first occupation of the site occurs in February 2018, then the first survey could be undertaken in the 'neutral' month of April 2018 (but no later than May 2018). If the second occupation were to occur in November 2018, then the first survey undertaken for that unit would be in April 2018 to be consistent with the timing of the annual survey for the unit occupied first.

9.4.3 It is proposed that the TPF will be monitored for the lifetime of the LDO (unless otherwise agreed with SCC).

9.4.4 The TPRs will be responsible for providing the TPC with all raw travel survey data and ATC survey results within one month following their completion.

9.4.5 The TPC will collate and analyse the raw data supplied by the TPRs and prepare an Annual Site Wide Monitoring Report that will be submitted to SCC no later than four months after the surveys were undertaken. The report will include as a minimum:

- *Introduction and Background.* This will provide information on the site to which the report relates and provide details on the site's occupants.
- *Analysis of the ATC, camera and travel survey data:* This will set out the multi modal trip generation figures for each plot and for the site as a whole and how this compares to the

² Prize to be valued at a minimum of £100 and funded via Travel Plan budget

³ 'Neutral' survey months according to the DMRB are April, May, June September and October

targets. It will also demonstrate the vehicular impact of the development on the Toneway Corridor at the Creech Castle junction and the Wickes roundabout.

- *Initiatives Undertaken.* This will provide details on all of the measures and initiatives undertaken over the year.
- *Problems and Issues.* This will highlight any problems encountered in implementing the Travel Plan and clarify any issues which remain unresolved and/or require additional attention, including how the travel plan is performing against the targets set.
- *Mitigation.* This section will provide a selection of mitigation measures for discussion with SCC that could be implemented if the targets are not being met.
- *Summary.* This will summarise the findings and set out an implementation plan for the next 12 months.

9.4.6 All evidence relating to the implementation the travel plan will be collected and stored by the TP Co-ordinator on an ongoing basis. Also, an updated FTP will be prepared following each monitoring period.

9.4.7 **Table 9-1** provides a summary of the monitoring actions and the associated timescales.

Action	Implementation	Responsibility
iOnTRAVEL	Register all travel plans onto SCC's iOnTRAVEL database prior to commencement of the development, allowing SCC to approve the FTP. One off payment of £7,000 plus VAT to SCC for monitoring.	TPC / Developer
Preparation of Travel Survey form	To be carefully designed to capture all necessary information relating to staff travel patterns. Will be prepared and then submitted to SCC for approval prior to use.	TPC
First monitoring period	Staff travel surveys to be undertaken during a 'neutral' month within a maximum of three months following first occupation of the site. Minimum 40% response rate to be achieved for staff surveys.	TPRs (with TPC providing survey form to TPRs)
Annual monitoring periods	Staff travel surveys to be undertaken every 12 months after the month during which the first monitoring period was undertaken. This will continue for the lifetime of the LDO (up to 15 years). Minimum 40% response rate to be achieved for staff surveys.	TPRs (with TPC providing survey form to TPRs)
Prize draws to encourage travel survey participation	One prize draw to be undertaken in association with each annual monitoring period.	TPC to organise and disseminate details to TPRs
Supply TPC with monitoring data collected	Raw ATC and travel survey forms supplied to TPC within one month of survey completion.	TPRs
Collection of multi modal trip generation data	Camera footage obtained from all external site access points.	TPC
Production of Annual Site Wide Monitoring Report	Report to be prepared to include the items set out in this chapter. To be submitted to SCC no later than four months after each monitoring period.	TPC
Dissemination of Travel Plan progress	Headline findings of the monitoring report to be shared with site users.	TPC to TPRs, TPRs to staff
Travel Plan evidence gathering	All evidence demonstrating the implementation of the Travel Plan to be recorded / retained.	TPC (with input from TPRs)

Table 9-1 Summary of monitoring actions and timescales

9.5 Enforcement

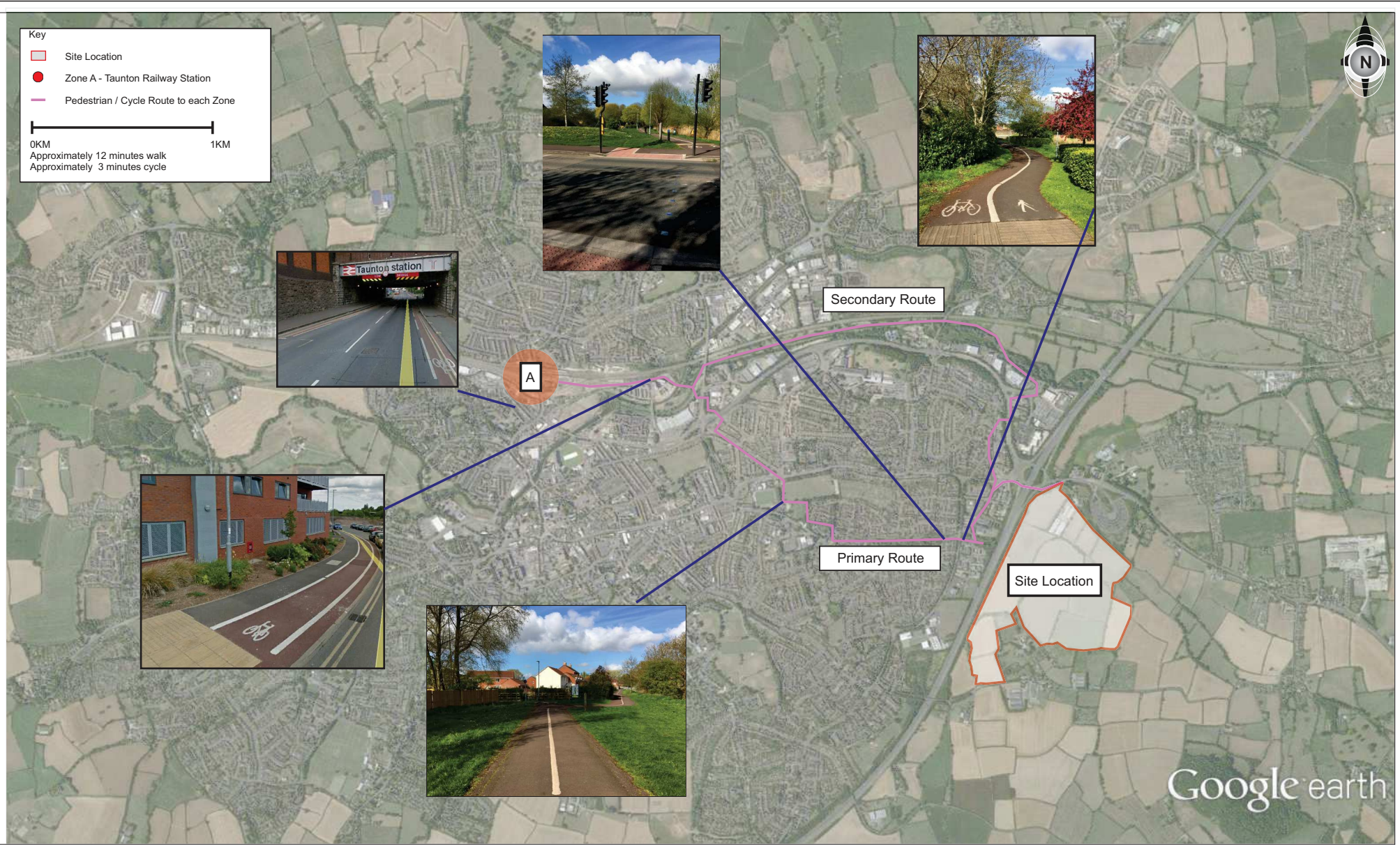
- 9.5.1 If the results of the monitoring indicate that the targets have not been met, the implementation of additional TP measures may be required. The focus of any contingency TP measures will be determined with reference to the monitoring results and in discussion with SCC to identify existing and perceived barriers to sustainable travel to and from the site. Such contingency measures could perhaps include (but will not be limited to):
- More active marketing incorporating a shift of focus
 - Further promotional support for non-car modes of transport
 - Parking management on-site
 - Additional Personalised Travel Planning
- 9.5.2 In accordance with SCC Travel Plan guidance, each STP that is produced in accordance with this TPF, will need to include a safeguard sum that can be used in the event that enforcement measures are required to be implemented. Safeguard sum amounts are directly related to the land use type and scale of the development (details which are not available at the current time), so will be determined and included in STPs as they are produced. The SCC Safeguard Sum calculator tool will be used to calculate the safeguard sums required.
- 9.5.3 In order to provide an indication at this stage of the overall safeguard sum that could be required if the site is brought forward in accordance with the 'core development' scenario assessed in the TAR, the development mix set out in Table 4-2 has been included within the SCC Safeguard Sum calculator tool. This assessment suggests that the overall safeguard sum could be £511,395.15, but this will need to be refined through STP's as they are produced for plots.
- 9.5.4 It is envisaged that the safeguard sums will be secured via Section 106 Agreements and the funds held in an Escrow account or similar. The funds can be drawn down either in part or in full as necessary depending on the performance against the approved targets.
- 9.5.5 In the event that SCC undertake the role of TPC for this site, there will be no safeguard sum requirement.

Appendices

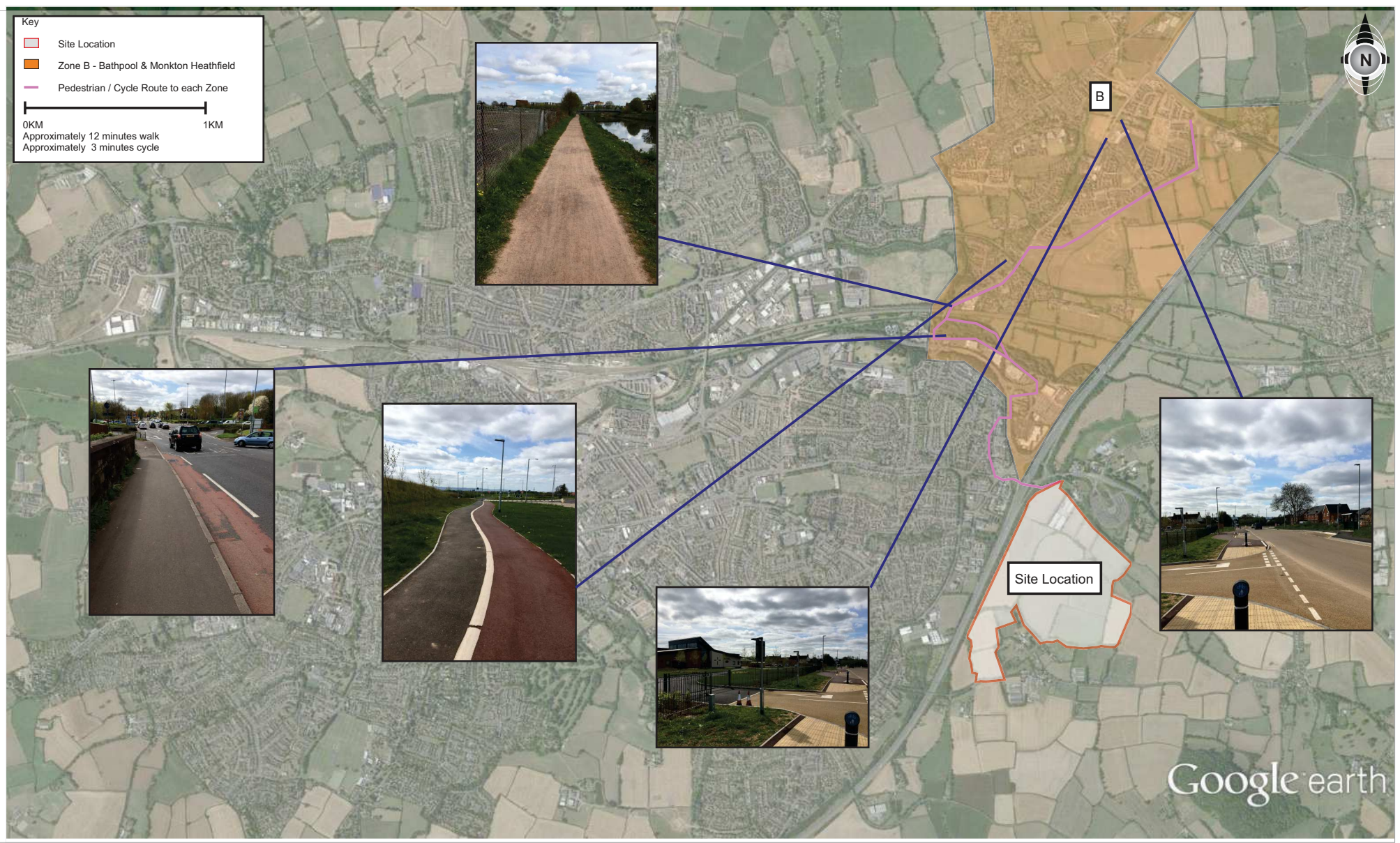
Appendix A SCC Junction 25 Scheme Drawing

Appendix B Walking & Cycling Audit Zone Plan

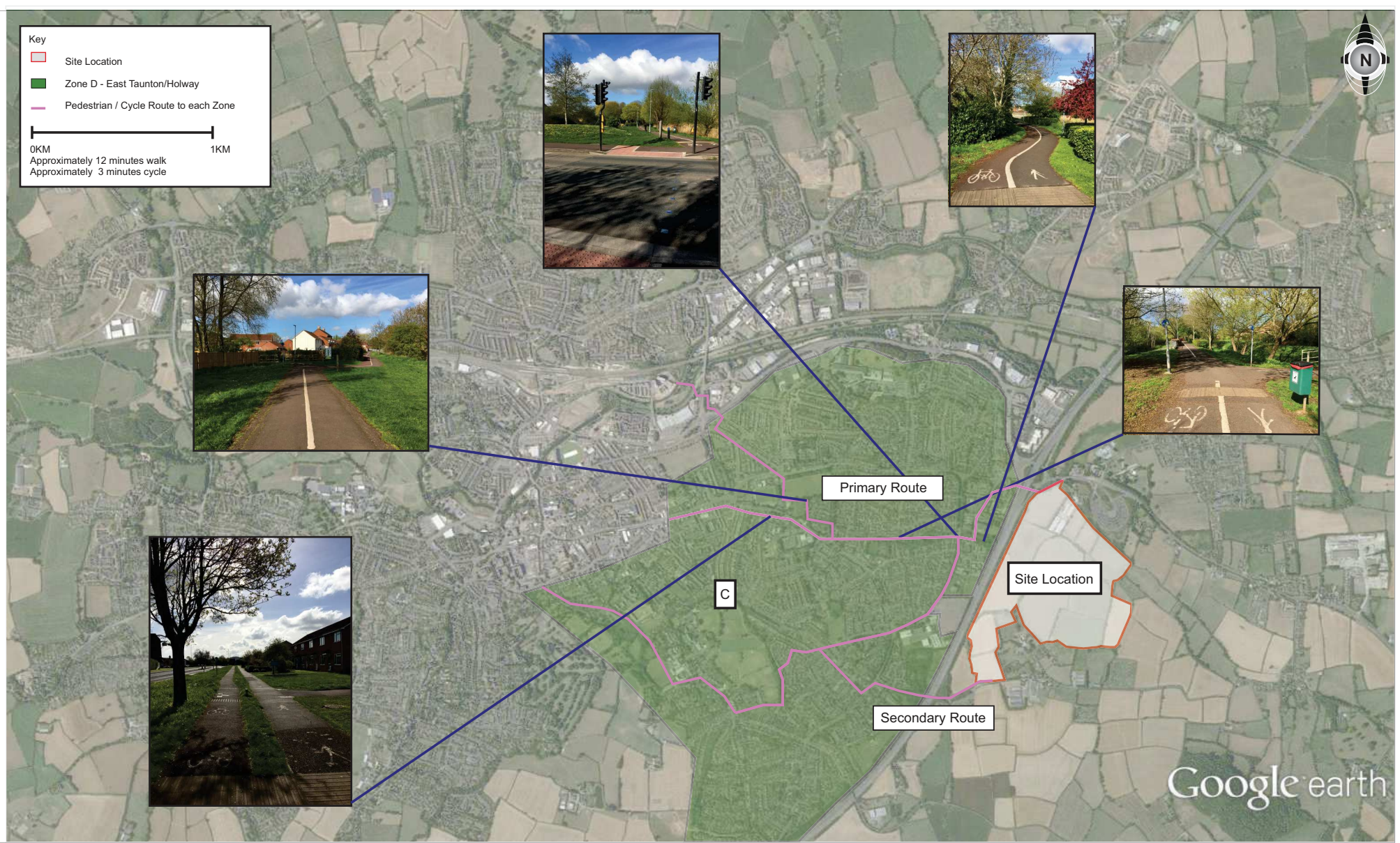
Appendix C Walking & Cycling Audit: Zone A



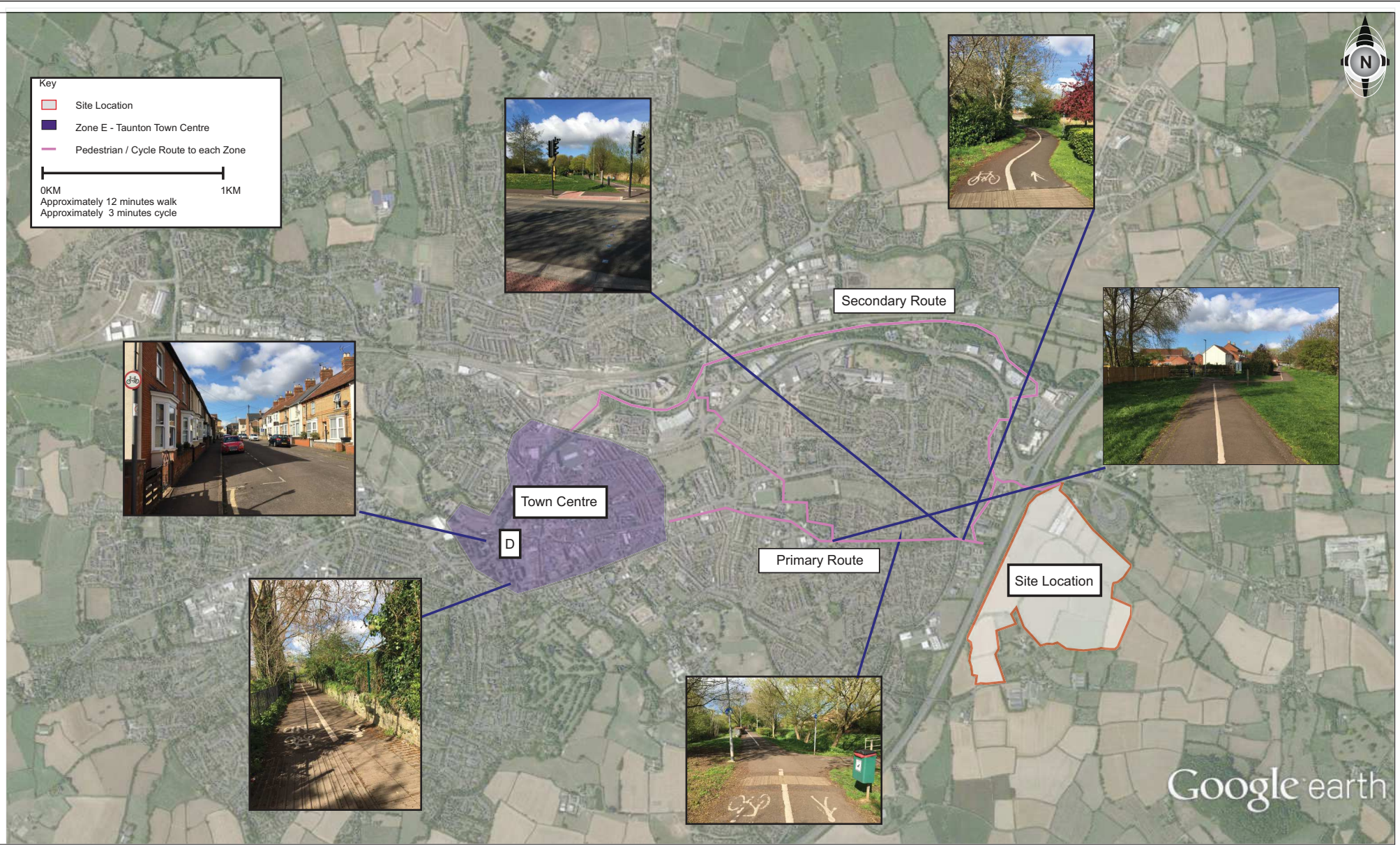
Appendix D Walking & Cycling Audit: Zone B



Appendix E Walking & Cycling Audit: Zone C

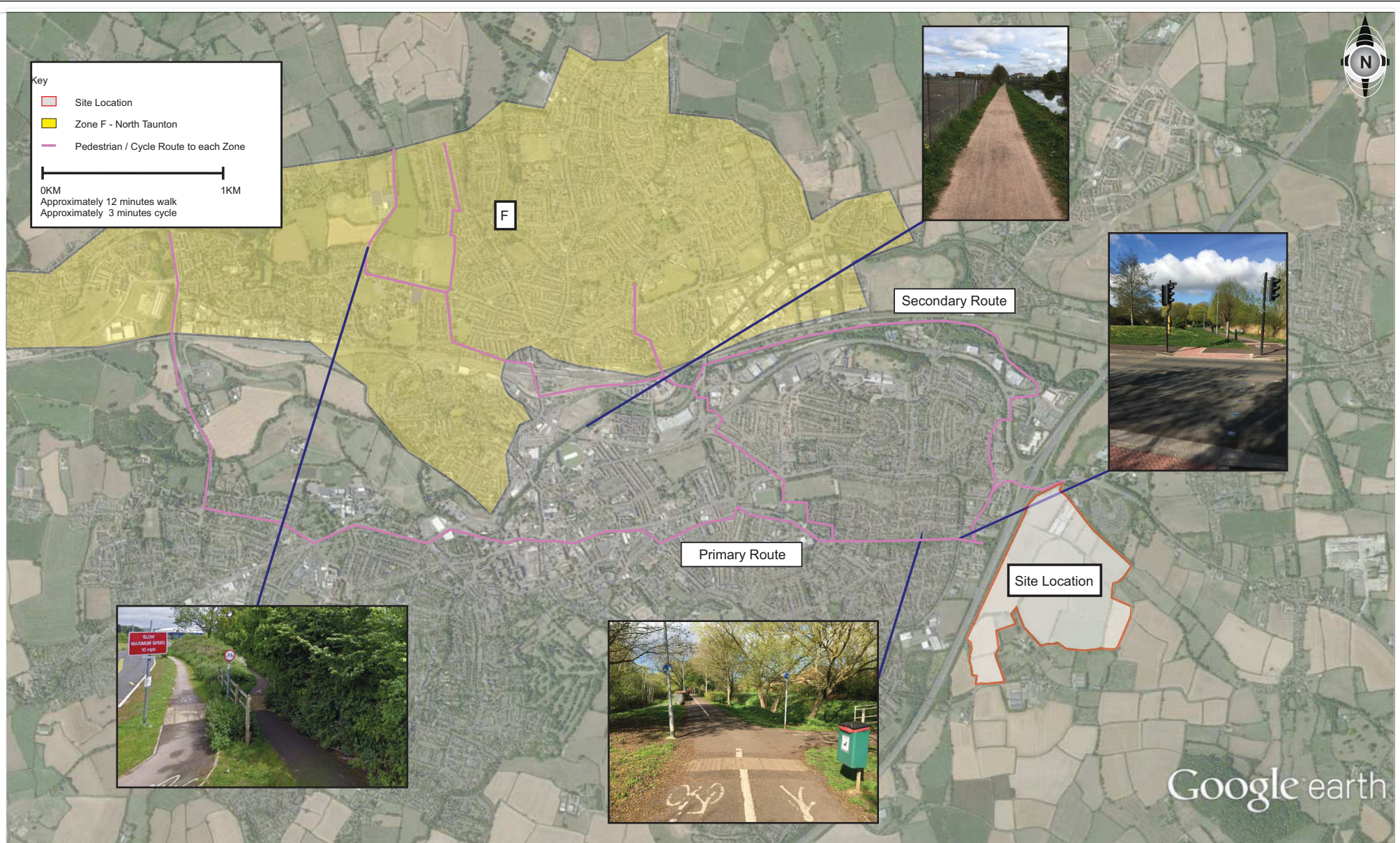


Appendix F Walking & Cycling Audit: Zone D



Appendix G Walking & Cycling Audit: Zone E

Appendix H Walking & Cycling Audit: Zone F



Appendix I Nexus 25 Parameter Plan



Site Boundary
 Development Plots
 Landscaping/Drainage Attenuation

Area Summary:
 Redline Area: 54.62Ha | 134.95Ac
 Gross Development Area: 17.61Ha | 43.51Ac

D	29.06.17	Land uses amended in Plots 1, 3 & 6	PK/PO
C	01.06.17	Graphics updated	PK/PO
B	25.05.17	Areas amended to reflect development schedule	PK/PO

REVISION	DATE	COMMENTS	AUTHOR / CHECKED

LHC GROUP
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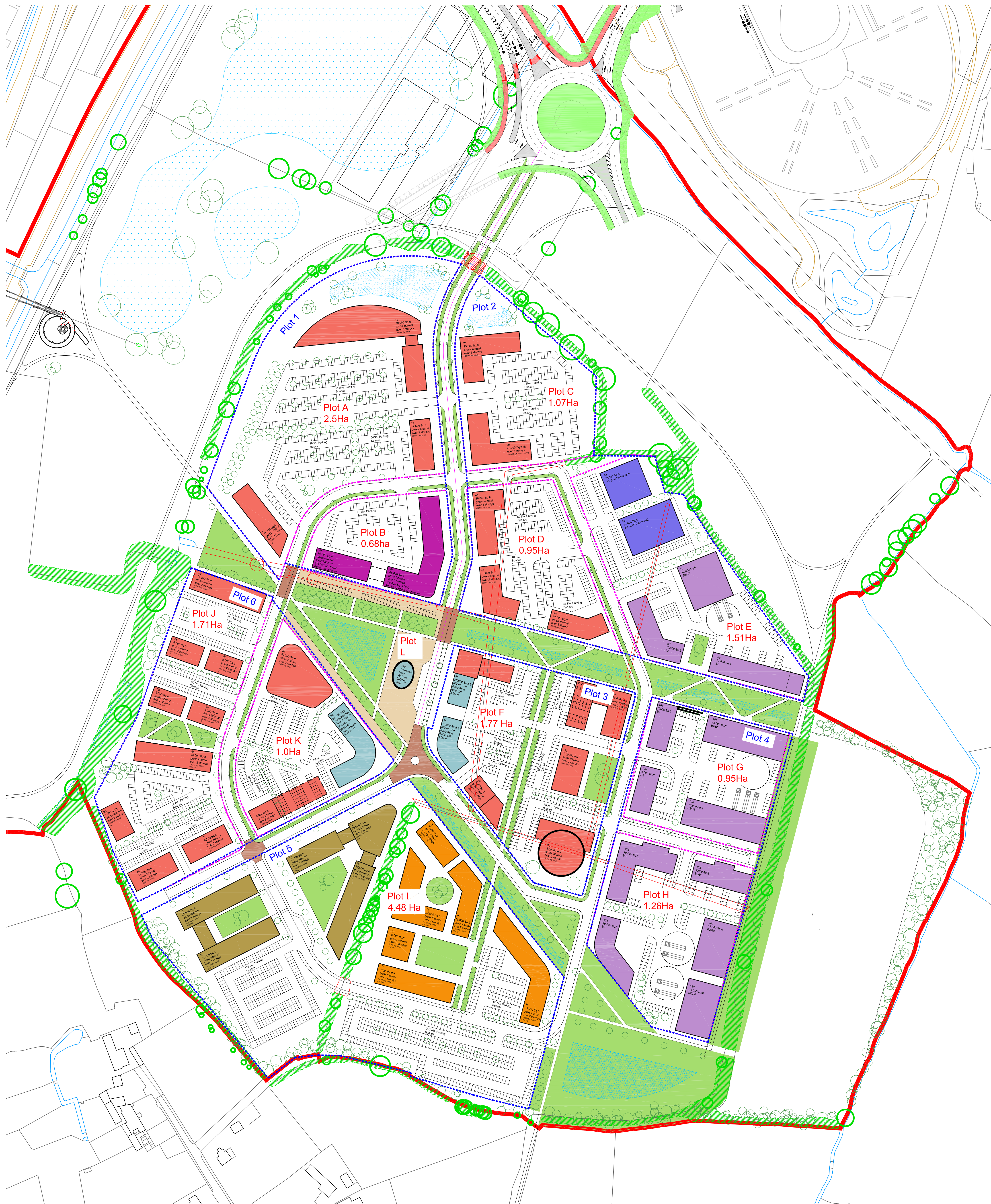
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PLYMOUTH 01752 669368

architecture
urbanism
landscape

TITLE Nexus 25 LDO Design Guide Parameter Diagrams		
DETAIL Parameters Plan		
DATE 22.03.17	SCALE NTS	
DRAWING No. 16071_L01_01	REV D	AUTHOR / CHECKED PK PO
DRAWING - STATUS PRELIMINARY		

CONTRACTORS MUST CHECK ALL DIMENSIONS ON SITE. ONLY FIGURED DIMENSIONS ARE TO BE WORKED FROM. DISCREPANCIES MUST BE REPORTED TO THE ARCHITECT BEFORE PROCEEDING. © THIS DRAWING IS COPYRIGHT.

Appendix J Illustrative Site Masterplan



	Site Boundary		Educational (D1g)		Medical (C2a/D1b)
	Development Plot Boundary		Ancillary D2e - Gym C1 - Hotel & Conference (100 bed)		Existing trees and vegetation
	Offices (B1a/b)		Offices B1a/b with Retail A1 on ground floor		Proposed tree
	Light Industrial (B1c/B2/B8)		Car Showroom (A1)		Proposed water feature/ Suds network

D	26.04.17	Development plots removed from floodplain and plot references updated	PK / PO	
C	27.03.17	SCC Highways Scheme added	PK / PO	
B	08.02.17	General Changes to layout	PK / PO	
A	31.01.17	Preliminary Issue for Information	PK / PO	
REVISION	DATE	COMMENTS	AUTHOR / CHECKED	
TITLE			J25 LDO	
DETAIL			Illustrative Masterplan	
DATE		31/01/17	SCALE	1:1250 @A1/1:2500@A3
DRAWING No.		16071_L01_02	REV	D
DRAWING - STATUS		PRELIMINARY	AUTHOR / CHECKED	PK/PO
LHC GROUP www.lhc.net				
■ EXETER 01392 444334 ■ PLYMOUTH 01752 689368				
DRAWING - STATUS PRELIMINARY				
LHC GROUP www.lhc.net				

Appendix K Action Plan

Action	Timescale	Responsibility
Appoint TPC for the site	Appointed prior to commencement of the development and remain in place for the lifetime of the permission (15 years)	Developer
Appoint TPRs for each unit	Appointed at the reserved matters stage when occupiers are known	Occupants
Construction of Junction 25 improvement scheme providing access to the development	Likely to be completed by mid-2019 (according to latest estimation by SCC)	SCC
Construction of Haydon Lane pedestrian / cycle / emergency access	During construction of the site	Developer
Pedestrian and cycle bridge over the M5	Only a potential measure at this time, subject to further work and funding	TPC
On-site physical infrastructure – footways, shared space, shared foot / cycle ways etc	During construction of the site	Developer
Cycle / motorcycle parking – high quality, secure, sheltered	During construction of the site	Developer
Showers, changing facilities and lockers provided within all buildings	During construction of the site	Occupiers
Improvements to local bus services / provision of Nexus shuttle service and provision of bus stop and passenger waiting infrastructure	Subject to further discussion with SCC	Developer
Minimum of 7% of car parking spaces designated (and clearly marked) for use by car sharers only	During construction of the site	Developer
Preparation of Travel Packs	During construction phase	TPC
Dissemination of Travel Packs	Prior to starting work on the site	TPRs
Noticeboards located within plots	Maximum of one month following occupation of each plot	TPC / TPRs
Bespoke travel information website	Prior to first occupation	TPC / third party
Newsletters	Bi-annual following first occupation	TPC / TPRs

Action	Timescale	Responsibility
Personalised Travel Planning (on-site only)	Maximum of two weeks after the occupation of each plot	Developer
Sustainable travel vouchers (£50)	Included as part of travel packs	Funded by developer, implemented by TPC
Bicycle User Group	Within 6 months of first occupation	TPC / TPRs
Mobile mechanic sessions	At least once per year following first occupation	TPC / TPRs
Sustainable travel related events	Minimum of 4 events per year	TPC / TPRs
Taunton Gateway P&R 'taster' ticket	Following first occupation	TPC
Guaranteed ride home service	Following first occupation	Occupiers
Salary Sacrifice Cyclescheme	Following occupation of units	Occupiers
Smarter working practices	Following first occupation	TPC / Occupiers
TP Steering Group	Meetings held twice-yearly following first occupation	TPC to organise and chair
Marketing / advertising all aspects of the TP using dedicated budget	Following first occupation	TPC (with assistance from TPRs)

Questions and Answers regarding the Nexus 25 LDO arising from the Community Scrutiny Committee Meeting on 14th November 2017.

Q – Regarding flood alleviation – will it clear as quickly as it floods, or will it take days?

A – The floodplain is maintained in the site's surroundings, additional flood storage being provided at the northern end of the Nexus 25 site and runoff being attenuated by onsite storage. There are large culverts to be provided under the access road. The Environment Agency acknowledge that there will be a net improvement in flood management terms over the current situation.

Q - Will the access road remain clear of flooding during flood events?

A - Yes, green corridors within the site layout will hold surface water storing it in order to slow the rate of runoff. See also answer above.

Q - Will there be electric car charging points? The scheme needs to be future proofed.

A - Charging points are a requirement of the Travel Plan amongst a range of other sustainable transport provisions.

Q - What is the LDO intended to be used for?

A – Partly to expedite the delivery of this important Core Strategy commitment, and also to be used in promoting the site to potential occupiers as development takes place in the very competitive market between different Local Authorities.

Q - How has the council calculated the 4000 jobs figure? Was the same formula used as for Firepool?

A – The LDO is flexible, the jobs figure is indicative estimated through the area of the site and typical job densities of similar development. The actual number will depend on the final mix of uses.

Q - P2 of the report refers to a 25 ha. Site area, 54ha is referred to later on, is some of the area for future development?

A – This difference relates to the net and gross site areas.

Q – further clarification was requested: p.404 of the report refers to 17ha net developable area, the third para refers to 25 ha.

A – 25 ha was an initial assessment, 17 ha has been arrived at following the resolution of the flood risk management amendments to the LDO and Design Guide.

Q – Surely this impacts on the job creation estimate?

A – The job estimate figure in the report is essentially still valid across the site as a whole.

Q - What does the LDO permit in terms of uses? On the basis of what evidence?

A – The allowed range of uses for each development plot is set out in the LDO. These allowed uses have been based on a desire to create a range of high quality jobs and services which are likely to be delivered, in a way which does not adversely impact on Town Centre employment development

Q - The LDO is flexible, do we know what the final mix of uses will be?

A – The range of uses will be known up to the degree of detail in the LDO. The actual combination of uses for each plot will only be known as they are developed, the Order is helpfully flexible in order to encourage delivery.

Q - If not, why is a framework development plan prepared?

A – In order to achieve a successful strategic employment site there needs to be sufficient structure

and detail in the LDO to ensure that the right sort of development emerges with an appropriate design approach and range of uses. However, it must achieve this without being over prescriptive to a degree which renders the site too inflexible in terms of what will be permitted.

Q - Who else owns land there apart from Summerfield?

A – It is understood that the other landowners within the LDO area are: Highways England, Blackbrook Investments Ltd., Junction 25 Properties LLP, Blackbrook Properties LLP, K. W. Biggins, M. Doughty and P. R. Vaughan-France. Land beyond the Nexus 25 boundary is subject to option agreements.

Q - How long will it be until the site comes forward?

A – Somerset County Council's latest estimated construction timescale for the J25 improvement indicates completion in 2020. This is consequently the earliest time that Nexus 25 development could be occupied.

Q - Will it create a precedent for development to the east of the M5?

A – No, the Core Strategy's requirement for a second strategic employment site, for which the Nexus 25 site satisfies the criteria, does not extend to other development. There is sufficient housing land available to meet Core Strategy / SADMP requirements to the west of the M5 allocated in the adopted development plans. Residential development beyond settlement limits is contrary to our local planning policies.

Q - The Garden Town initiative encourages cycling and walking, what is proposed in the LDO to this end?

A – There is a range of sustainable transport provisions in the Framework Travel Plan.

Q - Who is to pay for the cycle / foot bridge over the M5?

A – The bridge is an aspiration of the Framework Travel Plan. There are triggers for development to reduce traffic, one measure is the M5 cycle / foot bridge. It is not known at present who will pay for it, there are a number of bids and the timescale is not definite. Detailed design work has not been done.

Q - How sure are we that the A358 improvement will come forward?

A - Highways England have taken Nexus 25 and the J25 improvement into account in developing their options for the A358. The access road for Nexus 25 has been designed so that a spur from any future line of the A358 passing to the south can connect to the access roundabout for the site. It is stressed that the delivery of Nexus 25 is not dependent on the A358 scheme in any way.

Q - The A358 scheme is many years away, how will the traffic impact on Henlade be mitigated in the meantime?

A – The traffic impact of Nexus 25 is to be mitigated through the provisions of the M5 J25 improvement and the requirements of the Framework Travel Plan which development coming forward under the LDO must comply with.

Q - TDBC has provided funding of £180,000, Summerfield Developments has contributed £40,000, what has Somerset County Council contributed?

A – Somerset County Council has contributed via the preparation and delivery of the M5 J25 improvement which will also provide access to Nexus 25. Somerset County Council has also prepared the (successful) bid for LEP funding for the J25 improvement scheme and provided officer input into the Delivery Group and has prepared the planning application for the J25 scheme works.

Q - There is reportedly a lack of support for the adjacent Park and Ride scheme, could the council's own land not be used for the Nexus 25 development?

A – That is a matter for Somerset County Council. Notwithstanding any decisions regarding its current management or usage, the park and ride site is an important piece of sustainable transport infrastructure.

Q - Why is there no reference to off-site infrastructure funding? / Who pays for the infrastructure?

A – No CIL would be levied on this industrial development, contributions would be made through the transport mitigation requirements. Summerfield Developments have also contributed £1million to the cost of the J25 improvements.

Q - How does TDBC claw back its investment in the site?

A – TDBC will set fees for the administration of the Certificate of Compliance process. MC – suggested that 50% of the planning fee for an equivalent scheme is usually about right.

Q - What will happen should Summerfield Developments decide to sell the site on?

A – The LDO will exist as a legal entity granting planning permission for the Nexus 25 development regardless of who owns the site, it will run with the land.

Q - How does Nexus 25 support the M5 J25 improvement?

A – Part of the funding for delivery of the M5 J25 improvement has been provided because the scheme provides access to the Nexus 25 site. The two schemes are, to a degree, interdependent.

Q - Why did we decide to follow the LDO route for this site? Concern about lack of Council control compared with planning permission route.

A - Using an LDO is actually advantageous for the Council. In a planning application situation the Council has to work with the scheme submitted, seeking to negotiate an appropriate scheme which can be permitted. With the LDO, the nature of the scheme is defined by the Council at the start. A better scheme is possible with earlier TDBC involvement which the LDO provides. Using an LDO gives the Council greater control over the end result.

Q – What are the public benefits of the Nexus 25 site?

A – The LDO contains a statement of reasons justifying its preparation, to expedite the delivery of this key employment site fulfilling the requirements of the Core Strategy.

Q - Asked for more explanation of how the flood alleviation provisions will work.

A – Nexus 25 has to look after itself in flood management terms. There will be a positive contribution towards the downstream situation due to the degree of attenuation provided. The access road culverts have been designed with reference to and agreed by the Environment Agency to their satisfaction.

Q – If we adopt the LDO we have presumably accepted the principle of development. If nothing happens after five years and the LDO falls (say due to viability issues), could the owners come back with a planning application for e.g. B8, or even housing? This is a concern, has the principle of development been conceded?

A - The Taunton Deane Core Strategy identifies the need for a second strategic employment site in policy SS8. If a planning application were to be made on this site for a different use, the Council could use SS8 to defend the Strategic Employment site so long as it was doing all it could to secure its implementation. TB – even if the LDO had expired it would still be an important material consideration.

Q - Are the green areas to be farmed?

A – These are flood plain areas suitable for informal recreation and biodiversity, they could be grazed, the exact nature of the management regime for these green open areas remains flexible within the requirements of the surface water management provisions.

Q - Does this project subsidise the private sector at the public's expense?

A – The Nexus 25 project involves an element of public investment in order to attract high quality employment uses / jobs to Taunton with the consequence of increasing the size of the local economy and the level of business rates revenue to the Council.

Q - Why is it not appropriate to make the M5 cycle / foot bridge a requirement of the LDO?

A – Whilst the delivery of an M5 cycleway / footbridge is highly desirable, the provisions of the Framework Travel Plan must include a degree of flexibility so that the implementation of Nexus 25 can proceed with the most appropriate sustainable transport provision for the combination of uses which is actually delivered. Making the cycleway / footbridge a requirement of the LDO would constrain the implementation of the FTP in a way which does not achieve the best outcome overall for the development.

Q - Can specific examples be provided of LDOs being used for similar purposes on greenfield sites elsewhere in the Country?

A –

- The East Sleekburn Sites LDO in Northumberland includes some 44 hectares of greenfield land for industrial development.
- The Malton Food Enterprise Zone LDO provides for food related employment uses on a greenfield site in Ryedale District.

Q - How affordable will the resulting development at Nexus 25 be for SMEs?

A – Unknown at this stage in advance of implementation.

Taunton Deane Borough Council

Full Council 12 December 2017

Review of Council Tax Support scheme for 2018/19

This matter is the responsibility of Councillor Richard Parrish

Report Author: Heather Tiso, Revenues & Benefits Service Manager

1 Executive Summary

- 1.1 This report provides Full Council with information on our existing Council Tax Support scheme and the context for reviewing our scheme for Working Age applicants from 2018/19.
- 1.2 The Council is legally required to give annual consideration on whether to revise its local Council Tax Support (CTS) scheme and to consult with interested parties if it wishes to change the scheme.
- 1.3 Consultation on options for our CTS scheme for 2018/19 has been undertaken. The Corporate Scrutiny Committee support amending the current CTS scheme for 2018/19 to that set out in [Appendix 1](#) (and illustrated in [Forecast C](#)).
- 1.4 This report seeks agreement from Full Council on our CTS scheme for the financial year 2018/19.

2 Recommendations

- 2.1 Full Council, having regard to the consultation response and the Equality Impact Assessment (EIA - see [Appendix 4](#)), agree to the recommendation from the Corporate Scrutiny Committee that the 2018/19 Council Tax Support scheme should be amended to that shown in [Appendix 1](#). This will award entitlement to working age recipients based on bands of income and will:
 - a) increase the maximum support available to working age recipients to 85% of their Council Tax liability;
 - b) apply a flat rate deduction of £5 a week for each non-dependant;
 - c) disregard carers' allowance from the income used to work out CTS
 - d) provide extra assistance for young people who have left local authority care by increasing maximum support to 100% of the Council Tax liability for single applicants up to the age of 25 where their weekly income falls within Band 1
- 2.2 Full Council agrees that working age applicants with protected characteristics who will receive reduced CTS from 1 April 2018, should be invited to submit a claim for a discretionary reduction to mitigate the effects in moving to a Banded Income CTS scheme.

3 Risk Assessment (if appropriate)

Risk Matrix

Description	Likelihood	Impact	Overall
The increased complexity of financial planning that could result from growing pressure from the Council Tax Support scheme if funding reductions are not fully addressed	3	4	12
<i>Cautious assumptions on recovery rate and therefore yield from the scheme.</i>	2	4	8
Council incurs an unacceptably high-level of debt because of people's inability to make the payments particularly if the scheme is less generous. Lower Council Tax collection rate and bad debts. There will be a point if people are asked to pay more Council Tax where the liability is too high for them and they will not pay anything.	4	4	16
<i>Robust arrears management procedures to maximise collection rate and prudent assumptions on collection rates council increases bad debt provision with budget. Maximise take-up of all discounts/exemptions/ hardship relief. Monthly monitoring of performance against targets.</i>	3	4	12
Higher administrative costs	3	3	9
<i>Simplify CTS scheme to reduce administrative costs associated with assessment and debt collection costs while maximising council tax collected</i>	2	3	6
Potential growth in the number of claimants.	4	4	16
<i>Realistic assumption on caseload growth based on trends</i>	3	4	12
If Taunton Deane's population increases, including an increase in the population segment currently receiving CTS, demand for CTS could increase against funding from the Government, thereby increasing the funding gap. Such population migration may occur if the CTS scheme is more generous than those of neighbouring boroughs. Caseload increases (e.g. Major employer loss)	3	4	12
<i>Demand and cost of scheme monitored regularly and material changes reflected in the MTFP</i>	2	4	8
Council fails to meet obligations under relevant equality legislation in adopting a scheme	3	4	12
<i>Carry out consultation on proposed scheme. Consider the results and findings as part of the approval of any scheme. Make reasonable adjustments through application of any agreed scheme.</i>	2	4	8

Risk Scoring Matrix

Likelihood	5	Almost Certain	Low (5)	Medium (10)	High (15)	Very High (20)	Very High (25)
	4	Likely	Low (4)	Medium (8)	Medium (12)	High (16)	Very High (20)
	3	Possible	Low (3)	Low (6)	Medium (9)	Medium (12)	High (15)
	2	Unlikely	Low (2)	Low (4)	Low (6)	Medium (8)	Medium (10)
	1	Rare	Low (1)	Low (2)	Low (3)	Low (4)	Low (5)
			1	2	3	4	5
			Negligible	Minor	Moderate	Major	Catastrophic
Impact							

Likelihood of risk occurring	Indicator	Description (chance of occurrence)
1. Very Unlikely	May occur in exceptional circumstances	< 10%
2. Slight	Is unlikely to, but could occur at some time	10 – 25%
3. Feasible	Fairly likely to occur at same time	25 – 50%
4. Likely	Likely to occur within the next 1-2 years, or occurs occasionally	50 – 75%
5. Very Likely	Regular occurrence (daily / weekly / monthly)	> 75%

- 3.1 In addition to the principle risks outlined on the previous page, a number of other factors have been considered:

Fairness: There is also a risk that scheme may be perceived as being unfair. This risk will be studied in line with the Government's commitment to incentivise work, the recommended scheme requires a contribution. To mitigate this, all residents will have access to a discretionary fund.

Culture of non-payment: As we are mainly asking CTS recipients to make only a small contribution to their Council Tax bill, collection and recovery strategies may not be cost-effective, and small debts may be written off. This may over time develop into a culture of non-payment, where it becomes increasingly difficult and costly to recover small amounts of Council Tax from those who can least afford to pay it. We have mitigated this risk by minimising the level of contribution which is supported by robust arrears management procedures.

4 Background

- 4.1 Responsibility for Council Tax Support (CTS) passed to Local Authorities on 1 April 2013. Government also passed funding for CTS to Local Government, but reduced the amount of funding compared to the costs of the previous Council Tax Benefit scheme where responsibility for CTB had been held by central Government and funded through the Department for Work and Pensions (DWP).
- 4.2 Local Authorities therefore had to decide whether to absorb the funding reduction across other areas of their budget or pass it on to recipients of CTS by requiring them to make a contribution to their overall Council Tax bill.

- 4.3 Billing Authorities were tasked with designing a CTS scheme for people of working age, while rules for people of pension age are set in regulations prescribed by the Government. This means people of pension age continue to receive assistance at no less amount than had been available under the CTB scheme.
- 4.4 Approaches to the design of local CTS schemes by individual Councils have varied greatly. In designing their local schemes, a few authorities have absorbed the funding reduction passed on by Government, without passing on the cut to residents eligible for CTS by requiring them to contribute to their Council Tax bill. Other Councils have asked households to make a contribution to their annual Council Tax bill for the first time, in some cases as much as 45% of their total bill. In 2017/18, 264 Local Authorities (81%) require everyone to pay at least some Council Tax regardless of income, 35 more than in 2013/14. From April 2017, just 37 Councils (11%) continue to provide support at the level paid under the former CTB scheme.
- 4.5 The Department for Communities and Local Government (DCLG) provides funding through the annual Settlement Funding Assessment (comprising Revenue Support Grant and Business Rates Baseline) to help meet the cost of localised CTS schemes. Each of the major precepting authorities in Somerset received the initial funding based on their share of Council Tax receipts. In Taunton Deane, the initial grant awarded to precepting authorities was £6,110,080, with Taunton Deane Borough Council's share of this grant being £587,775 (based on a 9.62% share). From 1 April 2014, funding for localised CTS was incorporated in the LGFS and is not separately identified.
- 4.6 It is now impossible to ascertain funding provided for CTS in the LGFS. Government grants to councils are being phased out and local government will move to 100% business rates retention by 2020. It has not been confirmed, but this may well be how councils will be expected to fund CTS schemes in future.
- 4.7 The approach taken by many authorities has been to assume the funding for CTS has been reduced at the same rate as the SFA. The SFA has reduced by 45.7% in cash terms since 2013/14. Therefore, in applying this methodology, the funding available for Localised CTS has reduced by £2,792,307 to £3,317,773.
- 4.8 In 2016/17, we paid CTS of £2,932,313 for people of pensionable age. Based on the assumptions stated in paragraph 4.7, this would leave just £385k available to spend on CTS for people of working age. As our expenditure for working age recipients in 2016/17 was £2,445,657, this leaves a funding shortfall of £2,060,197. Based on its precepting share of Council Tax for 2017/18 of 9.61%, the share of this shortfall in funding for Taunton Deane Borough Council equates to £197,985.
- 4.9 The Department of Work and Pensions (DWP) subsidises the cost of administering Housing Benefit, while the Department for Communities and Local Government (DCLG) provides an annual grant towards the cost for CTS administration. However, funding has steadily decreased and is likely to be removed entirely with the move to 100% business rate retention in 2020.

- 4.10 Until recently, the administration of our localised CTS scheme has been both cost effective and efficient as for the majority of claims we have been able to use information supplied by claimants for a Housing Benefit claim or directly from the Department for Work and Pensions. However, CTS administration has become increasingly difficult since the roll out of the “full service for Universal Credit (UC) in October 2016, with the number of working age customers claiming UC significantly increasing.
- 4.11 We receive information from the DWP on any variations to the customer’s income and for many customers, such changes occur every month. As our CTS scheme does not contain any “de-minimus” for income variances, we need to reassess the amount of CTS entitlement. In changing the CTS award, we then need to issue an amended Council Tax bill and adjust any direct debit arrangements to reflect revised instalments. Changing payment arrangements can result in cancellation of the next direct debit, with instalments effectively delayed by one month. Where such changes take place every month, it is possible for Direct Debits to be continually set back so the customer then needs to pay a lump sum at the end of the financial year.
- 4.12 For the reasons outlined above, administration of the CTS scheme could become progressively financially burdensome, as well as being increasingly complex for customers. In addition, as working age customers need to submit claims for UC online we need to be mindful that in simplifying our CTS scheme, we support people in adapting to the digital agenda.
- 4.13 This report presents Full Council with possible options to reduce the projected shortfall as well as simplifying the CTS scheme to not only make it easier for our customers, but also to contain what could be increasing administrative costs.
- 4.14 To comply with the law, any changes that the Council is considering to the operation of the scheme for 2018/19 must be subject to a consultation process and be decided upon by Full Council by 31 January 2018.

5 Taunton Deane Borough Council’s CTS Scheme

- 5.1 On 11 December 2012, the Council adopted a Local Council Tax Support scheme for 2013/14 that was largely based on the former national Council Tax Benefit (CTB) scheme. From 1 April 2013, those of pension age received support of up to 100% of their Council Tax liability, while the maximum support for those of working age was set at 80%. In designing our CTS scheme, we considered customers’ ability to pay and the collectability of the resultant Council Tax liability. For people of working age, our scheme included the following key elements:
- Maximum support is 80% of Council Tax;
 - Increased non-dependant deductions;
 - No Second adult rebate;
 - Earned income disregards are at increased levels than those offered under CTB;

- 5.2 While we have some discretion on designing our CTS scheme for working age people, the Government said we must protect vulnerable groups. There is no definition of which groups are counted as “vulnerable” as each authority has to make its own assessment. However, the Government highlighted Local Authority statutory duties regarding:
- Children and duties under the 2010 Child Poverty Act to reduce and mitigate the effects of child poverty
 - Disabled people and duties under the Equality Act 2010
 - Homelessness Prevention and duties under the 1996 Housing Act to prevent homelessness with special regard to vulnerable groups.
- 5.3 Our scheme considers disabled people’s needs and those responsible for children. It fully ignores income from a War Disablement or War Widows Pension. Also following the Government’s direction, our scheme strengthens work incentives and does not discourage people to move off benefits and into work or to stay in work.
- 5.4 Council Tax Support (CTS) was unchanged until 2015/16 when the Council decided to amend the scheme to disregard maintenance received for children. As a consequence of significant cuts to funding, the Council decided to further amend the CTS scheme for 2016/17 to reduce support offered to working age applicants by:
- Removing entitlement to applicants with capital over £6,000; and
 - Applying a Minimum Income for Self-Employed applicants; and
 - Paying CTS at a level that would be no more than for a Band D property.
- 5.5 In agreeing our scheme for 2017/18, the Council decided to align the CTS scheme with some changes made by the Government to other welfare benefits. As a consequence, CTS for working age applicants from 1 April 2017 was amended as follows:
- Maximum backdating of CTS reduced from 6 months to 1 month;
 - Family premium not included in the applicable amount for new applicants, or existing recipients who would otherwise have a new entitlement to the premium;
 - Work Related Activity component not included in the applicable amount for new claimants of Employment and Support Allowance;
 - Removal of child allowance in applicable amount for third and any subsequent children born after 1 April 2017 but protection for some customers;
 - Reduction in the allowable period of temporary absence outside Great Britain from 13 weeks to 4 weeks.
- 5.6 In annual billing for 2017/18, Taunton Deane Borough Council sent Council Tax bills that after the award of CTS, totalled more than £64.2million. Approximately 13% of residents receive financial support through CTS, with just under 7% of those liable to pay some Council Tax, being CTS recipients of working age.
- 5.7 There were 8,513 people who moved from the Council Tax Benefit scheme to the localised CTS scheme. At 31 March 2017, this had reduced to 7,033. Key information on CTS caseload, spending and budgets is shown on the following page.

Claimant type	% of total claims	Caseload at 31 March 2017	% of total spend	CTS Expenditure
Working Age	52%	3,676	45%	£2,529,811
Pension Age	48%	3,357	55%	£2,968,459
Total	100%	7,033	100%	£5,377,970

Table 5.7.1

Authority	CTS Budget
Taunton Deane Borough Council (9.63%)	£555,391
Parishes and the Unparished Area (1.17%)	£67,206
Somerset County Council (72.01%)	£4,153,876
Avon and Somerset Police (11.87%)	£684,581
Devon and Somerset Fire and Rescue Authority (5.32%)	£307,151
Total Budget	£5,768,206

Table 5.7.2

Comparative data	
Council Tax Benefit awarded 2012/13	£6,896,492
Council Tax Support awarded 2016/17	£5,377,970
Reduction in CTS expenditure in comparison to CTB (22%)	£1,518,522
Council Tax Benefit claims @ 31 March 2013	8,514
Council Tax Support claims @ 31 March 2017	7,033
Reduction in CTS caseload in comparison to CTB (17%)	1,481
Council Tax Support Budget 2016/17	£5,768,206
Council Tax Support awarded 2016/17	£5,377,970
Saving in CTS awarded in 2016/17 in comparison to budget	£390,236

Table 5.7.3

5.8 Members will see from the tables above that the cost of our CTS scheme has reduced considerably, both through the implementation of our local policy and the trend in demand / eligibility for financial assistance. However, there are a number of factors potentially affecting the ongoing reduction in costs and CTS recipients, namely:

- A downturn in the economy generally (as experienced in 2008 until 2013); or
- A downturn in the local economy such as a local business going into liquidation or a reducing labour force; or
- An increase in Council Tax above the increase in allowances under the scheme.

6 Collection Activity and Debt Profile for 2016/17

6.1 The households liable for Council Tax increased from 50,211 in 2012/13 to 53,104 by 31 March 2017. While bringing additional income from Council Tax, this growth has increased the demand for services.

- 6.2 The net collectable amount for Council Tax in 2016/17 increased by over £9.2m in comparison to 2012/13. The collection of Council Tax in year, while at a rate slightly less than achieved in 2012/13, has resulted in additional income for Taunton Deane of £886k based on its preceptor share of 9.63%.

	2012/13	2016/17	Difference since 2012/13	% change since 2012/13
Council Tax due	£52,147,230	£61,348,902	£9,201,672	17.65% ↑
Council Tax Collected (in year)	£51,125,612 (98.04%)	£60,138,805 (98.03%)	£9,013,193	17.63% ↑

Table 6.2.1

- 6.3 Overall, the Council Tax outstanding for 2016/17 was £1,210,097. Council Tax outstanding for working age CTS recipients was £271,132. Therefore, while working age CTS recipients represent just 7% of households, the value of their debt equates to 22% of Council Tax outstanding at 31 March 2017. More information on the breakdown of Council Tax arrears for CTS recipients is shown in [Appendix 5](#). In some instances, significant effort is required to collect relatively small sums of money and that effort may not be economical when balanced against the value of the debt owed. Furthermore, the impact of passing enforcement costs on to residents will only increase the level of the debt further.

7 Council Tax Support Scheme 2018/19

- 7.1 The Local Government Finance Act 2012 states that before making a scheme we must consult with any major precepting authorities, publish a draft scheme and then consult with other such persons who are likely to have an interest in the operation of such a scheme. We must set a realistic timeframe for consultation to ensure we can seek feedback from all appropriate individuals and groups in the community.
- 7.2 Consultation with precepting authorities (Somerset County Council, Avon and Somerset Police, and Devon and Somerset Fire and Rescue Authority took place on 19 June 2017. Public consultation started on 3 July 2017 and ended on 27 August 2017. At the closing date, we had received 372 responses. Full details of the consultation are shown in [Appendix 2](#). Information below shows a summary of the 3 options on which we consulted, as well as the response received.
- 7.3 **Option 1 - Change CTS so entitlement is based on bands of income**

Consultation Response: 59% in favour

- 7.3.1 This option involves setting bands of awards based on an applicant's net income (and that of their partner). Whilst this is the least complex option to administer and potentially provides less sophisticated protection for some groups, it would be simpler to administer. This could be an important factor as the Council anticipates a falling central government administration grant which will mean the Council will potentially bear a greater proportion if not all of the administration costs of any new scheme in the years ahead.

7.3.2 Maximum support available to all working age applicants could be increased from 80% to 85% for those applicants that are on a particularly low income. The bands below are likely to give more help to those in low paid work or with limited income from benefits:

- 85% discount for those whose income falls within Band 1
- 75% discount for those whose income falls within Band 2
- 60% discount for those whose income falls within Band 3
- 45% discount for those whose income falls within Band 4
- 30% discount for those whose income falls within Band 5
- 15% discount for those whose income falls within Band 6

7.3.3 As an alternative to the various deductions we currently apply to CTS based on a non-dependant's income, we could apply a "flat-rate" deduction of £5 for each non-dependant to weekly CTS entitlement for working age recipients.

7.3.4 Income from earnings would be after the deduction of tax, national insurance and 50% of any contribution to a pension scheme. To incentivise employment or self-employment, we could continue to ignore (disregard) some income. For most customers that are working, we would disregard:

- £10 a week for single people
- £20 a week for couples
- £37.50 a week for lone parents
- £30 a week for those with qualifying disabilities

7.3.5 In common with Universal Credit rules, no blanket protection would be provided to households receiving disability benefits, but **income from Disability Living Allowance and Personal Independence Payments would not count as household income**. Similarly, we would continue to ignore (disregard) child benefit and maintenance received for children. If we were to include disregarded income for children or customers with disabilities in any future CTS scheme, it could be seen as having a negative effect on provisions contained within the Child Poverty Act and the Equality Act 2010. In addition, a court case has established that DLA and PIP should be fully disregarded when considering a Discretionary Hardship Payment.

7.3.6 To provide a fair scheme that recognises the additional needs of multi-person households and families the table below shows the income limits for each band:

CTS Band		Single people	Couple no Children	Couple with one child	Lone Parent with one child	Couple with two or more children	Lone Parent with two or more children
85%	1	£75.00	£115.00	£165.00	£125.00	£215.00	£175.00
75%	2	£125.00	£165.00	£215.00	£175.00	£265.00	£225.00
60%	3	£175.00	£215.00	£265.00	£225.00	£315.00	£275.00
45%	4	£225.00	£265.00	£315.00	£275.00	£365.00	£325.00
30%	5	£275.00	£315.00	£365.00	£325.00	£415.00	£375.00
15%	6	£325.00	£365.00	£415.00	£375.00	£465.00	£425.00

Table 7.3.6.1.

- 7.3.7 In applying the limits shown in table on the previous page, customers with a weekly income in excess of the limits shown for Band 6 would not receive any Council Tax Support. In common with our current scheme, customers with capital of over £6,000 would similarly not be entitled to assistance.
- 7.3.8 A banded discount scheme for working age recipients based on limits in the above table, and in applying the assumptions set out in paragraphs 7.3.3 to 7.3.5 would result in an additional cost of the CTS scheme for working age recipients of £11,057 ([Appendix 3, Forecast B](#)). As any cost will be shared between the precepting authorities, Taunton Deane Borough Council's share would be £1,063.
- 7.3.9 The cost in paragraph 7.3.8, does not allow for further mitigation the Council may wish to apply to those with protected characteristics. In mitigating the effects of a banded CTS scheme, the Council could apply extra protection to those households where there are people with disabilities and carer's allowance is in payment. This would result in an additional cost of £22,760, with TDBC's share being £2,187. See [Forecast C](#).
- 7.3.10 The Council could decide some customers need increased support to assist in meeting their Council Tax liability. Council Tax Support of up to 100% could be provided for those leaving care until they are 25 years old, although according to information supplied by Somerset County Council on 18 July 2017, there were no care leavers living within Taunton Deane who would benefit from such a change.
- 7.3.11 If the Council decides to change our CTS scheme in 2018/19 to a banded discount scheme, we will need an additional module for the Civica OpenRevenues system. The indicative purchase price of the necessary software based on Taunton Deane Borough Council's contribution to the shared cost would be £29,374 with additional on-going maintenance costs of £5,875.
- 7.3.12 However, an income banded assessment scheme for working age applicants will reduce the volume of changes in circumstances and thereby reduce the potential for further increased administration costs. The information held on a person's Universal Credit claim will be used to decide the income band they fall into and the amount of CTS they are entitled to. The DWP provides the Council with this information so a Universal Credit recipient will not need to make a separate claim for CTS. In the future, we expect data for Universal Credit recipients to be automatically populated into our CTS processing software, and so reduce the administrative burden.

7.4 **Option 2 - Reduce maximum CTS offered to working age recipients from 80%**

Consultation Response: 21% in favour

- 7.4.1 This means working age CTS recipients would need to pay more and the Council could reduce the funding required to support the scheme in 2018/19 to assist in off-setting cuts in the Local Government Finance Settlement. Under our current CTS scheme the minimum contribution is 20%.
- 7.4.2 Increasing the contribution rate to 30% adds £2.99 a week additional Council Tax burden for a working age couple on CTS living in a band D (or above) property. It is important to consider the impact of increasing the Council Tax burden for those residents who are also likely to be impacted by wider Welfare Reform.

7.4.3 The saving from reducing the maximum CTS offered to working age recipients to 70% is estimated at £351,079. As any savings will be shared between the precepting authorities, Taunton Deane Borough Council's share is estimated at £33,739. See [Appendix 3, Forecast D](#).

7.4.4 Increasing the contribution rate is likely to lead to increased administration costs in recovering the Council Tax owed. It is unknown that if contributions increase, whether residents who have paid and been able to pay, will be forced into greater indebtedness, and non-collection rates increase. However, increasing the burden to taxpayers can mean the debt is never repaid in a timely manner.

7.5 Option 3 - Introduce entitlement limits

Consultation Response: 11% in favour

7.5.1 There are two types of entitlement limits - minimum and maximum.

- A minimum limit is where there is no entitlement below a certain level. An example is shown below:

Mr Jones is entitled to CTS of £4 a week. Under this option a minimum entitlement of £5 a week is set. This would mean Mr Jones would lose his entitlement to CTS.

The advantage in setting a minimum weekly level at which we would award CTS is that this will avoid collecting small balances from customers and will focus limited resources towards the most needy.

- A maximum limit is where entitlement is capped at a certain level. The effect of this is illustrated in the example below.

Miss Smith is entitled to CTS of £25 a week. Under this option a maximum entitlement of £20 a week is set. This would mean Miss Smith's entitlement to CTS would be restricted to £20 a week.

7.5.2 The table below shows the weekly award range under our current CTS scheme based on 1,251 working age recipients.

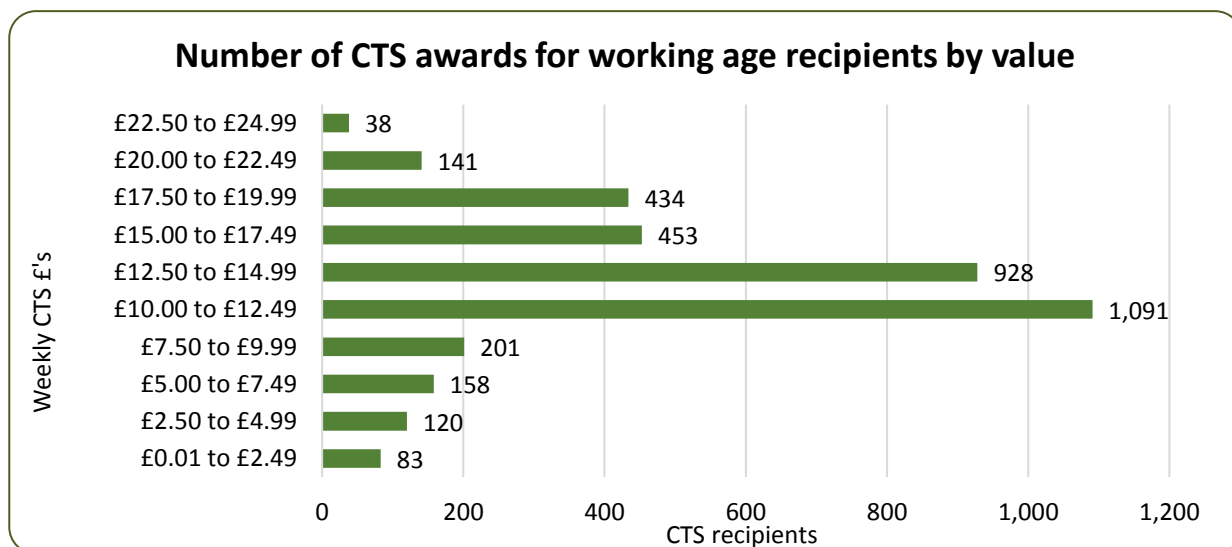


Chart 7.4.2.1.

- 7.5.3 The maximum saving by introducing a minimum entitlement limit of £5 a week combined with a maximum entitlement limit of £15 a week across all CTS recipients is estimated at £189,532, see [Appendix 3, Forecast E](#). This would reduce to £48,517 if protection is applied to all vulnerable groups. It would affect 1,269 working age CTS recipients, including 927 recipients that fall within vulnerable groups. As any savings will be shared between the precepting authorities, Taunton Deane Borough Council's share is estimated at £18,214 (or £4,662 if protection is applied).

8 Key considerations applicable to all options

- 8.1 Any of the options to reduce the level of support we offer through CTS will have an adverse impact on certain applicants or groups of applicants. If we need to cut the support offered through our CTS scheme, we need to consider a careful selection of options for our particular demographic unless additional funding can be raised through other Council initiatives or by cuts in services generally. The reality is that any revised scheme that has less funding, needs to establish which applicants are more able to pay an increased level of Council Tax with the reduction in their CTS.
- 8.2 The estimated financial impact of each of the options and the numbers of customers affected have been considered are set out in detail in [Appendix 3](#).
- 8.3 Although the Council is not legally required to include transitional protection for claimants moving from one CTS scheme to a replacement scheme, the legislation states Members must consider if transitional arrangements may be needed and if protection should apply to all groups or just certain groups. Such protection could limit our ability to realise savings.
- 8.4 Should there be any shift in proportions between working age and pension age or an economic downturn resulting in more people relying on some form of state financial support, there would be greater pressure on remaining Council Taxpayers to meet potentially higher outlay.
- 8.5 A decision to reduce CTS for people of working age will mean that Council Tax Collection will be a much harder task. This will result in more pressure on Revenues staff and may require additional capacity to maintain tax collection rates.

9 Links to Corporate Aims / Priorities

- 9.1 Council Tax Support is most closely linked with Key Theme 1 - People where we will '*Work with others to support the wellbeing of an older population and our most vulnerable residents*'.

10 Finance / Resource Implications

- 10.1 As reported earlier in this report, funding for CTS was reduced by 10% in 2013/14. Subsequently the Settlement Funding Assessment (SFA) has reduced by 45.7% in cash terms in the four years up to 2017/18.
- 10.2 The Medium Term Financial Plan (MTFP) for the Council, as reported to the Executive on 3 August 2017, shows we have a projected budget gap of £388k in 2018/19, rising to over £1,118k by 2022/23 if no action is taken to address the financial position. This takes into account projected cost pressures based on current service provision, and further reductions in funding from Government. It is clear that Members will need to consider a number of potential options to reduce costs / increase income to close this gap.

- 10.3 The Council has been required to make significant financial savings in recent years, and faces further cuts in funding and increasing financial risks over the coming years. It is becoming increasingly difficult to preserve core services to local residents.
- 10.4 Reducing Council Tax income will increase the Council's budget gap (and increase budget pressures for major preceptors) increasing the challenge for Members in identifying savings required to balance the budget overall.
- 10.5 The maximum saving that may be achieved in isolation is through Option 2 ([Appendix 3, Forecast D](#)). The illustrative budgetary savings for each preceptor through reducing maximum CTS for people of working age to 70% is shown below.

Authority	% CTS budget	CTS Budget for 2017/18	Estimated budget saving
TDBC	9.61%	£538,804	£33,756
Parishes / Unparished	1.21%	£67,558	£4,250
Somerset County Council	72.26%	£4,050,538	£253,820
Avon and Somerset Police	11.68%	£654,725	£41,027
Devon & Somerset Fire & Rescue	5.24%	£293,746	£18,406
Total	100%	£5,605,370	£351,260

Table 10.5.1.

- 10.6 By running the scheme as a “discount” we share the risk of financing the costs with the other precepting authorities through the Tax base calculation. The first financial impact is on the Collection Fund that is used to manage all Council Tax income, before that funding is shared between the various local precepting bodies. Given TDBC’s share of the Collection Fund (shown in the chart below) is only 9.61%, the major element of the risk falls on the other precepting local authorities.

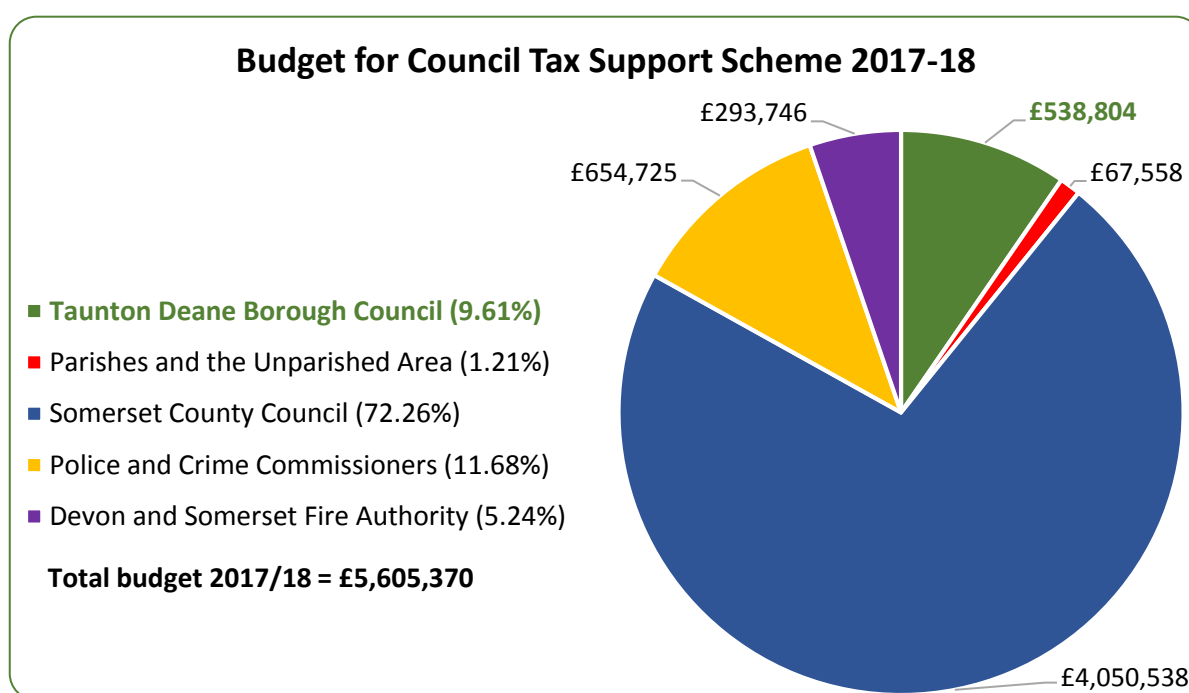


Chart 10.6.1

- 10.7 If the Council decide to change the CTS scheme for people of working age to a banded discount scheme, we will incur additional one-off costs of £29,374 in purchasing the necessary module to supplement our existing software, with on-going additional maintenance costs estimated at £5,875. This will be financed through existing budgets.

11 Legal Implications

- 11.1 Section 33 of the Welfare Reform Act 2012 abolished Council Tax Benefit and any replacement scheme is excluded from the scope of the Universal Credit system set up by Section 1 of that Act. The Local Government Finance Act 2012 ("the 2012 Act") amends the Local Government Finance Act 1992 ("the 1992 Act") to make provision for the localisation of Council Tax Support.
- 11.2 The 2012 Act amends the 1992 Act by adding a new section 13A to state that Council Tax will be reduced to the extent set out in an authority's Council Tax reduction scheme and to such further extent as the authority sees fit (new s13A(1)(c) replicating the existing provision for authorities to adopt specified additional classes).
- 11.3 Local authorities must make a Council Tax reduction scheme setting out the reductions which are to apply in its area by persons or persons in classes consisting of persons whom the authority considers to be in financial need.
- 11.4 Paragraph 5 of Schedule 1A to the Local Government Finance Act 1992, as inserted by Schedule 4 to the Local Government Finance Act 2012, requires the authority to consider whether, for each financial year, the CTS scheme is to be revised or replaced. Where the scheme is to be revised or replaced the procedural requirements in paragraph 3 of that schedule apply. Any revision/replacement must be determined by 31st of January in the preceding year to the year which the changes are to apply.
- 11.5 The Council must therefore consider whether the scheme requires revision or replacement and if so, consult with precepting authorities (Somerset County Council, Avon and Somerset Police, and Devon and Somerset Fire and Rescue Authority), publish a draft scheme and then consult with such persons as are likely to have an interest in the operation of that scheme prior to determining the scheme before 31st January. If any proposed revision is to reduce or remove a reduction to which a class of person is entitled, the revision must include such transitional provision as the Council sees fit.
- 11.6 Case law has confirmed that consultation must
- be undertaken when proposals are at a formative stage;
 - include sufficient reasons for particular proposals to allow those consulted to give intelligent consideration and an intelligent response;
 - give consultees sufficient time to make a response; and
 - be conscientiously taken into account when the ultimate decision is taken.

12 Environmental Impact Implications

- 12.1 There are no environmental implications associated with this report.

13 Safeguarding and/or Community Safety Implications

- 13.1 Safeguarding and community safety implications have been considered, and there are not expected to be any specific implications relating to this report.

14 Equality and Diversity Implications

- 14.1 Members need to demonstrate they have consciously thought about the three aims of the Public Sector Equality Duty as part of the decision making process. The three aims the authority must have due regard for:
- Eliminate discrimination, harassment, victimisation
 - Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
 - Foster good relations between persons who share a relevant protected characteristic and persons who do not share it
- 14.2 The public sector equality duty, as set out in section 149 of the 2010 Equality Act, requires the Council, when exercising its functions, to have “due regard” to the need to eliminate discrimination, harassment and victimisation and other conduct prohibited under the Act, and to advance equality of opportunity and foster good relations between those who have a “protected characteristic” and those who do not share that protected characteristic.
- 14.3 The “protected characteristics” are: age, disability, race (including ethnic or national origins, colour or nationality), religion or belief, sex, sexual orientation, pregnancy and maternity, and gender reassignment. Marriage and civil partnership are also a protected characteristic for the purposes of the duty to eliminate discrimination.
- 14.4 The Council must pay due regard to any obvious risk of such discrimination arising from the decision before them. There is no prescribed manner in how the equality duty must be exercised, though producing an EIA is the most usual method. For this reason, these matters are examined in the EIA at [Appendix 4](#). In addition, debt levels are broken down by claim profile in [Appendix 5](#).
- 14.5 Councillors must consider the effect that implementing any changes to the CTS for 2018/19 will have on equality before making a decision. The EIA will assist with this. Where it is apparent the CTS policy would have an adverse effect on equality, then adjustments should be made to seek to reduce that effect and this is known as “mitigation”.
- 14.6 The Council has a duty to prevent child poverty under provisions within the Child Poverty Act 2010. In moving to a scheme based on bands of income, the scheme makes additional income provision for up to 2 children. Such a limit aligns to other Welfare Benefits administered by the Department for Work and Pensions. The calculation of a customer’s net income would continue to disregard certain income as set out in paragraphs 7.3.4. and 7.3.5. as well as disregarding qualifying childcare costs. However, where households have 3 or more children, the limitations on child numbers could have an adverse effect.

14.7 In mitigating the effects of any reduction to CTS for working age applicants, officers could apply a discretionary reduction in Council Tax liability through exceptional hardship as appropriate and in accordance with our policy

14.8 Budgetary pressures and economic and practical factors will also be relevant. The amount of weight to be placed on the same countervailing factors in the decision making process will be for Members to decide.

15 Social Value Implications

15.1 There are no social value implications associated with this report.

16 Partnership Implications

16.1 Further development of the Council Tax Support scheme will need collaborative working between TDBC and the major precepting authorities.

17 Health and Wellbeing Implications

17.1 There are no Health and Wellbeing implications associated with this report.

18 Asset Management Implications

18.1 There are no asset management implications associated with this report.

19 Consultation Implications

19.1 Before implementing any change to the CTS scheme for 2018/19 we must consult with the public. It is important not just to consider the options to reduce funding for CTS, but also to give the public options on how we can keep our CTS scheme at the same level by making funding available from other sources or by reducing other services. The questions asked in public consultation are shown in [Appendix 2](#).

19.2 To obtain a confidence interval (CI) of 95% from public consultation, we need to receive approximately 300 responses. The CI is a way of expressing how certain we are about the findings from our consultation, using statistics. It gives a range of results that is likely to include the “true” value for the population.

19.3 To obtain sufficient responses, officers contacted a proportional, random selection of households in each parish to obtain their views. As well as seeking views on our proposals from those selected for the random interviews, we also promoted responses through issuing a press release and publishing our consultation options on our website.

19.4 Public consultation ran for 8 weeks from 3 July 2017 to 27 August 2017. At the closing date, we had received 372 responses, thereby giving a confidence interval in excess of 95%, with responses from every parish and the unparished areas in Taunton Deane.

19.5 In addition, we also sought views on our proposals from the major preceptors, various welfare support agencies and advisory groups

20 Scrutiny Comments / Recommendation(s)

- 20.1 On 12 October 2017, the Corporate Scrutiny Committee recommended that the Council amends the current CTS scheme for 2018/19 to that illustrated in [Forecast C](#). This will award entitlement to working age recipients based on bands of income and will:
- a) increase the maximum support available to working age recipients to 85% of their Council Tax liability;
 - b) apply a flat rate deduction of £5 a week for each non-dependant;
 - c) disregard carers' allowance from the income used to work out CTS.
- 20.2 The Corporate Scrutiny Committee recommended that the Council provides extra assistance for young people who have left local authority care, by increasing maximum support to 100% of the Council Tax liability for single applicants up to the age of 25 where their weekly income is less than £75.00.
- 20.3 The Corporate Scrutiny Committee recommended the Council mitigates the effects in moving to a Banded Income CTS scheme for working age applicants by inviting applicants with protected characteristics who will receive reduced CTS from 1 April 2018 to submit a claim for a discretionary reduction.

Democratic Path:

- **Corporate Scrutiny Committee - Yes**
- **Executive - No**
- **Full Council - Yes**

Reporting Frequency: ☒ **Annually**

List of Appendices (delete if not applicable)

Appendix 1	Taunton Deane Borough Council's Council Tax Support Scheme for 2018/19
Appendix 2	Public Consultation
Appendix 3	Modelling of impact of options for CTS applicants and financial effect
Appendix 4	Equality Impact Assessment
Appendix 5	Council Tax debt profile @ 31 March 2017

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**Taunton Deane Borough Council
Council Tax Reduction Scheme**

S13A and Schedule 1a of the Local Government Finance Act 1992

**See separate Appendix 1 available online for the Full Council Meeting scheduled for
12 December 2017 at**

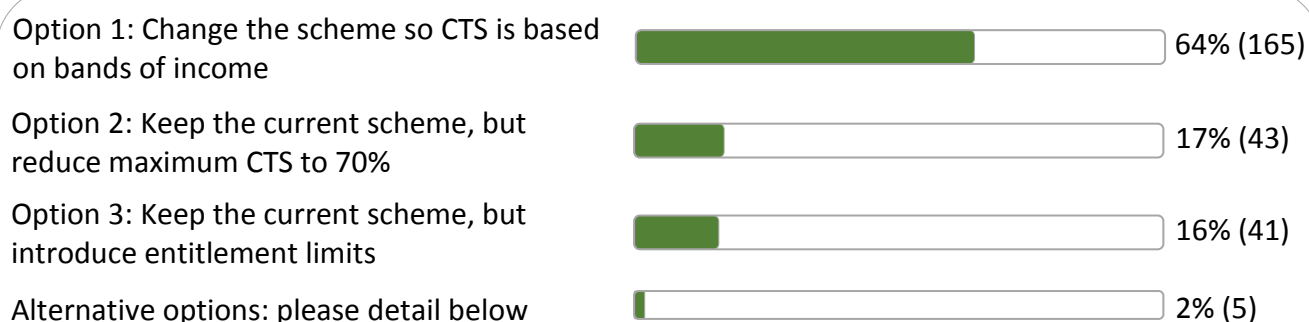
<http://www2.tauntondeane.gov.uk/webpages/tdbcagendas/Meeting.aspx?MID=20172004>

A hard copy of Appendix 1 can also be obtained from Democratic Services.

Council Tax Support - Consultation for Changes in 2018/19

Question 1

How should Council Tax Support change for working age people?



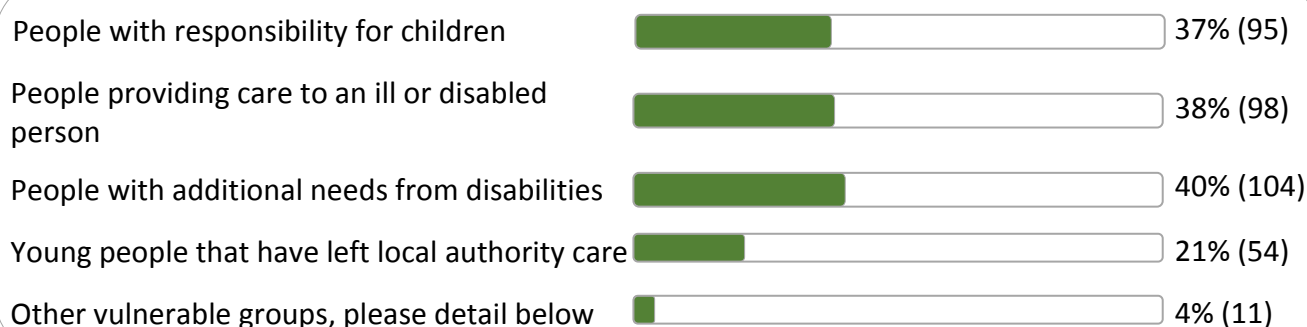
Question 2

Should the Council provide protection for some groups from any change to Council Tax Support from April 2018?



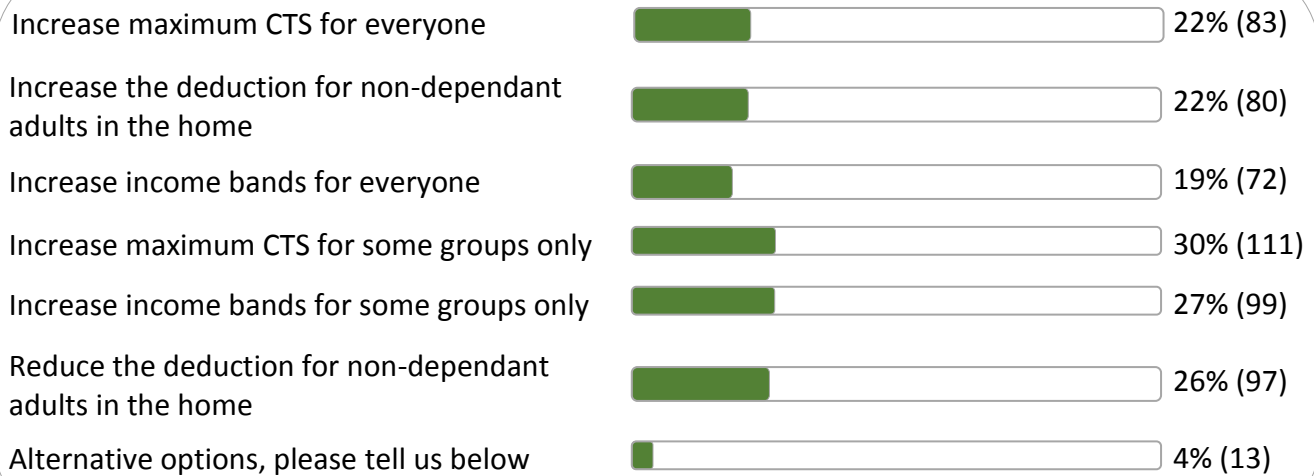
Question 3

If you think the Council should provide protection, which groups do you think should get this?



Question 4

If the Council decides to introduce an 'Income Band' scheme, which of the changes listed below do you think the Council should make?



Question 5

How do you think the Council should find savings to help pay for the Council Tax Support scheme from April 2018?



Are you a resident of Taunton Deane?



Do you pay Council Tax?







Do you currently receive Council Tax Support?












Do you work either full or part time?






What is your gender?

Male		35% (130)
Female		57% (212)
Transgender		0% (0)
Prefer not to say		2% (9)

What is your age group?

Under 17		0% (0)
18 - 24		1% (5)
25 - 34		14% (53)
35 - 44		15% (55)
45 - 54		18% (67)
55 - 64		15% (55)
65 - 74		19% (69)
75+		12% (45)
Prefer not to say		0% (0)






Do you consider yourself as having a disability or long-term physical or mental health condition?

Yes		16% (59)
No		72% (266)
Prefer not to say		7% (25)

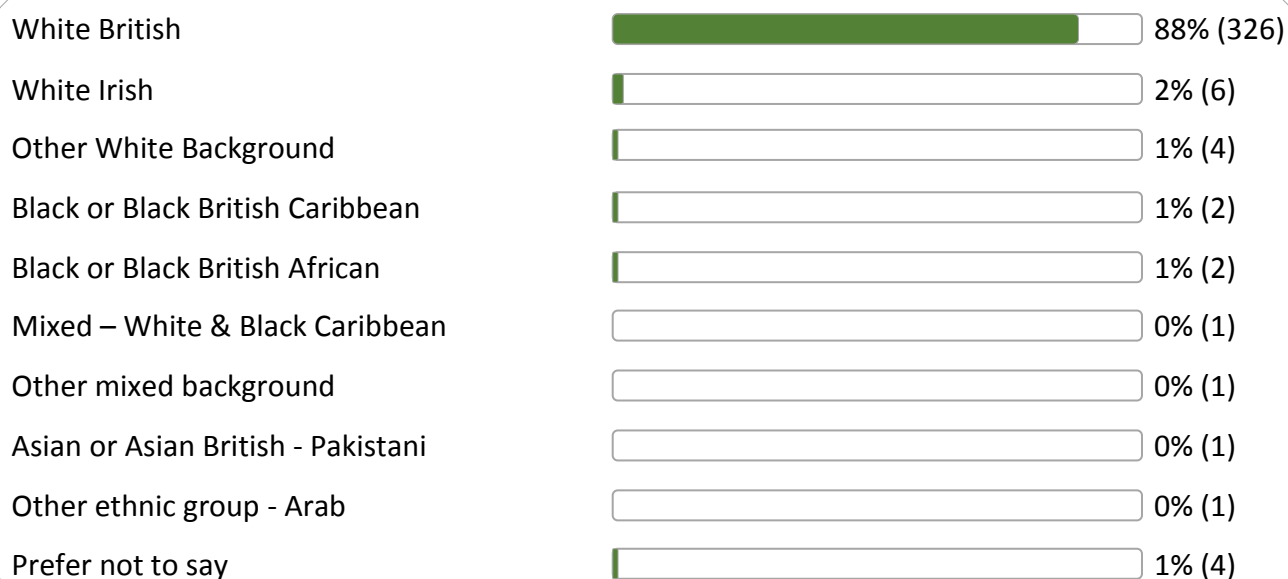
Do you consider yourself to have a religion or belief?

Belief		12% (45)
Religion		30% (111)
None		37% (137)
Prefer not to say		13% (49)

Do you consider your sexual orientation to be?

Heterosexual?		78% (289)
Bisexual?		1% (4)
Gay man?		0% (1)
Lesbian?		1% (3)
Prefer not to say?		13% (49)

Which of these ethnic groups do you feel you belong to?



Question 1: Alternative Options

- 3: Keep current scheme, but lobby the local tory MP's to stop voting for local authority budget cuts
- 6: Keep everything as it is
- 7: Just keep it as it is.
- 10: Leave alone.
- 16: Lay out options more clearly in literature.
- 20: Keep the current scheme however protect disabled and the elderly
- 40: Everyone should pay their fair share
- 42: Raise council tax so the community supports those most in need, and who are most vulnerable.
- 131: Combine options 1 +2 so have a band approach but the top band is 70% instead of 85%
- 134: More close examination of need
- 162: Ant scheme which is more efficient and effective in its administration has to be a good thing
- 165: You do not cut anything leave it as it is. Maybe an idea is to not join with West Somerset Council
- 169: Use the band system as your basis, the one described is suitable but allow this to be based on a rolling average over the previous 3 or 6 months income to protect people on varying incomes or 0 hours contract
- 174: Target those who are able to work rather than those who are permanently unable to work.
- 187: Keep current scheme
- 193: Leave the system how it is.
- 197: Unsure
- 201: Keep current scheme should be a cap
- 205: Accessed on occupants needs.
- 210: Keep current system
- 212: Keep current scheme
- 220: No opinion.
- 226: If you lived in a Band E-H property then you shouldn't receive Council Tax support as you are already well off.
- 288: Based on income and dependent children
- 294: See comment on next page
- 307: Keep the scheme as it is now. Too many poor and vulnerable people will lose out if the scheme is changed.
- 311: Lobby Government to restore previous exemptions.

Question 1: Alternative Options (continued)

- 333: Should be a head tax all pay
- 340: Keep it how it currently is.
- 355: Reduce support to 70% and stop helping those tenants that seem to produce children so they can claim maximum benefits. They want large families they support them not the Council.
- 359: Nothing to change
- 363: Ed Milliband £2m "mansion tax". Remove 25% discount for single 40% tax payers.

Question 3: Other vulnerable groups (protection)

- 3: People on low incomes (wages have largely stagnated since 2007)
- 20: Disabled people, pensioners
- 34: People who physically are incapable of any form of work
- 35: Mental health issues
- 37: Special educational needs
- 38: Elderly
- 39: Single parents not on HB
- 42: People who are re-starting their lives after fleeing gender/domestic violence.
- 44: People recently homeless, people fleeing violence or abuse, refugees
- 64: Low income earners
- 65: Those that can prove the high level of care they provide to an ill/disabled person should get help. Those leaving local authority care should not be automatically protected, they should be assessed on a case by case basis like everyone else
- 73: Ex forces
- 92: Elderly people. Savings- why should we spend our money
- 100: Working people on less than £20,000
- 112: All vulnerable groups
- 127: Long term health issues
- 132: People with mental health issues, homeless people
- 150: Over 65
- 157: All groups need some degree of protection
- 160: I think it is important to ensure that people with learning difficulties are protected as they have difficulty understanding financial matters
- 163: People who are self-employed and not able to work full time due to caring for others
- 165: All you fools
- 171: Protections should be integrated as adjustments to the income figure.
- 174: People who are permanently unable to work because of chronic sickness/disabilities should be treated the same as pensioners and exempted.
- 188: People that have come out of prison.
- 190: Elderly
- 196: Elderly
- 197: Elderly
- 200: All vulnerable people on low incomes.
- 201: Elderly
- 202: Elderly - ex servicemen
- 207: Young couples
- 208: Mental Health
- 211: Unemployed
- 223: Elderly
- 237: Elderly
- 255: All groups should be considered.
- 263: Severely mentally impaired - no Council Tax
- 264: People escaping violence/harassment
- 268: Mental Health sufferers/refugees
- 277: Elderly
- 278: The elderly
- 279: Disabled military
- 287: Homeless

- 288: Elderly
- 289: Mental health issues physically or mentally.
- 290: Elderly
- 291: Elderly
- 307: All families on low income.
- 309: Lone parents only
- 311: Protection should be based on income rather than such broad groupings. Some of the issues will have substantial or at least comfortable disposable incomes. It is contributing to a growing debt problem for poorer households, with serious ramifications.
- 312: Pensioners
- 317: Old age pensioners
- 331: Those who have mental health problems
- 336: Elderly
- 337: Elderly
- 348: Elderly
- 349: Mental health
- 350: Those living in mental health supported accommodation.
- 351: People that need support from others.
- 352: Supported groups
- 355: If tenants have children they should only have them if they can afford them. It is not the Council's responsibility to provide these funds, limit max kids to two.
- 363: Anybody claiming means tested benefits
- 371: Young children only.

Question 4: If the Council decides to introduce an 'Income Band' scheme, which of the changes listed below do you think the Council should make - alternative options

- 4: Only for the most vulnerable adults and disabled adults
- 6: Recognise carers receiving carers allowance only. I provide minimum 35 hours a week of care for my wife with multiple disabilities but the reality is more than 60. We would be penalised under all these options
- 10: Leave well alone
- 20: Disabled, elderly
- 27: Don't increase
- 43: Whichever scheme costs the least money.
- 65: None of the above. Anyone with non-dependant adults in the home who are capable of working should not get additional help
- 73: Abolish council tax
- 77: See page 11 comment, the council tax band C to base support upon
- 112: A combination of all of the above
- 113: Council tax for higher earners to increase
- 116: Not sure
- 120: I think each individual group should be assessed by their own income changes affect everyone
- 134: Support should be based on genuine need
- 135: Get rid of Band 6 Reduce % support for all bands Change support to max of band C property. Reduce saving limit to £3k and capital
- 147: On reflection, I think the % bands should be reduced in such a way that the overall cost of the scheme remains as it is with the most vulnerable helped the most and maybe consider dropping the smallest altogether
- 150: Only make council tax support available for people earning under the income tax threshold
- 169: Use a rolling average when banding as individual as this will allow for 0 hour contracts and people going back into work from employment
- 172: Unfortunately, the options are not explained clearly enough in the supporting printed documentation to allow someone without detailed pre-knowledge of the subject to make a reasonable assessment.
- 174: I believe that non-dependant working adults of working age living with their parents should all pay council tax.

- 232: Do not increase any allowance.
- 272: Considering most benefit claimants receive the equivalent of hard earned income, I do not believe any CTS should be provided. For same reason, that is not an opinion being considered.
- 297: A non-dependant adult living in a house should be working and making a contribution to the household bills.
- 306: Increase income bands for single parents with dependent children and no CSA or father contributions. It's impossible to pay council tax if you're a single parent with no money coming from fathers.
- 307: Don't do it.
- 311: This is too complex a calculation for lay individuals to be able to calculate fairly. I do think that income for lone parents in the form of maintenance, should be included in calculations. As a former lone parent, I do not understand the rationale for its exclusion.
- 340: Leave current system how it is.
- 354: Protect disabled people.

Question 5: How do you think the Council should find savings to help pay for the Council Tax Support scheme from April 2018? – Comments

- 2: Review how existing funds are spent
- 3: Lobby local tory MPS to stop voting for cuts.
- 4: But only by the 1%
- 9: reduce councillor's "allowances"
- 21: Reduce money given for social services, as this is one of the largest spend area
- 22: Renew services and reduce or renew ones that are not critical or under used.
- 25: Prioritising money and support to the people most in need
- 27: As below run the council more like a business and stop wasting money
- 29: Stop overpaying for road developments also sell the unused and overpriced fire station HQ. Stop commissioning these surveys on paper, try emailing which I've heard is quite popular
- 32: Reduce civil servants' pensions, not waste paper on questionnaires
- 34: Open more car parks. Turn Castle Green back to a car park. Don't close any roads and accept that cars bring people to Taunton to spend money
- 39: But a small percentage each year i.e. 1%
- 40: If everyone paid their share there would be no need to increase council tax
- 52: By nature, council services are value for money not just cuts need to evaluate worth
- 64: I feel with all the properties that have been developed and plenty more on the way the council should be getting plenty of funding to support these changes
- 65: If the system was based on income bands, over time money would be saved as people would pay a regular amount rather than getting more money than they're entitled to at various points, when they fail to inform of increased working hours etc.
- 69: Reduce funding to police, you never see them
- 73: Increase housing tax for properties worth over 3/4 million
- 77: When previous increase by such small amounts and savings interest is so low, even a 1% increase takes all of any increase away
- 83: Reduce ranks of excessive wage administrators
- 84: I completely disagree with increasing council tax to fund the scheme, anything received should be made up from savings in the scheme
- 92: Look after people who have saved but have no income only cab claim if they have no capital
- 104: Cut salaries of highest earning council workers
- 107: Increase for higher earners
- 108: Maybe the old rates system worked as you pay more rates for the size of your house and its location
- 110: Reduce the wages or hold increase to the wages of those at the top of the council those who are on near hundred thousand pound wages
- 111: Stop wasting money on renovating council offices and paying for consultants
- 113: But if both dependant on earnings
- 114: Combination of both
- 115: From within existing resources
- 117: Administration savings

- 119: Cut middle/higher management tiers from the system. Too many chiefs not enough Indians.
- 120: Reduce the rates given to families refusing to work
- 123: For example, if council tax increased by 1% by £ 15.57 for a band D property an additional £1620 would be provided in council tax income. This could be used to help pay for ctax support schemes
- 127: Generate income from other areas
- 130: Reduce funding only for certain services i.e. highways
- 131: Split it between both options so a small increase to council tax to cover some of the costs. But also meet some of the costs through reduced funding
- 133: Ask the people who actually work for the council where savings can be made?
- 134: Not waste so much
- 135: Reduce single occupancy discount Increase council tax for second homes
- 146: Increase higher banded council tax bills only
- 147: We should plan not to increase council tax support scheme. I would prefer any council tax increases to go towards providing better services
- 150: Reduce council tax support and only help those most in need
- 151: Stop people having support year after year when they are able bodied and could get a job to pay for their own council tax
- 152: Stop paying for people who continue to have children as they get most things paid. Make them pay and be responsible for their children
- 154: Make it less attractive for people to stay on benefits for a long time. They would then need to get a job and pay full council tax
- 155: Reduce top management salaries
- 156: Council tax should not be increased too expensive already when you do not receive council tax support
- 157: Increase on higher bands
- 158: 1% increase
- 164: Reducing max CTS to 70% gives you savings of £351K a year
- 165: As before do not join expensive West Somerset. Move to Somerset Council offices. Be tougher with government (get some balls)
- 169: Council tax increase of 3% on bands H + G 2% on bands F + E 1% on bands D+C. Also a pay cut 3% of all high level council staff earning over 60K, 4% anyone earning over 80K and 5% earning over 100K. Also rather than a reduction in ground level staff hours directly affecting customer services reduce managerial staff hours. It should be possible to do this by setting a target to reduce time spent in meeting by 10%. Also cash could be gained by opening the old market site as a low cost all day car park. Please note outsourcing never makes any saving for public sector do not make the same mistake made by hundreds of people before you
- 170: Increase council tax payments in properties where more than 2 people aged over 18 live
- 172: The second para on page 9 says introducing bands would be "broadly similar" implying that this would be cost neutral; therefore, no additional funding should be required.
- 174: Increase council tax for those who can afford it, rather than targeting the poor and vulnerable of society yet again. Your own Conservative government promise to protect the most vulnerable against the cuts.
- 175: Stop wasting money on election campaigns and invest the money in people not baby glamour shots and cheesy slogans.
- 182: Emptying bins is already going to three weeks what else can they do to me!
- 187: Cut services where required.
- 188: Look to reduce some of the higher paid salaries.
- 189: Increase Council Tax limited to 1% only and all of the savings met.
- 192: Cut some of the higher paid jobs the wages.
- 193: Small increase
- 195: Reduce higher paid job roles wages.
- 196: Cutting certain job roles.
- 199: Reduce some of the money that's being wasted on certain areas.
- 201: Cut back management staff
- 202: Efficient use of funds.
- 204: Not for Council Tax Support
- 205: Become more efficient in the services are run.
- 207: Keep services in house and bring back some of services already farmed out in house.

- 208: Cut Chief Executive pay and other Senior Managers
- 213: Pay higher levels of council employees less.
- 229: I don't believe the saving should be passed onto the tax payer.
- 232: Reduce welfare bill
- 246: Streamline services
- 253: Reduce high paid wages plus paid (bonus).
- 256: Money should come from Central Government at least 70%
- 257: More efficient administration.
- 258: Restrict Council Tax support to Band "C" level. Reduce allowances for Councillors. Don't waste money on TDBC building - move to SCC at County Hall. In other words - move to abolish TDBC and manage all authorities like Cornwall.
- 259: Restrict to Band C. Don't spend money at TDBC.
- 263: More money from Central Government wasting less money on schemes e.g. Castle Green
- 264: Increase Council Tax on D-H bands
- 268: Increase the funding from the Government
- 272: See my preceding comments.
- 278: Raise the Council Tax in urban areas who are getting the range of services as rural areas don't
- 279: Agree with Central Government to retain more of their yearly income.
- 288: Stop paying unnecessary expenses.
- 289: Cut down wages on the higher job roles.
- 291: None of the above
- 296: By reducing admin costs etc.
- 297: If the scheme is supposed to be more efficient, then the Council is saving money therefore no increase in Council Tax would be needed.
- 303: Not sure how the Council should fund but wouldn't want services reduced.
- 307: Make the 10 Assistant Directors of TD redundant and save £700,000 per year. It was a made up role totally unnecessary in the economic climate.
- 310: Increase capital income from Central Government.
- 328: Not more than 1% increase
- 332: There are certain council services which could be reduced to save money - flower baskets, park and ridge, reduce rates on commercial properties, businesses will last longer - more tourism.
- 333: Think that all tax payers should pay the increase.
- 336: Get more money from the Government.
- 340: Reduce money where we can i.e. some car parks i.e. Wiveliscombe you don't pay to park. Also cut back highly paid officials or pay them less.
- 346: Reduce management staff.
- 355: With a 4% increase in council tax in 2017/18 many tenants are struggling. SCC component goes up each year and their services get worse. Many council tax payers would resent another increase - get rid of top management and save their salaries.
- 358: Bands A-D increase by 1% max/year. E-H increase by 1.5% max/year
- 363: New "Band J" AKA mansion tax.
- 366: Reduce business rates for start-ups to encourage growth and improve town centre. Cut payments to Band 6.
- 367: Administration efficiency improvement. Urgently start development of vacant commercial sites to increase income and enhance the town in particular the Old Market site.
- 372: From increased council tax.

Please tell us about any impact that you think these changes could have on you or the services you receive from the Council.

- 4: As a disabled wheelchair user, I would worry about the support I would get. If my out goings increase I would have to cut back on food and heating. Due to my conditions, this would have a big adverse effect on my health.
- 6: My maths suggests we will be penalised under any of the changes proposed. I care for my wife, providing at least 60 hours of care per week. I could withdraw that care, work full time and make local services obligated to provide a large part of that care which would cost hundreds of pounds a week. I would be better of going back to work and we would be better off doing this but I don't because I know I can provide the best quality care for my wife.
- 7: These changes will have a negative effect on me.
- 9: thankfully have no need of either at moment, but elderly social care must not have any further cuts. Working age people deciding to only do min hours work to keep DWP off their backs must not be allowed to benefit
- 10: You are clearly hurting Disabled people with your options
- 12: Minimal impact.
- 14: Currently pay full council tax so only effect on us would be an increase to the bills or reduced services that we use.
- 15: An increase in council tax would take some adjusting to as my wage increase is frozen as an employee of SCC. I would prefer services to remain at a higher standard. In my opinion, a reduction in council services funding would have a detrimental impact on the standard of services
- 17: Any increase in council tax would have an adverse effect on personal finances but this seems to be the fairest way of increasing income maintaining the support scheme and the current level of services
- 21: More support=more money I have to pay for no benefit to myself
- 22: The impact would be minimal overall. Funding has to be focused on critical service delivery - the must have ones not so much as the nice to have.
- 24: None
- 27: Already pay substantial council tax for no benefit this is just more money grabbing
- 32: Council tax will increase
- 33: If council tax is increased we would hope that there would be extra cuts to current services for example refuse collections and highways
- 34: Depends what the changes are
- 35: We would pay more council tax but worth it if vulnerable groups are receiving greater assistance
- 37: It is not ideal to increase council tax in view of people's income however council services are very stretched and reducing funding further will make services even harder to provide the correct level of service
- 42: I am on a low income and currently don't qualify, but would qualify under the proposed banding scheme from what I can tell.
- 44: I would be happy to pay increased Council Tax despite being
- 52: I'm not in receipt of working tax credit but would be affected by any cuts in local spending in the community. I think these should be managed with care and seek unwarranted variations by comparing with like counties
- 54: No impact
- 59: Where and what is the money spent on
- 64: For me personally no impact
- 69: I don't see any parking attendants anymore where I live and the grass verges etc. are not being maintained so what are we paying for, street lighting is about the lot
- 73: Council services have been cut to the bone, this is at the depravation of all levels of society except the richest
- 76: Any increase in total expenditure on council tax support will reduce general service levels provided by the authority, therefore it is essential that the general public not receiving council tax support should not see a reduction in these services
- 85: More services available to those who need it most. At present, I don't but who knows
- 86: I think some of the services in TDBC are already poor e.g. grass cutting. Highways maintenance, funding for schools so to reduce funding would be a disaster
- 88: I pay full council tax. This would have no impact to me apart from increasing the cost

- 89: I pay full council tax
- 90: We would end up paying slightly more council tax
- 91: A council tax support scheme has to be paid for in some way and whilst never going to be a popular choice, an increase of say 1% would not be financially damaging to many households but would make the continuity of the scheme sustainable. Vulnerable groups have to be supported
- 103: I hope it would increase the money for other services
- 105: Don't know not sure
- 106: More money paid by the higher earners will mean more funding for missing services e.g. more hedges cut along canal, building better venues for music, roads better maintained
- 107: Increased c tax means more money in services and areas where we have seen cutbacks
- 108: More funding available
- 109: More investment in civic pride initiatives (litter collection, public flowerbeds, maybe some topiary) and public spaces. Funded through an increase in all levels of council tax
- 110: This leads to reduced services and support which should not happen
- 111: This is taking money away from services that are more of a priority
- 112: Don't know
- 113: More support for vulnerable would take off pressure
- 114: Council needs to stop wasting money. Roadworks- you don't need so many workers and time to do work better contractors council being ripped off
- 116: Not sure what we receive currently
- 119: For me very little. Services however will continue to decline regardless due to central government interference
- 120: I feel the only impact this would have on me is on a financial basis
- 122: Reduction in c tax payment
- 123: No impact, just more for CTS
- 127: I would not want any service compromised for current delivery
- 130: More people would be willing to pay more if they knew that their money was going on highway etc. enough
- 134: Receive very little services not likely to be affected
- 135: Your proposals will likely increase our council tax when the services currently received are already very limited
- 136: Don't know
- 140: Help us manage better
- 141: I don't know
- 142: Not sure
- 144: This would have little impact on me
- 146: If they increased lower band council tax bills I would struggle financially
- 147: An increased council tax bill for everyone living within their means and supporting themselves and family. We must learn to spend what we can afford and not expect someone else to pick up the tab. I feel the scheme on offer is fair in today's financial climate ensuring the most needy are supported
- 149: As me and my partner do not claim benefits this will not have an impact on us
- 150: More people would have to pay full council tax, thus increasing income and reducing outgoings for council tax support
- 151: I feel we already pay enough and I work hard to pay for my family whilst other families around here do not work and get everything paid for them
- 152: I do not think the changes will affect me as I pay full rent and council tax
- 153: Having more bedrooms due to children moving out means I get less benefit. Due to health, I use a wheelchair and claim universal credit as cannot work. I do not want to be even more worse off than I am now
- 154: If you put the council tax up me and my wife would have to pay more for a service we would not benefit from as we pay full council tax
- 155: This will have no impact on me
- 156: I don't feel the changes would impact myself however savings for the support scheme should not be made through increasing council tax for those who do not receive any support
- 157: Council services can't be cut any more than they already have
- 158: I would have to find extra a year but I would get more out of it, i.e. TDBC cut hedges public services etc.

- 159: Will potentially increase my council tax
- 160: While these changes would not affect me in my current circumstances, they could apply to my learning-disabled brother who finds life confusing and who is on a low income. Having income bands would help him, because they would entail less anxiety when his income varied slightly, as he would less likely to see a change in his council tax support. However, I am disturbed that the example of a disabled couple cited here shows that some disabled people would be paying more in council tax
- 165: Even I can see you are being totally bias against disabled people etc. Whatever scheme you talk about you are penalising them as you are in a roundabout way including say DLA not directly as illegal but still doing it
- 169: This change would not result in me losing any allowances, I feel any further reduction in service to this would warrant the dismissal of the entire council board as you cannot justify your top-heavy structure and cut your ground level services
- 174: As a single severely disabled person, mu ability to fund help to keep my garden and house tidy etc. will be reduced. I am cancelling my Deane help alarm because costs are going up, yet my allowances are going down in real terms.
- 175: Doesn't matter I'm sure I'll be worse off regardless.
- 180: Help me support a carer.
- 186: None
- 187: None
- 189: None
- 190: None
- 192: None.
- 193: None
- 196: None
- 198: Don't want Council Tax to increase.
- 201: None
- 202: None
- 204: The more you spend on Council Tax support the less there is for rubbish collection, street lighting etc.
- 205: Dependant on outcome of change.
- 207: If can't afford the rates keep putting them up, then we won't get money in to keep services up.
- 208: None
- 209: None
- 210: None
- 211: If Council Tax goes up then improve services.
- 214: I would rather pay more Council Tax than see the services further reduced.
- 216: None
- 218: No impact
- 226: Me and my husband are NHS employees who haven't had a pay rise in line with inflation in years. We stand to pay more Council Tax as a result of these proposed changes.
- 237: It will have an effect on social services
- 245: N/A
- 252: Only effect would possibly be if Council Tax increased.
- 257: I pay full charge so no real charge unless Council Tax increased for all.
- 263: My clients would not be able to keep up with even small amounts of Council Tax and will end up going to court and still not be able to pay SMID needs to stay.
- 264: None
- 270: We have chosen an increase as we are very fortunate that a 1% increase would not have an impact on our financial situation.
- 272: Impossible to say until you decide on course of action, resulting actual savings (if any) and other budgetary implications.
- 277: Could possibly have to pay more in Council Tax
- 287: None
- 288: If they used income as well as dependants of a household we would get reduction in council tax.
- 289: None
- 295: As usual less disposable income from the less privileged and poorer members of society.

- 296: By looking at different income bands would be much fairer, as a person on a low-income due to a health condition it is hard to contribute towards the costs.
- 299: Hopefully a general improvement of service.
- 301: I am sure I shall have to pay more Council Tax, but think I will also see a reduction in services despite this!
- 304: Family and friends on low income who are struggling but currently do not receive support.
- 305: Not sure but think people who need it should have help.
- 306: Bins need to still be collected at least fortnightly. In summer that's not often enough anyway.
- 307: It won't impact me (although I might be entitled) but it will impact a lot of others who do not deserve to lose out financially in these times of ideologically driven austerity.
- 316: I would be far happier as a resident of Taunton Deane knowing that those most in need of CT Support are receiving it - as a pensioner I disagree with blanket protections for those over pension age, which provide me with a privilege that is unfair on those worse off.
- 331: Hope none accept having to pay more on Council Tax
- 332: If Council Tax is increased this will put more pressure on families who work and get no support at all for doing so.
- 333: This would not make any changes to me.
- 334: As I receive no extra services from Council, I have no comment to make.
- 336: Roads not being kept up. Vegetation overgrown. Pavement bad shape in places. Care system.
- 338: None
- 339: None
- 340: None
- 341: Increase bills
- 343: None
- 344: Less services. More bills.
- 345: I don't envisage any significant change personally. I hope that services in general would improve.
- 346: None
- 348: None
- 349: None
- 350: I do not receive council tax support so changes to this will not affect me. I don't see any changes coming from the "services" I receive as I don't believe we get what we pay for in our Council Tax in this area. Very low if any police presence, poor road repair, lack of street lighting etc.
- 351: We don't receive any benefits as of yet, but having to build a bedroom and wet room downstairs for my husband who has had Parkinsons for 16 years now and on hardly any income.
- 352: Council services are not noticeable in this parish, if in a town services are in the area and we still pay the same.
- 355: As I do not get any help from the present scheme I feel that there are many people who could be working or seem not to want to work. The Government want to get more people back to work and this should be encouraged.
- 357: My impression is that services are cut to the bone already, so do not cut further. Do not subcontract, instead consider expanding DLO. Sub-contractors profits should not come from Council Tax.
- 358: The possibility of less support.
- 361: Keep Council Tax to current level.
- 363: Hopefully more money spent on public services.
- 367: None. Cheddar Fitzpaine resident.
- 368: Very little as make little use of specific personalised council services, and don't have children.

If you have any further comments or suggestions to make on the Council Tax Support Scheme please tell us

- 6: Do you really care about vulnerable people? Or are we just a burden to you?
- 7: Being disabled and my wife being my carer I think we should be protected. It is hard enough paying what we have to, you give support to pensioners so why shouldn't the disabled be helped as well. We have a lot more outgoings due to disability and as I am registered blind and physically disabled I am deeply worried about what the future will bring including this now.

- 9: Feel should be no council tax benefit above band C house. Should downsize not be subsidised by lower band households not on benefits.
- 10: In Taunton Deane you have had massive new builds. At least 33 thousand plus going up. You have thousands of new council tax payers of which the most you will supply is waste disposal and cleaning the streets when it is very rarely done. You only have to look at the disgusting state of Taunton Deane roads and overgrown land. You also have massive kickbacks from builders. So when you say you need to cut and hurt people who cannot defend themselves. I say shut up. You're lying again. As a point maybe we can cut some of top managers down? As if. No, I think you are twisting and blatantly lying. I also think your attempt to join with West Somerset is foolish and will put up council bills in Taunton Deane. While the many wealthy people who live rurally in West Somerset will get better off our backs. Sick and I think someone is getting their own kick back. Corruption as such. Who is the question? Cllrs you can be sure.
- 12: Completely reasonable to increase Council Tax and the right idea to increase support for vulnerable groups.
- 15: Look into ways of providing efficient services
- 16: Changes need to be communicated with clear messages and a transition period
- 17: Is the way the support scheme is administered similar to the housing benefit process? As I understand it people receiving HB will also be receiving council tax support so would expect efficiencies to have been identified in administration
- 27: Stop over paying for road developments. Sell the fire/emergency building at Blackbrook Business Park
- 30: While other options make savings, it is clear the scheme for bad choices is going to be easier to administer and will make it better for the customer
- 32: Bring back the poll tax much fairer for all
- 34: Only give it to the most vulnerable. Make the top band of council tax payers pay 15% more in council tax to fund this
- 35: We suggested a percentage basis rather than bands which cause annoyance if one is just over a band. One needs the wisdom of Solomon with limited resources trying to arrange a scheme that is fair to all is almost impossible to achieve. A scheme that can be implemented without the need to take on more staff would have advantage
- 42: With ever increasing risks of homelessness, vulnerability and child poverty, increasing council tax seems to make sense.
- 43: I do not support an increase in Council Tax or reducing funding for Council Services. We should provide just the minimum and least costly Council Tax Support as required by Government.
- 62: We would like to see the vulnerable and carers have their council tax reduced
- 64: I do think changes are required and support is available to more deserving people who are not receiving help now
- 73: Sack the government
- 76: The scheme may be difficult to carry out but it must be watertight and no abuse tolerated, entitlements given only to the deserving cases
- 77: How about as well as using bands the use of Band C rather than Band D make a great saving. How many people on the support live in a Band D house. If you do have a very reasonable value home and can afford it. To use Band C council tax band would be very sensible
- 82: Can you answer why despite all the building of homes in TDBC rates have increased, do not believe that any large amount of manual labour have been employed. So more homes contributing should bring the rates down
- 86: Simplify the system
- 92: If someone is left in the property on their own there should be more help not just if you have no savings
- 96: Protect people with children
- 102: Increase of 2%-5% on top band properties. Any property valued over £1.5 million to pay 5% increase. Any property valued over £5 million to pay 7% increase
- 104: Based on this leaflet I think the support scheme needs to be simplified, I don't know how anyone could be expected to know how it works
- 116: It should be based by each individual incomes per household
- 132: Lobby government to remove capping on spending

- 133: There should be one unitary authority we have Burrowbridge parish council, Somerset County Council, Taunton Deane Borough Council. This would bring efficiency savings and economies of scale
- 135: This is a complicated process for the average household to understand it could be more simpler
- 136: Don't know
- 140: Never heard of it before
- 144: No further comments
- 147: A very clear and concise report, well done. An eye opener too. I would ask that all recipients are reviewed/interviewed to ensure the money is targeted at the most vulnerable and not open to deception and adequate penalties are in place for anyone who does. It concerns me re number of non-dependant in a household. This should be capped
- 148: Council services are already stretched enough
- 150: Council tax support should only be available to the most vulnerable in our community i.e. pensioners. Having children and living in a council house is not a reason to claim council tax support
- 153: Make it easier to understand
- 156: Entitlement limits make the scheme fair for all
- 159: I haven't ticked extra protection for specific groups in the hope that their wider needs will be taken into account of in credit. I wasn't sure about increasing or decreasing deduction for non-dependants as I wasn't clear how the £5 was arrived at but assumed it was based on historic data about the current level of deductions
- 160: There is little detail on the minimum income for self-employed people. Many self-employed people are on low incomes and are eligible for fewer benefits, yet are no less deserving than other working age people. This seems unfair. Given that the council tax support option preferred by the council will not save much money, I wonder if this is a way of losing staff. I feel that pensioners, there are many in Taunton Deane, should be treated in the same way as working age people. I feel that pensioner protection is more to do with the current government protecting its voter base than protecting pensioners and that an honest conversation needs to be had. Perhaps this could be fed back to the government
- 161: I have paid council tax since I was 18. I have no dependants and work full time. I would not be entitled to any help if needed. Maybe as an idea somebody in my position could maybe be entitled to a one-off deduction or something if I was having a bad month or unexpected financial issue
- 165: Grow some balls and put pressure on government. Amazing how you found money to do up offices and pay consultancies in regard West Somerset Council. Maybe we should riot. Maybe we will
- 166: I like to think of myself as reasonably intelligent and I work for the council. I couldn't understand how you got the figure of £12.87 on p3. £11.0 made sense. Where did the other £1.86 come from?
- 167: Review the £7.5 million spend on the refurbishment of TDBC office. Limit vanity projects e.g. Castle Green. Keep tighter budget control on projects e.g. NIDR
- 168: 24 hours is not a consultation. It is not enough time to give people to digest the information and come to an informed conclusion
- 169: A single occupancy allowances to be reduced to 50% and increase of 10% on the primary property for people owning multiple properties
- 171: Consider monthly assessments of income to come into line with Universal Credit and reduce admin.
- 172: Having spent an hour trying to understand the printed version of the document I am still not much better informed beyond seeing that Bands will be required to prevent constant reappraisals. Before sending out similar questionnaires in the future could I suggest you ask someone who has no prior expertise on the matter to read to make sure the "person in the street" has a chance to understand the matter in hand? As it is I fear a lot of money has been wasted producing an almost incomprehensible consultation document. Plus, what on earth has my sexual orientation, religious belief or ethnicity got to do with this consultation.

- 174: No doubt I've wasted my time filling out this but I will anyway. Incomes such as Disability living allowance and personal independence payments are paid to help disabled people lead a normal life because living as a disabled person, is more expensive than being a healthy person. Because we are at home more, our utility bills are higher, especially in the autumn to early spring time when we need the heating on. Both these benefits are disregarded as an income by the Inland Revenue and the Department for work and pensions. I have to ask why Taunton Deane council think that it is moral to target the most vulnerable in society who have to live on benefits as a necessity rather than a life style choice, whilst at the same time, saying that people with families will pay less. It is a lifestyle choice to have children and in my view, nobody should expect the taxpayers to fund their choice to have a family larger than they can afford. I chose not to have any children because my medical condition meant that I would never have a full working life and would have to cease work before pension age. Despite what some people think (and it would seem that many TDBC councillors think) disabled people DO NOT live a life of luxury with a high income. My DLA is used to lease a small car from the Motability scheme, I am unable to use public transport, so a car is a vital necessity to enable me to attend doctors and hospital appointments and it also enables me to get out of the house, rather than being stuck at home relying on the kindness of friends and neighbours. The care component of my DLA enables me to afford to have help cleaning my home and the keeping the interior decorating etc. respectable and keeping my garden tidy (I live in a disabled friendly TDBC bungalow) as per my tenancy agreement. It would seem that politicians of every level are targeting the most vulnerable in society, who have no choice but to live on what is decided we need, with most of the cuts. Adult Social care is underfunded these days, and in Taunton Deane, disabled people no longer have free parking and have to pay £6.50 a session to hire a mobility scooter to go around the shops. Do you people think that we get so much money that we can afford to pay out whatever you ask? As for this being a democratic decision based on a consultation that most people only knew about because it was broadcast on the local radio today, just 3 days before its end, that's just rubbish! The people who stand to lose the most (people who get Disability living allowance and other disabled benefits) are the minority compared to those with children who will all vote for themselves not to be affected. Shame on you Taunton Deane BC, yet again targeting the most vulnerable in society. By the way, the government have not, to my knowledge, intend to reduce the council tax grant to councils, so why are you implementing these changes?
- 175: Simply support those with a genuine need and not those without scaling according to those needs.
- 188: That Council Tax support is only given to the most needy.
- 202: As long as the benefits are going to the right people and monitored.
- 204: Everyone should pay something.
- 205: In order to improve it there would need to be strategic plan for improvement.
- 208: Money should go to the most financially disadvantaged people.
- 232: I pay full Council Tax so I expect everyone else to pay theirs so it is fair.
- 253: Stricter control on benefits entitlements.
- 259: Continue to merge as Cornwall.
- 263: Pensioners should pay - they use the services more than working age people. Build more Council homes and use the revenue from rents.
- 288: Be transparent.
- 294: Not qualified to give an opinion on any of these questions.
- 295: Have not understood most of the graph in the time I have had the form.
- 307: I've said enough.
- 316: 1. I wish the Council would impress on our MP and the Secretary of State the need to remove this dreadful assault in poorest households and to fund Local Government in a way that enables decent Councillors to do right by their electorate. I fear that the timing of this consultation, its complexity and limited response window will mean that the responses are documented by those "in the know" rather than those in need/most affected.
- 332: Providing the scheme is fair and considers individual circumstance to a degree, the changes in support may be beneficial in saving money and still providing support.
- 333: None
- 334: Reduce as much support as possible.
- 339: Think too generous when awarding benefits tighten up on it.
- 345: I assume that Council Tax support is limited to (up to) Band D properties, not sure why anyone in higher band would need support.

- 351: Yes, I have the roads near us are so badly looked after and we pay to maintain our roads but not being used for us. If I come out of my gate and go towards Newport I only need to go about 50 yards and all along the side of the road has huge ruts. Also, if I go to my mums in Athelny/Burrowbridge that hedges are so badly maintained by property owners this may come Bridgwater one place it has grown out about 5 feet and people park their cars in front of it now.
- 354: We have a duty to protect people who are vulnerable through disability or old age when they can't support themselves.
- 355: Only picked up form from reception on 16/8/17 and you want back by 27/8/17 not long enough time given to tenants to reply so this has not been a full consultation and don't say that it has been.
- 357: See above
- 360: Use the planning rules to make sure there are more affordable homes to rent. Charge Council workers to park at Deane House. Charge Business Council Tax on their car parks see Nottingham and other LA's who have done this. Have more Council Tax Bands - Houses worth £1m plus should not be paying the same as a house worth only £320,000. I don't see why you can't add Bands I-Z and use Zoopla to assess the value.

Forecast A

Appendix 3

No change to current Council Tax Support Scheme

	Pension Age	Working age	Total
Number of claims	3,356	3,647	7,003
Total weekly awards	£56,897.90	£47,620.80	£104,518.70
Average weekly award	£16.95	£13.06	£14.92
Estimated 2018/19 awards	£2,966,819.20	£2,483,084.68	£5,449,903.88
Estimated expenditure 2017/18			£5,449,903.88
Saving			£0.00
* Notional Budget 2017/18			£5,605,370.03
Estimated underspend in 2018/19 compared to *notional budget for 2017/18			£155,466.15

Working age customers	Number	Average award
Single, no children	1,571	£12.33
Couple no children	253	£17.09
Couple with children	481	£15.33
Lone parent with children	1,342	£12.33
Total	3,647	£13.06
Employed & self employed	984	£10.22
Applicants with a disability	241	£13.15
Applicants with caring responsibilities	68	£13.57

* Notional budget calculated in accordance with initial distribution of funding for CTS in 2013/14

Forecast B

Change CTS so entitlement is based on bands of income, where maximum CTS is 85% and there is a flat rate deduction of £5 for each non-dependant

	Pension Age	Working age	Total
Number of claims	3,356	3,594	6,950
Total weekly awards	£56,897.90	£47,832.85	£104,730.75
Average weekly award	£16.95	£13.31	£15.07
Estimated 2018/19 awards	£2,966,819.20	£2,494,141.57	£5,460,960.77
Estimated expenditure 2017/18			£5,449,903.88
Additional cost			£11,056.89
* Notional Budget 2017/18			£5,605,370.03
Estimated underspend in 2018/19 compared to *notional budget for 2017/18			£144,409.26

Working Age Customers	Number increased	Average weekly increase	Number reduced	Average weekly decrease	Number no longer qualifying	Average weekly loss
Single	1,326	£1.20	243	£2.57	2	£1.60
Couple	212	£1.38	40	£4.53	1	£1.00
Couple + children	288	£1.97	163	£5.81	30	£11.29
Lone parent	955	£1.76	367	£4.30	20	£12.34
Total	2,781	£1.49	813	£4.10	53	£11.13
Employed	523	£3.59	419	£3.97	42	£10.93
Disabled	58	£2.55	168	£3.42	15	£12.77
Carer	20	£1.95	37	£6.73	11	£13.16

* Notional budget calculated in accordance with initial distribution of funding for CTS in 2013/14

Forecast C

Change CTS so entitlement is based on bands of income, where maximum CTS is 85% there is a flat rate deduction of £5 for each non-dependant carers allowance is disregarded from income calculation

	Pension Age	Working age	Total
Number of claims	3,356	3,601	6,957
Total weekly awards	£56,897.90	£48,057.29	£104,955.19
Average weekly award	£16.95	£13.35	£15.09
Estimated 2018/19 awards	£2,966,819.20	£2,505,844.20	£5,472,633.40
Estimated expenditure 2017/18			£5,449,903.88
Additional cost			£22,759.52
* Notional Budget 2017/18			£5,605,370.03
Estimated underspend in 2018/19 compared to *notional budget for 2017/18			£132,706.63

Working Age Customers	Number increased	Average weekly increase	Number reduced	Average weekly decrease	Number no longer qualifying	Average weekly loss
Single	1,329	£1.21	240	£2.60	2	£1.60
Couple	216	£1.40	36	£4.34	1	£1.00
Couple + children	292	£2.02	165	£5.56	24	£11.50
Lone parent	959	£1.78	364	£4.27	19	£12.46
Total	2,796	£1.50	805	£4.04	46	£11.24
Employed	532	£3.63	416	£3.88	36	£11.18
Disabled	69	£2.60	164	£3.08	8	£14.82
Carer	35	£3.12	29	£5.80	4	£17.94

* Notional budget calculated in accordance with initial distribution of funding for CTS in 2013/14

Forecast D

Retain existing CTS scheme, but reduce maximum CTS to 70%

	Pension Age	Working age	Total
Number of claims	3,356	3,580	6,936
Total weekly awards	£56,897.90	£40,887.77	£97,785.68
Average weekly award	£16.95	£11.42	£14.10
Estimated 2018/19 awards	£2,966,819.20	£2,132,005.34	£5,098,824.55
Estimated expenditure 2017/18			£5,449,903.88
Saving			£351,079.33
* Notional Budget 2017/18			£5,605,370.03
Estimated underspend in 2018/19 compared to *notional budget for 2017/18			£506,545.48

Working Age Customers	Number reduced	Average weekly decrease	Number no longer qualifying	Average weekly loss
Single	1,557	£1.66	14	£1.07
Couple	250	£2.30	3	£1.22
Couple + children	458	£2.38	23	£1.78
Lone parent	1,315	£1.82	27	£1.22
Total	3,580	£1.85	67	£1.38
Employed	984	£1.93	0	£0.00
Disabled	241	£1.99	0	£0.00
Carer	68	£2.19	0	£0.00

* Notional budget calculated in accordance with initial distribution of funding for CTS in 2013/14

Forecast E

Retain existing scheme, but set minimum CTS at £5.00 a week and maximum CTS at £15.00 a week

	Pension Age	Working age	Total
Number of claims	3,356	3,444	6,800
Total weekly awards	£56,897.90	£43,985.94	£100,883.84
Average weekly award	£16.95	£12.77	£14.84
Estimated 2018/19 awards	£2,966,819.20	£2,293,552.61	£5,260,371.81
Estimated expenditure 2017/18			£5,449,903.88
Saving			£189,532.07
* Notional Budget 2017/18			£5,605,370.03
Estimated underspend in 2018/19 compared to *notional budget for 2017/18			£344,998.22

Working Age Customers	Number with reduced entitlement	Average weekly loss	Number no longer qualifying	Average weekly loss
Single	215	£2.33	52	£2.77
Couple	219	£3.36	6	£2.34
Couple + children	348	£3.69	39	£2.68
Lone parent	284	£1.81	106	£3.17
Total	1,066	£2.85	203	£2.95
Employed	225	£2.56	175	£2.99
Disabled	92	£2.93	15	£3.21
Carer	215	£2.33	52	£3.30

* Notional budget calculated in accordance with initial distribution of funding for CTS in 2013/14

Summary of the impact of models for working age customers

Number of claims with reduced entitlement	Forecast			
	B	C	D	E
Single, no children	243	240	1,557	215
Couple, no children	40	36	250	219
Couple with children	163	165	458	348
Lone parent with children	367	364	1,315	284
Total claims reduced	813	805	3,580	1,066
Employed & self employed	419	416	984	225
Applicants with a disability	168	164	241	92
Applicants with caring responsibilities	37	29	68	35

Average weekly reduction in CTS entitlement	Forecast			
	B	C	D	E
Single, no children	£2.57	£2.60	£1.66	£2.33
Couple, no children	£4.53	£4.34	£2.30	£3.36
Couple with children	£5.81	£5.56	£2.38	£3.69
Lone parent with children	£4.30	£4.27	£1.82	£1.81
Average weekly reduction (all claims)	£4.10	£4.04	£1.85	£2.85
Employed & self employed	£3.97	£3.88	£1.93	£2.56
Applicants with a disability	£3.42	£3.08	£1.99	£2.93
Applicants with caring responsibilities	£6.73	£5.80	£2.19	£3.47

Number of claims with increased entitlement	Forecast			
	B	C	D	E
Single, no children	1,326	1,329	0	0
Couple, no children	212	216	0	0
Couple with children	288	292	0	0
Lone parent with children	955	959	0	0
Total claims reduced	2,781	2,796	0	0
Employed & self employed	523	532	0	0
Applicants with a disability	58	69	0	0
Applicants with caring responsibilities	20	35	0	0

Average weekly increase in CTS entitlement	Forecast			
	B	C	D	E
Single, no children	£1.20	£1.21	£0.00	£0.00
Couple, no children	£1.38	£1.40	£0.00	£0.00
Couple with children	£1.97	£2.02	£0.00	£0.00
Lone parent with children	£1.76	£1.78	£0.00	£0.00
Average weekly reduction (all claims)	£1.49	£1.50	£0.00	£0.00
Employed & self employed	£3.59	£3.63	£0.00	£0.00
Applicants with a disability	£2.55	£2.60	£0.00	£0.00
Applicants with caring responsibilities	£1.95	£3.12	£0.00	£0.00

Summary of the impact of models for working age customers

Number of claims no longer qualifying	Forecast			
	B	C	D	E
Single, no children	2	2	14	52
Couple, no children	1	1	3	6
Couple with children	30	24	23	39
Lone parent with children	20	19	27	106
Total claims reduced	53	46	67	203
Employed & self employed	42	36	0	175
Applicants with a disability	15	8	0	15
Applicants with caring responsibilities	11	4	0	8

Average weekly loss in CTS entitlement for those no longer qualifying	Forecast			
	B	C	D	E
Single, no children	£1.60	£1.60	£1.07	£2.77
Couple, no children	£1.00	£1.00	£1.22	£2.34
Couple with children	£11.29	£11.50	£1.78	£2.68
Lone parent with children	£12.34	£12.46	£1.22	£3.17
Average weekly reduction (all claims)	£11.13	£11.24	£1.38	£2.95
Employed & self employed	£10.93	£11.18	£0.00	£2.99
Applicants with a disability	£12.77	£14.82	£0.00	£3.21
Applicants with caring responsibilities	£13.16	£17.94	£0.00	£3.30

FORECAST	Estimated 2018/19 awards	Saving against estimated spend 2017/18	Estimated saving against notional* budget 2017/18	Net funding shortfall for TDBC (see para. 4.7)	Estimated saving/cost for TDBC
A. No change to current CTS Scheme	£5,449,903.88	£0.00	£155,466.15	£204,897.78	£0.00
B. Banded income scheme with maximum CTS of 85% and flat rate £5 deduction for each non-dependant	£5,460,960.77	-£11,056.89	£144,409.26	£205,960.34	-£1,062.57
C. Banded income scheme with maximum CTS of 85%, flat rate £5 deduction for each non-dependant and with protection for carers	£5,472,633.40	-£22,759.52	£132,706.63	£207,082.08	-£2,187.19
D. Reduce maximum support through CTS to 70% for all working age recipients	£5,098,824.55	£351,079.33	£506,545.48	£171,159.05	£33,738.72
E. Retain existing CTS scheme, but set minimum CTS of £5.00 a week and maximum CTS of £15.00 a week	£5,260,371.81	£189,532.07	£344,998.22	£186,683.75	£18,214.03

Equality Impact Assessment Form and Action Plan

Officer completing EIA Form	Job Title	Team/Service	
Heather Tiso	Revenues & Benefits Service Manager	Revenues & Benefits Service	
Why are you completing the Equality Impact Assessment? Please ✓ as appropriate			
Proposed new policy or service	Change to policy or service	New or change to budget	Service review
	✓		
1 Description of policy, service or decision being impact assessed:			
<p>Background</p> <p>From 2013/14 district councils have operated localised Council Tax Support (CTS) schemes to provide assistance to people on low income. CTS replaced the previous Council Tax Benefit scheme that was administered by the council on behalf of the Department for Work and Pensions (DWP). Councils are responsible for the design and implementation of these schemes and need to consider if they are to be revised or replaced on an annual basis. The subsidy reimbursement for CTS reduced nationally by 10% in 2013/14 with councils having the option of funding the shortfall or designing a CTS scheme that is cost neutral. The Government state any CTS scheme must protect pensioners at the existing level of support. That decision means the burden falls disproportionately upon those of Working Age.</p> <p>From 1 April 2014, funding for localised CTS is incorporated in Settlement Funding Assessment (SFA) and not separately identified. The SFA has reduced by 45.7% in cash terms since 2013/14. In applying this methodology, the funding available for Localised CTS has reduced by £2,792,307 to £3,317,773. In 2016/17, we paid CTS of £5,377,970, meaning that if there is no change to the existing CTS scheme, we estimate we will have a funding shortfall of £2,060,197, with TDBC's share of that shortfall being £197,985. The financing risk of the scheme is shared with other precepting Authorities through the tax base calculation. Taunton Deane's share of the collection fund in 2017/18 is 9.61%.</p> <p>Taunton Deane's Council Tax Support Scheme</p> <p>On 11 December 2012, the Council adopted the Local Council Tax Support scheme for 2013/14. While those of pension age receive support of up to 100% of their Council Tax liability, from 1 April 2013, the maximum support for those of working age was set at 80%.</p> <p>On 10 December 2013, the Council decided to continue the 2013/14 CTS scheme for 2014/15.</p> <p>In designing our CTS scheme, we considered customers' ability to pay and the collectability of the resultant Council Tax liability. The key changes between our local CTS scheme, for working age claimants, and the former CTB scheme are set out below. Dependent on household circumstances, more than one of these criteria below may apply simultaneously to a household.</p> <ul style="list-style-type: none"> • Maximum support is 80% of Council Tax - everyone of working age has to pay something; • Non-dependant deductions were increased; • Second adult rebate ceased for working age applicants; • Child maintenance was counted as income until 31 March 2015; • Disregards for earned income are at increased levels than those offered under CTB; • Exceptional Financial Hardship fund of £35k, through Discretionary Reduction in Council Tax Liability for short-term help (this is a Collection Fund commitment and not fully funded by TDBC). <p>In December 2014, the Council decided to continue the 2014/15 CTS scheme for 2015/16 with an amendment to no longer treat maintenance received for children as income.</p> <p>In developing options for our CTS scheme for 2016/17, we worked in collaboration with the County Council (as the major preceptor) and the other Somerset District billing authorities of West Somerset, Sedgemoor, Mendip and South Somerset. On 15 December 2015 Full Council, having regard to the consultation response and the Equality Impact Assessment, agreed to revise support for working age applicants in 2016/17 by:</p> <ul style="list-style-type: none"> • removing entitlement to applicants with capital over £6,000; • applying a Minimum Income for Self-Employed applicants; and • paying CTS at a level that would be no more than for a Band D property 			

In December 2016, the Council decided to align the CTS scheme for 2017/18 with some changes made by the Government to other welfare benefits. As a consequence, CTS for working age applicants from 1 April 2017 was amended as follows:

- Maximum backdating of CTS reduced from 6 months to 1 month;
- Family premium not included in the applicable amount for new applicants, or existing recipients who would otherwise have a new entitlement to the premium;
- Work Related Activity component not included in the applicable amount for new claimants of Employment and Support Allowance;
- Removal of child allowance in applicable amount for third and any subsequent children born after 1 April 2017 but protection for some customers;
- Reduction in the allowable period of temporary absence outside Great Britain from 13 weeks to 4 weeks.

Taunton Deane Borough Council's current Council Tax Support scheme for people of working age is designed to retain the majority of features of the CTB scheme through a system of additional allowances/premiums within the means test. These additional allowances/premiums recognise the additional financial burden of childcare responsibilities disability and caring responsibilities thereby having a positive impact for such households.

As a consequence of ongoing reductions to the Settlement Funding Assessment, continuing to allow the same level of CTS in 2018/19 for working age recipients could impact negatively upon TDBC's budget and the budget of those that levy a precept to it (County Council, Fire, Police Authorities and Parish Councils). An adverse effect on service provision might result in us, and the other major preceptors, having to stop, reduce or seek additional charges for services with a disproportionate effect on the most vulnerable.

In addition, the DWP subsidises the cost of administering Housing Benefit, while the Department for Communities and Local Government (DCLG) provides an annual grant towards the cost for CTS administration. However, funding has steadily decreased and is likely to be removed entirely with the move to 100% business rate retention in 2020.

Until recently, the administration of our localised CTS scheme has been both cost effective and efficient as for the majority of claims we have been able to use information supplied by claimants for a Housing Benefit claim or directly from the Department for Work and Pensions. However, CTS administration has become increasingly difficult since the roll out of the "full service for Universal Credit (UC), with the number of customers claiming UC significantly increasing. We receive information from the Department of Work and Pensions (DWP) on any variations to the customer's income and for many customers, such changes occur every month. As our current CTS scheme does not contain any "de-minimus" for income variances, we need to reassess the amount of CTS entitlement. In changing the CTS award, we then need to issue an amended Council Tax bill and adjust any direct debit arrangements to reflect revised instalments. Changing payment arrangements can result in cancellation of the next direct debit, with instalments effectively delayed by one month. Where such changes take place every month, it is possible for Direct Debits to be continually set back so the customer then needs to pay a lump sum at the end of the financial year.

For the reasons outlined above, the cost and administration of the CTS scheme in the future could become progressively financially burdensome, as well as being increasingly complex for customers. Therefore, on 25 May 2017, the Corporate Policy Advisory Group agreed on options to take to public consultation for our CTS scheme for 2018/19.

Public consultation on proposals to change the CTS scheme in 2018/19 started on 3 July 2017 and ended on 27 August 2017. Every Council Taxpayer had the opportunity to comment on the proposals, although officers targeted responses from a random, proportionate selection of households in every including the unparished area in Taunton Deane to ensure we received sufficient responses. The options on which we consulted were as follows:

Option 1 – Change the CTS scheme for 2018/19 so entitlement for working age recipients would be based on bands of income.

Option 2 - Reduce maximum support offered by CTS from 80% for working age applicants, thereby reducing the cost of the scheme.

Option 3 – Introduce entitlement limits to reduce the cost of our existing CTS scheme.

2 People who could be affected, with particular regard to the legally defined protected characteristics¹:

Our localised CTS scheme affects all claimants who are of working age (and those of working age currently not in receipt of CTS but who may apply in the future). Limited equality data is held within TDBC's CTS computer system (as the collection of such information has not been necessary for administering CTS) given the caseload can come from all sections of the community it is likely there will be claimants (and their household members) that contain the full range of protected characteristics 1 as defined within the Equalities Act 2010 and include:

- Age
- Disability
- Gender
- Gender Reassignment
- Marriage and Civil Partnership
- Pregnancy and Maternity
- Race
- Religion and belief
- Sexual orientation

The Government expect local authorities to establish schemes that minimise the impact on vulnerable groups. The Council Tax Reduction Schemes (Prescribed Requirements) Regulations 2012 include provisions for those of working age but none of those prescribed requirements set out the level of support to be given.

3 People and Service Area who are delivering the policy/service/decision:

Council Staff in the Revenues & Benefits Service

4 Evidence used to assess impact: Please attached documents where appropriate.

We have obtained data relating to people affected from our Council Tax Support processing system. The data available has allowed us to analyse impact on people according to their age, disability, family circumstances and level of income. We have modelled options on scenarios with "live" data based on actual entitlements and CTS recipients at that point in time. We asked general diversity questions as part of the consultation exercise.

In addition, we have undertaken debt profiling against the Council Tax Support (CTS) customer base ([Appendix 5](#)) and also against those customer groups impacted most by the key elements of our localised scheme.

The impact of implementing any changes to our local Council Tax Support Scheme in 2018/19 for each of the protected groups, is considered below and on the following pages.

Equality Impact Assessment (by protected characteristic)

Age

The proposed scheme for 2018/19 is subject to some national prescription relating to protecting pensioners' entitlements. Therefore, we have no discretion about whether or not to follow this principle. The Government is committed to protecting pensioners on low incomes and have prescribed a scheme for pensioners through legislation. This means pensioners will not see any reduction in their CTS in comparison with their former levels of Council Tax Benefit.

Pensioners are still entitled to claim up to 100% of their Council Tax liability through CTS. The Council's general equality duty is lessened to an extent with regard to older people as Government has prescribed that pensioners are not affected by CTS. However, we have a responsibility to foster good relationships between people who share a protected characteristic and those who do not. There is a risk of harming the relationship between pensioners and working age claimants of CTS as pension age claimants are not affected and working age claimants have a greater reduction to their CTS to cover the shortfall in funding.

¹ For protected characteristics, please visit:

<http://www.equalityhumanrights.com/private-and-public-sector-guidance/guidance-all/protected-characteristics>

At 31 March 2017, just 36 (1%) CTS recipients of pension age had Council Tax arrears contrasting with 1,013 (28%) for those of working age - see Table 1 below.

Table 1	Number of claims	Cases with debt	% of cases with debt	Average debt for those in arrears	Total Debt
Pension Age	3,356	36	1%	£172.82	£6,221.53
Working age	3,647	1,013	28%	£267.65	£271,132.12
Total for CTS recipients	7,003	1,049	15%	£264.40	£277,353.65

In conducting consultation for our CTS scheme for 2018/19, the majority of responses given for groups that should be protected from any reduction were for those that were elderly, even though those of pension age would not be affected by any changes. However, this does demonstrate general public support for this protected group and thereby reduces the risk of failing relationships between working age and pensionable age groups as the result of our Council Tax Support scheme.

Under Options 2 and 3, the CTS scheme would retain the majority of the former Council Tax Benefit assessment rules, including the use of applicable amount and personal allowances. The personal allowances and applicable amounts used to calculate CTS are the amounts deemed necessary to provide for basic needs based on household composition and disability. These allowances and applicable amounts take the claimant's circumstances into account and mean they are awarded more support if they have children or dependents under the age of 18.

In consultation, 35% of respondents felt we should offer extra support (protection) to young people that have left local authority care. According to Somerset County Council, there are currently 10 care leavers living in our area, so any additional help provided to these young people would have a positive effect for this protected group.

For all options to change our scheme, we would continue to disregard Child Benefit in income calculations meaning that the added income this provides will not reduce the CTS that an applicant receives.

To mitigate any of the effects in changing our CTS scheme in 2018/19, officers could apply a discretionary reduction in Council Tax liability through exceptional hardship as appropriate and in accordance with our policy.

Disability

Disabled people have a limited ability to work and are likely to have higher level disability related living expenses. This group in particular find it difficult to access and sustain employment and therefore improve on their current financial situation. This group of people is less resilient to the impact of recession and unemployment and are often living in poverty. These further impacts on the individual's mental health.

In common with other working age recipients, people with disabilities receive less CTS under the localised scheme than they did under CTB. However, the limited changes between CTB and our local CTS scheme are not such as to introduce disproportionately adverse effects on people based on disabled people as a specific group. Outside of CTS, the Council Tax scheme itself recognises disability by exempting those with a severe mental impairment. The CTS scheme does not impact upon that exemption and it will continue to apply where appropriate. Additionally, the Council Tax scheme also recognises disability where a dwelling occupied by a disabled person has a room that is adapted or additional to meet the needs of that resident. In those cases, the band attributable to that dwelling for the purposes of Council Tax is reduced in advance of any further reduction under CTS.

In moving to an income banded CTS scheme - Option 1 ([Forecast B](#)), just 25 (29%) of customers with disabilities would receive increased CTS. For those receiving reduced CTS, the average reduction in their weekly entitlement would be £3.79 a week (£197.62 a year). Further analysis shows:

- 14 are single people with weekly incomes ranging from £129 to £328 before any income disregards are applied;
- 9 are couples with weekly incomes ranging from £220 to £477 before any income disregards are applied;
- 24 are couples with responsibility for children, with weekly incomes ranging from £320 to £647 before any income disregards are applied;
- 11 are lone parents with weekly incomes ranging from £307 to £587 before any income disregards are applied.

A further 15 disabled customers would no longer receive any CTS with weekly incomes ranging from £631 to £975.

If the Council decided to move to an income banded CTS scheme (Option1), it could choose to provide additional assistance for customers with disabilities by disregarding an amount from their income that would be equivalent to the disability premium included in the applicable amount for our current CTS scheme. Such additional support would mean that the number of customers with disabilities that would receive less CTS under a banded income scheme would reduce from 183 ([Forecast B](#)) to 159. However, such protection would result in additional complexity to the scheme proposed under Option 1 and mitigation could be more efficiently managed through the application of a reduction in Council Tax liability through exceptional hardship in accordance with our discretionary policy

Under Options 2 and 3, the personal allowances and applicable amounts currently used to calculate CTS would be retained. These allowances and applicable amounts take the claimant's circumstances into account and mean that they are awarded more support if they or anyone in their household has a disability than if the household had the same income but contained no-one with a disability.

The average level of debt for working age CTS recipients in 2016/17 receiving the disability premium was £300.19 - greater than the scheme average of £267.65 for working age claims, but only 16% of CTS recipients with a disability premium were in arrears with their Council Tax - significantly less than the scheme average of 28%.

Table 2

CTS recipients with disabilities	Number of claims	Cases with debt	% of cases with debt	Average debt for those in arrears	Total Debt
Working Age	241	39	16%	£300.79	£11,730.88

Gender

There are a greater number of female recipients of CTS within our caseload (either single, lone parents or part of a couple) than male recipients. Consequently, more females will be impacted by changes made to our CTS scheme than males. This is not deliberate but is simply a product of the makeup of our caseload. However, gender will not be a direct factor in any part of the assessment of CTS as it is not considered to be a characteristic that requires greater assistance when assessing support.

The majority of lone parents in receipt of CTS are female.

The average level of debt for working age lone parents in 2016/17 was £259.70 - less than the scheme average of £267.65. See table 3 detailing debt levels for this group.

Table 3

Lone Parents	Number of claims	Cases with debt	% of cases with debt	Average debt for those in arrears	Total Debt
Working Age	1,342	437	33%	£259.70	£113,490.89

Gender Reassignment

We hold no data on our Council Tax system to identifying the names or numbers of current CTS applicants who share this protected characteristic. Gender reassignment is not a factor in any part of the assessment of CTS and it is not considered to be a characteristic which requires that requires greater assistance when assessing support. In common with other working age CTS applicants, transgendered people may receive less CTS under the proposals for change in 2018/19. However, these are not such as to introduce disproportionately adverse effects on transgendered people as a specific group.

Marriage and Civil Partnership

Marital or civil partnership status is not currently a factor in determining CTS as it is not considered to be a characteristic that requires greater assistance when assessing support. Options for changing our CTS scheme for 2018/19 do not introduce disproportionately adverse effects on people based on their marriage or civil partnership status.

Religion and Belief

We do not gather data on religion or belief as part of the CTS application process; we do not hold full data specific to religion or belief within our caseload. Religion and belief is not a factor in any part of the assessment of Council Tax Support as it is not considered to be a characteristic which requires greater assistance when assessing support. Some working age CTS applicants, people of all or no religion or belief, may receive less CTS under the proposals for change in 2018/19. However, these are not such as to introduce disproportionately adverse effects on people based on their religion or belief status.

Race

Race is not a factor in the assessment of CTS and it is not considered to be a characteristic that requires greater assistance when assessing support. Some people of all races, may receive less CTS under the proposals for change in 2018/19. However, these are not such as to introduce disproportionately adverse effects on people based on their race status.

Pregnancy and Maternity

For the purposes of CTS, pregnancy and maternity must be considered as two separate characteristics as while the applicants is pregnant, her applicable amounts and personal allowances are lower (as for a person without children). Once a child is born, it becomes part of the household composition and increased allowances are currently applied and would continue to be applied under all the options to change our CTS scheme in 2018/19.

Pregnancy alone is not a factor in the current assessment of CTS as it is not considered to be a characteristic that requires a higher level of support. Providing that the child (or children) forms part of the mother's household composition once it is born, the application for CTS will then include the child (or children) as part of the household and the CTS available will increase which, once other income changes have been taken into account may provide for a more generous assessment of CTS and reduced Council Tax payments.

The CTS scheme would retain the current disregard of Child Benefit in income calculations for all the options in changing our scheme for 2018/19. This will mean the income that Child Benefit provides will not reduce the amount of CTS that a recipient receives as a result of having a baby.

Sexual Orientation

Sexual orientation is not a factor in any part of the assessment of CTS as it is not considered to be a characteristic which requires a higher level of support when assessing CTS. Some working age CTS applicants may receive less CTS under the proposals for change in 2018/19. However, these are not such as to introduce disproportionately adverse effects on people based on their sexual orientation.

Children and duties under the 2010 Child Poverty Act

The minimum age for receiving CTS is 18 and so people under the age of 18 will not be impacted directly by the CTS scheme. Indirect impact has been considered as people under the age of 18 are included as part of a claimant's household and the Council has a duty to prevent child poverty as outlined in the Child Poverty Act 2010. There are 1,823 working age CTS recipients with children, accounting for 50% of all working age CTS recipients. Of those with children, 31% (568) have debt that at 31 March 2017 totalled £165k with these arrears making up 61% of all Council Tax debt for those of working age getting CTS. Analysis of debt levels at 31 March 2017 for working age applicants with children is shown in Table 4 below

Table 4

Working age claims with children	Number of claims	Cases with debt	% of cases with debt	Average debt for those in arrears	Total Debt
Working Age	1,823	568	31%	£291.41	£165,523.02

Under the CTS scheme applying before 1 April 2017, applicants with children were awarded a dependant's addition of £66.90 for each child within the calculation of their needs (Applicable Amounts). There was no limit to the number of dependants' additions that could be awarded. From April 2017, the Council decided to limit dependants' additions to a maximum of two. This only affected households who had a third or subsequent child on or after 1 April 2017. We continued to include the amount for first and second children and applied protection for multiple births or for women who had a third child as the result of rape or other exceptional circumstances.

Under an income band scheme (Option1), there is additional income provision for up to 2 children. Such a limit aligns to other Welfare Benefits administered by the Department for Work and Pensions. The calculation of a customer's net income would continue to disregard certain income as well as disregarding qualifying childcare costs. However, where households have 3 or more children, the limitations on child numbers could have an adverse effect. In mitigating such an effect, a disregard of £50 could be applied to net income for third and subsequent children under the age of 5 years old. Such a provision would recognise the potential limitations experienced by parents in increasing their income through employment as a result of caring for young children.

In mitigating the effects under any of the options proposed to change our CTS scheme in 2018/19, officers could apply a discretionary reduction in Council Tax liability through exceptional hardship as appropriate and in accordance with our policy.

Other Groups (non-statutory)

Employment

The number of working age CTS recipients in employment is 984, accounting for 27% of all working age recipients. Those CTS recipients without employment are 1% more likely to have Council Tax arrears, although the average value of their debt (£231.24) is significantly less than for those with employment (£369.90) - see Table 5.

Table 5

Working age claims - employment status	Number of claims	Cases with debt	% of cases with debt	Average debt for those in arrears	Total Debt
In employment	984	266	27%	£369.90	£98,392.65
Not in employment	2,663	747	28%	£231.24	£172,739.47

For people of working age that are not in employment, the benefit cap restricts the amount in certain benefits that a household can receive. Any household receiving more than the cap will have their Housing Benefit reduced to bring them back within the limit. The Benefit Cap is £20,000 for households living in the Taunton Deane area. This reduction in income may mean Council Tax is more difficult to collect from those households.

Carers

People who provide care to a person with disabilities have a limited ability to work. This group may find it difficult to access and sustain employment as a result of their caring responsibilities to improve their financial situation.

In common with other working age recipients, people with caring responsibilities receive less CTS under the localised scheme than they did under CTB. However, the current CTS scheme also recognises caring responsibilities by the inclusion of a Carer Premium within the Applicable Amount, thereby providing a greater level of support.

In moving to an income banded CTS scheme - Option 1 ([Forecast B](#)), 20 customers with caring responsibilities would receive increased CTS. For those receiving reduced CTS – 37 customers, the average reduction in their weekly entitlement would be £6.73 a week (£350.92 a year). A further 11 customers with caring responsibilities would no longer receive any CTS with the average weekly loss in support being £13.16.

If the Council decided to move to an income banded CTS scheme (Option1), it could choose to provide additional assistance for customers with caring responsibilities by disregarding Carers Allowance (money for people who spend at least 35 hours a week providing regular care to someone who has a disability) from any income used to work out CTS. Such additional support would mean that the number of customers with caring responsibilities that would receive less or no CTS under a banded income scheme would reduce from 48 to 33 ([Forecast C](#)).

Under Options 2 and 3, the personal allowances and applicable amounts currently used to calculate CTS would be retained. These allowances and applicable amounts take the claimant's circumstances into account and mean that they are awarded more support if they have caring responsibilities.

Armed Forces

Veteran Benefits will continue to be fully disregarded in the means test for Council Tax Support. Our scheme does not appear to have a differential impact but we are aware some ex veterans experience mental health issues and have physical disabilities.

5 Conclusions on impact of proposed decision or new policy/service change:

In considering options to change our CTS scheme we have tried hard to balance the reality of a significant cut in Central Government funding to protecting the most vulnerable members of our community as far as practicable. The proposed options acknowledge that recipients of CTS need to contribute more to meet the funding shortfall but also looks to protect people with protected characteristics as much as possible.

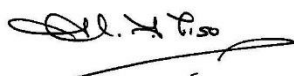
In mitigating any disproportionate effect through implementing any of the proposed options to change our CTS scheme, officers could apply a reduction in Council Tax liability through exceptional hardship as appropriate and in accordance with our discretionary policy.

6 Recommendation based on findings. These need to be outlined in the attached action plan.

Adjust the policy/decision/service.

Equality Impact Assessment Action Plan

Group Affected	Action required	Expected outcome of action	Person to undertake action	Service Plan - for monitoring	Expected Completion date
Age	Young people leaving care may have particular difficulties and it is recommended that additional support be provided to help with Council Tax costs. Liaison is to be established with Somerset County Council to identify care leavers aged up to 25 to ensure they receive extra support.	Flagging affected individuals as “vulnerable” with Revenue IT systems to ensure collection of debt is appropriately managed	DHP/Welfare Reform Officer	Revenues & Benefits	On-going
Disability	Members to consider providing mitigation against any adverse effects of the proposed changes. For those customers with reduced or no entitlement through any changes applied to the CTS scheme for 2018/19, invite applications for a discretionary reduction in Council Tax liability in accordance with agreed policy	Flagging affected individuals as “vulnerable” with Revenue IT systems to ensure collection of debt is appropriately managed. Provide short-term help for instances of hardship.	DHP/Welfare Reform Officer	Revenues & Benefits	Throughout 2018/19
Marriage and Civil Partnership	No issues identified that would result in a disproportionate effect through proposed changes.	No issues identified that would result in a disproportionate effect through proposed changes.	Not applicable	Not applicable	Not applicable
Pregnancy and Maternity	No issues identified that would result in a disproportionate effect through proposed changes.	No issues identified that would result in a disproportionate effect through proposed changes.	Not applicable	Not applicable	Not applicable
Race	No issues identified that would result in a disproportionate effect through proposed changes.	No issues identified that would result in a disproportionate effect through proposed changes.	Not applicable	Not applicable	Not applicable
Gender Re-assignment	No issues identified that would result in a disproportionate effect through proposed changes.	No issues identified that would result in a disproportionate effect through proposed changes.	Not applicable	Not applicable	Not applicable

Religion and Belief	No issues identified that would result in a disproportionate effect through proposed changes.		No issues identified that would result in a disproportionate effect through proposed changes.		Not applicable	Not applicable	Not applicable		
Sex	There are a greater number of female CTS recipients within our caseload (either single, lone parents or part of a couple) than male recipients. Consequently, more females will be impacted by changes made to our scheme However, gender is not a direct factor in any part of the assessment of CTS as it is not considered to be a characteristic that requires a higher applicable amount when assessing support.		Provide short-term help for instances of hardship.		DHP/Welfare Reform Officer	Revenues & Benefits	On-going		
Sexual Orientation	No issues identified that would result in a disproportionate effect through proposed changes.		No issues identified that would result in a disproportionate effect through proposed changes.		Not applicable	Not applicable	Not applicable		
Rurality	No issues identified that would result in a disproportionate effect through proposed changes.		No issues identified that would result in a disproportionate effect through proposed changes.		Not applicable	Not applicable	Not applicable		
Author's Signature:		Report Title	Review of CTS scheme for 2018/19			Date	28/9/2017/2017	EIA Version	1.2
Contact Details:	Tel:	01823 356541		Email:	h.tiso@tauntondeane.gov.uk				

Debt Profile for working age CTS recipients @ 31 March 2017

	Number of cases	Cases with debt	Percentage of cases with debt	Average arrears cases	Average arrears across scheme	Total arrears
Single, no children	1,571	394	25%	£232.27	£58.25	£91,516.27
Couple no children	253	51	20%	£276.33	£55.70	£14,092.83
Couple with children	481	131	27%	£397.19	£108.17	£52,032.13
Lone parent with children	1,342	437	33%	£259.70	£84.57	£113,490.89
Total	3,647	1,013	28%	£267.65	£74.34	£271,132.12
Employed & self employed	984	266	27%	£369.90	£99.99	£98,392.65
Applicants with a disability	241	39	16%	£300.79	£48.68	£11,730.88
Applicants with caring responsibilities	68	16	24%	£445.15	£104.74	£7,122.45

Impact of banded income scheme with maximum CTS of 85% and £5 deduction for each non-dependant where CTS recipient is in arrears

Working age customers in arrears	Number reduced	Average weekly reduction	Total CTS lost for those reduced in arrears	Number increased	Average weekly increase	Total CTS increased for those in arrears	Applicants that would no longer qualify	Average weekly loss for those no longer entitled	Total CTS lost for those in arrears who no longer qualify
Single	64	£2.68	£8,959.46	330	£1.16	£19,947.46	1	£1.22	£63.60
Couple	4	£5.01	£1,044.14	47	£1.62	£3,967.29	1	£1.00	£52.21
Couple + children	43	£6.19	£13,878.57	88	£1.55	£7,098.26	8	£10.27	£4,284.75
Lone parent	102	£3.46	£18,376.04	335	£1.51	£26,355.04	8	£11.37	£4,744.39
Total	213	£3.80	£42,258.21	800	£1.38	£57,368.06	18	£9.74	£9,144.95
Employed	114	£3.37	£20,005.84	123	£3.64	£23,375.80	13	£9.82	£6,656.79
Disabled	24	£3.47	£4,336.34	11	£2.63	£1,511.19	3	£10.98	£1,717.75
Carer	7	£6.71	£2,449.95	6	£1.43	£446.64	3	£10.98	£1,717.75

Impact of banded income scheme with maximum CTS of 85% and £5 deduction for each non-dependant where CTS recipient is in arrears

Working age customers in arrears	% of those in arrears with reduced CTS	% of those in arrears with increased CTS
Single	16%	84%
Couple	8%	92%
Couple + children	33%	67%
Lone parent	23%	77%
Total	21%	79%
Employed	43%	46%
Disabled	62%	28%
Carer	44%	38%

Taunton Deane Borough Council

Full Council – 12 December 2017

Heart of the South West (HotSW) – Joint Committee

This matter is the responsibility of Councillor John Williams, Leader of the Council

Report Author: Brendan Cleere, Director – Growth & Development

1 Executive Summary / Purpose of the Report

- 1.1 On 15 February 2017 an Executive Councillor Record of Decision (by Cllr John Williams, the Leader of the Council) was published (see Appendix C), confirmed 'in principle' approval to the establishment of a HotSW Joint Committee, subject to approving the Joint Committee's constitutional arrangements and an inter-authority agreement necessary to support the Joint Committee. A Members' Briefing Paper was issued and shared with Group Leaders in February which provided an update following the July 2016 'in principle' Council approvals to progress negotiations for a devolution deal and the establishment of a Combined Authority, both subject to further report and the approval of the 17 councils.
- 1.2 This report sets out the necessary documents which, if agreed, will enable the Joint Committee to be formally established.

2 Recommendations

- 2.1 Approve the recommendation of the HotSW Leaders (meeting as a shadow Joint Committee) to form a Joint Committee for the Heart of the South West;
- 2.2 Approve the Arrangements and Inter-Authority Agreement documents set out in appendices A and B for the establishment of the Joint Committee with the commencement date of Monday 22nd January 2018;
- 2.3 Appoint Cllr John Williams and Cllr Mark Edwards as the Council's named representative and substitute named representative on the Joint Committee;
- 2.4 Appoint Somerset County Council as the Administering Authority for the Joint Committee for a 2 year period commencing 22nd January 2018;
- 2.5 Approve the transfer of the remaining joint devolution budget to meet the support costs of the Joint Committee for the remainder of 2017/18 financial year subject to approval of any expenditure by the Administering Authority;
- 2.6 Approve an initial contribution of £1,400 for 2018/19 to fund the administration and the work programme of the Joint Committee, noting that any expenditure will be subject to the approval of the Administering Authority;
- 2.7 Agree that the key function of the Joint Committee is to approve the Productivity Strategy (it is intended to bring the Strategy to the Joint Committee for approval by February 2018);
- 2.8 Authorise the initial work programme of the Joint Committee aimed at the successful delivery of the Productivity Strategy;
- 2.9 Agree the proposed meeting arrangements for the Joint Committee including the timetable of meetings for the Joint Committee as proposed in para 2.14.

3 Risk Assessment

Description
The creation of a Joint Committee will place a formal governance structure around the preparation and implementation of the Productivity Strategy. The Strategy will be used as a tool to attract a greater share of Government funding around the Industrial Strategy to mitigate the risk of Devon and Somerset being left behind other areas of the country.
Without a Productivity Strategy and Joint Committee in place, the Council and its partners will lack credibility and be at a disadvantage in negotiating and lobbying Government on a range of policy initiatives including the growth agenda and are likely to miss out on potential funding streams.
The individual financial risk to the individual Constituent Authorities of establishing the Joint Committee is limited to their financial contributions to the running and operational costs of the Joint Committee. The risk is shared between all of the Constituent Authorities.

4 Introduction and background

- 4.1 Since August 2015, Devon and Somerset County Councils, all Somerset and Devon Districts, Torbay Council, Plymouth City Council, Dartmoor and Exmoor National Parks, the Local Enterprise Partnership (LEP) and the three Clinical Commissioning Groups have worked in partnership to progress towards securing a devolution deal for the HotSW area focusing on delivering improved productivity. Since that time the partnership has continued to progress its objectives in spite of policy shifts at a national level.
- 4.2 On 15 February 2017 an Executive Councillor Record of Decision (by Cllr John Williams, the Leader of the Council) was published (Appendix C), which confirmed 'in principle' approval to the establishment of a HotSW Joint Committee, subject to approving the Joint Committee's constitutional arrangements and an inter-authority agreement necessary to support the Joint Committee. A Members' Briefing Paper was also issued and shared with Group Leaders in February provided an update following the July 2016 'in principle' Council approvals to progress negotiations for a devolution deal and the establishment of a Combined Authority, both subject to further report and the approval of the 17 councils.
- 4.3 This report sets out the necessary documents which, if agreed by the partner authorities, will enable the Joint Committee to be formally established.
- 4.4 Since then the General Election has further shifted the national policy position. On the 13th October representatives of HotSW (from the Somerset, Devon, Plymouth and Torbay upper tier authorities) met Jake Berry MP, Minister for devolution to clarify the position of the Government and the HotSW Partnership on the devolution issue. The meeting was very positive and although no agreements were reached at the meeting, the partnership's representatives were given a clear message that the Government would welcome a bid from the partnership to progress our productivity ambitions by identifying areas where we can work together with Government. Importantly the Minister indicated that there would be no requirement to have an elected mayor for Devon and Somerset as a condition of any deal. This statement has removed one significant blockage to moving our ambitions forward and we now need to agree what

we want from this initiative and then find practical ways to work with the Government on delivery.

4.5 There is now no doubt that the Government is keen to engage with wider areas that can demonstrate:

- Unity, clarity of purpose and a shared, ambitious vision built on local strengths
- Strong partnership between business and the public sector with solid governance arrangements that provide assurance in capacity to deliver
- Compelling ideas that can help to deliver Government objectives
- Clarity about the offer to Government in terms of savings and is prepared to take hard decisions based on a robust analysis of risk and benefits.

The Joint Committee will provide the ideal governance framework at this stage to take forward this dialogue with Government.

4.6 The key role of the HotSW Joint Committee is to develop, agree and ensure the implementation of the Productivity Strategy. This can only be achieved by working, where appropriate, in collaboration with the individual constituent authorities and the LEP. The Strategy will agree a common vision for increased prosperity through economic growth informed by a local evidence base and engagement with local stakeholders. It will also link to Government policy initiatives, particularly in relation to the Industrial Strategy, and will form the basis for developing our collective 'ask' of Government.

HotSW Joint Committee Proposal

4.7 The detail of the proposed functions of the Joint Committee and how it will operate are set out in **appendix A** attached – **the Arrangements document**. **Appendix B** attached sets out **an Inter-Authority Agreement** for consideration which details how the Joint Committee will be supported and sets out the obligations of the Council if it agrees to become a constituent member.

4.8 The documents detail the Administering Authority functions in support of the operation of the Committee including the provision of financial, legal, constitutional and administrative support to the Committee.

4.9 At this stage the Arrangements and Inter-Authority documents have been 'scaled' to fit the functions of the Joint Committee and the limited liabilities that each authority faces in signing up to be a Constituent Authority. In the event that the remit of the Joint Committee expands to take on more decision-making responsibilities and functions of the constituent authorities, the Arrangements and Inter-Authority agreement will be revisited to ensure that they remain fit for purpose and proportionate. Any expansion of the functions and responsibilities would require the approval of the Constituent Authorities.

4.10 The Joint Committee has a much more limited role than a Combined Authority. It does not have the statutory or legal status of a Combined Authority and cannot deliver the full range of benefits that a Combined Authority can, but it does have the potential to provide cohesive, coherent leadership and a formal governance structure. Its role will focus on collaboration, negotiation and influencing with full decision making responsibilities limited to developing and agreeing the Productivity Strategy. The principle of subsidiarity will apply to the relationship between the Joint Committee, the Constituent Authorities and local Sub-Regional Partnerships with decisions to deliver the Productivity Strategy and decisions necessary as a result of the other functions of

the Joint Committee being taken at the most local and appropriate level.

- 4.11 The aim of the Joint Committee through the delivery of the Productivity Strategy will be to:
- Improve the economic prosperity of the wider area by bringing together the public, private and education sectors;
 - Work together to realise opportunities and mitigate impacts resulting from Brexit;
 - Increase understanding of the local economy and what needs to be implemented locally to improve prosperity for all;
 - Ensure the necessary strategic framework, including infrastructure requirements, is in place across the HotSW area to enable sub-regional arrangements to fully deliver local aspirations; and improve the efficiency and productivity of the public sector. This work will be supported by a Joint Committee budget based on an agreed work programme.
- 4.12 The creation of a single strategic public sector partnership covering the HotSW area will: facilitate collaborative working; help us to remove barriers to progress; as well as provide a formal structure to engage with Government at a strategic level on major areas of policy. It also has the potential to enable the Constituent Authorities and partners to have discussions with neighbouring Councils / Combined Authorities / LEPs on South West peninsula priorities and issues as well as the ability to move swiftly towards a Combined Authority model in the future (by potentially acting as a shadow Combined Authority) if the conditions are deemed acceptable to the Constituent Authorities.
- 4.13 Critically, the Joint Committee will also provide a formal mechanism for the Constituent Authorities to engage effectively with the LEP across common boundaries and agendas. District Council partners, in particular, might view this as an opportunity to engage more effectively with the LEP. The LEP, which will sit alongside the Joint Committee, has recently adopted new governance requirements to ensure greater transparency and accountability and wishes to further improve its democratic accountability in discussion with HotSW partners. The Joint Committee will provide a formal structure to take these discussions forward and for the Constituent Authorities to have greater influence over the activities of the LEP on our common agendas.
- 4.14 Although the Joint Committee is a cost-effective formal structure, some provision needs to be made to meet the support costs of what will be a fully constituted local authority joint committee. It is proposed that Somerset County Council (who have provided the lead for the governance workstream of the devolution project over the last two years) takes on the support role (with the option of rotating the role after 2 years of operation), to provide the financial, legal, democratic support to the Joint Committee from 22nd January 2018.
- 4.15 There is currently the remainder of the joint devolution budget raised from an initial contribution from all Authorities and the LEP in 2015. It is recommended that the remaining funds from this budget - £42,000 - are transferred to the Administering Authority and the budget is used to support the costs of the Joint Committee for the remainder of 2017/18 financial year and for some of 2018/19.
- 4.16 In addition, the Joint Committee will need a budget to undertake its work programme in order to oversee the implementation of the Productivity Strategy. The overall budget required to support the Joint Committee and enable it to undertake its work programme will be dependent, to an extent, on the level of 'in-kind' officer resources provided to

the Committee by the constituent authorities. The Administering Authority will review the in-kind support which has been provided for the devolution project in consultation with the constituent authorities and bring forward revised budget figures as part of a budget and cost sharing agreement as necessary in due course to the Joint Committee for consideration and recommendation to the Constituent Authorities. The budget figures set out in this report in paragraph 2.11 are therefore provisional at this stage. The initial Joint Committee work programme is set out in section 3 below for approval.

- 4.17 Through work undertaken by the partners it is estimated that the operating cost of a Joint Committee will be £89,000 in 2018/19 (and to cover the remainder of 2017/18) excluding any in-kind support. This estimate is made up of the following:
- £40,000 for the Administering Authority to undertake its duties. This is seen as a minimum cost and assumes that 'in-kind' officer resource remains in place at the same level; the Joint Committee meeting venues are provided by partners as 'in-kind' contribution
 - £25,000 (estimate) for work the Joint Committee would wish to commission
 - £24,000 for the Brexit Resilience and Opportunities Group Secretariat.
- 4.18 The Shadow Joint Committee recommends the budget is met by contributions from the Constituent Authorities. This would exclude the LEP and the CCGs from contributing as non-voting partners. As stated above it is estimated there will be a funding carry forward of £42,000 from the 2015 devolution budget. This would leave a shortfall of £47,000 to meet the total estimated budget requirement of the Joint Committee in 2018/19. Using the formula of contributions agreed in 2015 to support the devolution project the contribution requested of each Constituent Authority for 2018/19 is set out below. This assumes that all authorities agree to become members of the Joint Committee and would have to be recalculated should fewer than 19 Authorities become Members.
- County Councils - £10,500
 - Unitary Councils - £4,000
 - **District Councils (and National Parks) £1,400**
- 4.19 Under this formula it is recommended this Council contributes £1,400 for 2018/19 as a Constituent Authority. Any expenditure against this budget would be subject to the formal approval of the Administering Authority.
- 4.20 In terms of the proposed meeting arrangements for the Joint Committee, it is recommended:
- a) That the Joint Committee should meet formally immediately after the LEP Board meetings to assist with engagement and co-operation between the bodies and allow co-ordination of the respective work programmes.
 - b) That the following dates are reserved for meetings of the Joint Committee in 2018:
 - Friday 26th January
 - Friday 23rd March
 - Friday 25th May
 - Friday 20th July
 - Friday 28th September
 - Friday 30th November
 - c) That the Joint Committee meetings should start at 10am with the venues rotated throughout the HotSW area. The assumption will be that the host authority for that

meeting will provide appropriate accommodation and facilities 'in kind'.

HotSW Productivity Plan and the Joint Committee Work Programme

- 4.21 The Partnership has, since its inception, been focused on working together to tackle low productivity as this is seen as the key to future economic growth. The academic research undertaken in the HotSW Green Paper on Productivity - <http://www.torbay.gov.uk/council/how-the-council-works/devolution/productivity-plan-green-paper/> highlighted that whilst Devon and Somerset have one of the highest employment rates in the country too many of those jobs are part-time and low paid. This means that our area has one of the lowest productivity rates in the Country and this is a major barrier to future prosperity.
- 4.22 The Partnership has continued to lobby Government to work more closely with our area in order to make good on its promise to spread economic growth across the Country and we now need to build on the recent meeting of the Minister and the momentum achieved. This work is urgently needed to ensure that areas such as the Heart of the South West don't get left behind as Government look to focus investment in areas where there are strong, cross boundary strategic partnership arrangements such as the six Mayoral Combined Authorities.
- 4.23 The Productivity Strategy is being developed through an academic evidence base and engagement with stakeholders and the community. The draft plan is currently out to consultation (<http://www.torbay.gov.uk/devolution>). The deadline for response is 30th November 2017. Members are encouraged to respond to the draft strategy.
- 4.24 In summary the Strategy proposes to deliver prosperity and productivity across the entire HotSW and to do so in an inclusive way. It proposes to build on existing strengths such as aerospace, advanced manufacturing, nuclear energy and agri-tech as well as exploiting new opportunities and releasing untapped potential.

The Strategy is built around three key objectives:

- Developing **leadership and knowledge** within businesses in our area;
- Strengthening the **connectivity and infrastructure** our businesses and people rely on; and
- Developing the ability of people in our area to **work and learn** in a rapidly changing economy.

	Leadership and knowledge	Connectivity and infrastructure	Working and learning
Aspiration	To substantially improve the productivity of businesses in the area.	Improve our physical and natural assets to support wellbeing and economic opportunities.	Meet the potential of every individual within the area to work and contribute to our shared prosperity.
High-level aim	Help develop innovative, ambitious, growing businesses that can compete internationally.	Create vibrant places that are attractive to skilled people and new investment, with infrastructure to support productivity growth.	Develop, attract and retain a highly skilled and adaptable workforce.
Strategic objective	Programmes <ul style="list-style-type: none"> • Management excellence • New markets, new opportunities • Remove barriers to expansion • Attract talent and investment 	Programmes <ul style="list-style-type: none"> • Clean energy infrastructure • Connectivity and resilience • Land for business and housing needs • Natural capital to support productivity 	Programmes <ul style="list-style-type: none"> • Skills for a knowledge-led economy • Pathways to success • Access to work and opportunities • Skills for our 'golden opportunities'

4.25 It is recommended that one of the first tasks of the Joint Committee will be to approve the Productivity Strategy early in the New Year;

4.26 The Partnership has been meeting as a Shadow Joint Committee since 22nd September 2017. Its focus is to ensure the Joint Committee can immediately move into action and take advantage of major funding streams, national policy debates and lobbying around the economy. The Partnership will be working with the LEP to deliver the Productivity Strategy and will be supporting a joint work programme which initially will involve:

- Developing and recommending a delivery and investment Framework, to implement the Productivity Strategy and demonstrating our capacity to deliver. This will complement the LEP's Strategic Investment Panel which oversees the LEP's investments;
- Investigating ways to complement existing work to draw out opportunities to attract infrastructure investment in line with the Productivity Strategy aims, building our track record for ambitious and compelling propositions;

- Investigating ways to complement existing work on improving the delivery of skills in line with the Productivity Strategy aims
- Investigating ways to complement existing work on strengthening leadership & knowledge within the area's SMEs in line with the Productivity Strategy aims;

4.27 Any Joint Committee expenditure on the joint work programme will be subject to approval by the Administering Authority.

Options/Alternatives

4.28 There are two options and alternatives that Members might consider:

Option 1 – Do nothing and continue with informal arrangements within the Partnership. As set out above the feedback from Government is they prefer to work 'at scale' and are looking more favourably at areas that have a unity of vision and purpose.

Option 2 – move to a Combined Authority. The Partnership now need to review the option of establishing a Combined Authority at some point following the indication from the Minister that there will be no requirement to have an elected mayor in order to pursue our ambitions. Establishing a Combined Authority requires a substantial lead in time to allow for the Parliamentary approval process and would inevitably require the creation of a shadow Combined Authority to test and confirm the concept. The potential benefits of moving to a Combined Authority model will have to be judged against the implications of doing so, including the cost implications. The Joint Committee has the benefit of allowing the Partnership to move relatively quickly to establish a Combined Authority if that is the wish of the partners.

Reason for Recommendation/Conclusion

- 4.29 Working together will deliver better results if we are to help our businesses improve their productivity levels and deliver greater prosperity across the Heart of the South West. By collaborating across local geographies we will strengthen the area's voice to Government and strengthen the actions the area can take to improve productivity.
- 4.30 The Productivity Strategy will replace the Local Enterprise Partnership's Strategic Economic Plan. It will be the key strategic document for the partners to engage with Government and each other on a range of investment opportunities and powers emerging from the Industrial Strategy, Brexit and other policy opportunities.
- 4.31 The HotSW Joint Committee will provide a formal strategic partnership to complement and maximise the ability of individual authorities and sub-regional arrangements to deliver their aspirations. It will provide the formal arrangements for collaboration on productivity.
- 4.32 Through the Joint Committee the partners can test and improve their ability to work together as a potential precursor to the possible establishment of a Combined Authority at some point in the future. It will also provide a mechanism to further strengthen democratic input and influence with the LEP and align more effectively with the LEP's new model of governance and accountability.
- 4.33 Without a Joint Committee in place, the HotSW area will continue to struggle to position itself to be able to take advantage of Government policy initiatives and new funding opportunities compared to those areas that have and are establishing formal

strategic partnerships.

5 Links to Corporate Aims / Priorities

- 5.1 The proposals seek to deliver priorities and targets across all parts of the TDBC Corporate Vision and Strategy, namely:
- Vision: “Working with our communities to keep Taunton Deane a great place in which to live, work and learn and enjoy”
 - Key theme 1 – People (supporting the needs of our increasingly older population, greater housing provision, greater high-quality employment opportunities)
 - Key theme 2 – Business and enterprise (sustaining our local economy, keeping our town centres vibrant)
 - Key theme 3 – Our Place (Taunton Deane a place to be proud of, well maintained, welcoming to resident, visitors and businesses, and easy to get around)

6 Finance / Resource Implications

- 6.1 The costs associated with the early work on the Productivity Strategy preparation largely relate to officer time which is being provided ‘in kind’ by the authorities and partners. Specifically the LEP has met some direct costs.
- 6.2 The establishment of the Joint Committee provides a low cost option compared to a Combined Authority model of governance. As part of the Inter-Authority Agreement the assumption is that the Constituent Authorities will continue to provide in-kind support although this will be reviewed by the Administering Authority to ensure that the levels of support are appropriate, sustainable into the future and acceptable to the authorities providing the support. The direct running costs of the Joint Committee will be limited to providing officer support for the meetings, if there is insufficient ‘in-house’ capacity, and the costs of the meetings themselves. At this stage direct support costs will be kept to a minimum and for 2017/18 and some of 2018/19 will be covered by the residual joint devolution budget established in 2015.
- 6.3 In addition to the direct costs of administering the Joint Committee there is also the issue of a budget to fund its Work Programme. Further details of the provisional budget requirements are set out in section 4 together with the proposed funding mechanism for contributions from individual Constituent Authorities.
- 6.4 In coming to their decision about a Joint Committee and whether the potential costs provide good value for money, Members might like to consider the potential cost/impact of not working in this way and the potential loss of influence with the Government and investment to the area. Through recent funding initiatives and policy – including through the recent meeting with the Minister, it is clear that Government is looking for areas to come together and articulate their vision and priorities across footprints wider than their organisational boundary or sub-regional areas.
- 6.5 The proposal put before Members sets out a low risk, low cost option to work in a more formal way to capitalise on opportunities arising from future Government strategies, funding announcements and in preparation for Brexit.

7 Legal Implications

- 7.1 Each of the partners' legal teams and Monitoring Officers have been involved in the development of the Arrangements and Inter-Authority documents set out as Appendices A and B. The documentation also aligns to the LEP's Assurance Framework.
- 7.2 This simple documentation sets out the functions, membership and operations of the Joint Committee and the requirements upon the constituent authorities in supporting it.

8 Environmental Impact Implications

- 8.1 No environmental / sustainability impacts associated with the publication of this report (in itself) have been identified however a key objective of the Productivity Plan concerns sustainability and will be addressed as the detail of the devolution deal is negotiated, ratified and delivered.

9 Safeguarding and/or Community Safety Implications

- 9.1 No impacts on community safety associated with the publication of this report (in itself) have been identified however they will be addressed as the detail of a devolution deal is negotiated, ratified and delivered.

10 Equality and Diversity Implications

- 10.1 The Inter-Authority Agreement requires all Constituent Authorities to support, promote and discharge its duties under the Equality Act through the work of the Joint Committee. The Partnership is developing an Equality Impact Needs Assessment to inform the development of the Productivity Strategy. The Joint Committee will consider this assessment alongside the Productivity Strategy before adoption.

11 Social Value Implications

- 11.1 No impacts on Social Value associated with the publication of this report (in itself) have been identified.

12 Partnership Implications

- 12.1 Since August 2015, Devon and Somerset County Councils, all Somerset and Devon Districts, Torbay Council, Plymouth City Council, Dartmoor and Exmoor National Parks, the Local Enterprise Partnership (LEP) and the three Clinical Commissioning Groups have worked in partnership to progress towards securing a devolution deal for the HotSW area focusing on delivering improved productivity.

13 Health and Wellbeing Implications

- 13.1 There is a strong correlation between economic prosperity and health of the population. Public Health specialists will be key stakeholders within the consultation process and will be asked to advise on ways in which the Productivity Strategy could be connected to public health strategies to maximise the benefits to our communities.

14 Asset Management Implications

- 14.1 No impacts on Asset Management associated with the publication of this report (in itself) have been identified.

15 Consultation Implications

- 15.1 Members, partners and the public have been kept informed of developments of the HotSW Devolution Partnership and the Productivity Strategy through press releases, newsletters, presentations, workshops and publications. This information flow will be maintained by the Joint Committee. In addition, all of the Authorities within the Partnership have taken formal decisions as required during the various stages of consideration of devolution proposals and the proposed creation of the Joint Committee.
- 15.2 A draft Productivity Strategy has been released for public consultation. To complement the on-line consultation there will be; Council-based briefings and targeted key stakeholder events through 6 sub-regional roadshows held in Plymouth, Northern Devon, Cullompton/Exeter, Torbay, Taunton/Bridgwater and Yeovil/Shepton Mallet. The consultation will end on 30th November 2017 and feedback will influence the final strategy which is due for approval in early 2018.

16 Scrutiny Comments / Recommendation(s)

- 16.1 Not applicable

Democratic Path:

- **Scrutiny / Corporate Governance or Audit Committees – No**
(however this topic was discussed at TDBC Growth Steering Group 21 November 2017)
- **Cabinet/Executive – No**
- **Full Council – Yes**

Reporting Frequency : ☐ Once only ☒ Ad-hoc ☐ Quarterly
☐ Twice-yearly ☐ Annually

List of Appendices (delete if not applicable)

Appendix A	Heart of the South West (HotSW) joint committee – draft arrangements
Appendix B	HotSW joint committee - draft Inter – Authority Agreement
Appendix C	Executive decision record sheet - Supporting in principle the creation of a HotSW Joint Committee (15 Feb 2017)

Contact Officers

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APPENDIX A

HEART OF THE SOUTH WEST (HOTSW) JOINT COMMITTEE – DRAFT ARRANGEMENTS

1. Introduction:

1.1 Legal status: The HotSW Joint Committee is a Joint Committee of the local authorities listed in 1.5 below that comprise the HotSW area and established under Sections 101 to 103 of the Local Government Act 1972 and all other enabling legislation to undertake the functions detailed in section 2 of this Agreement.

1.2 Key purpose: The key purpose of the Joint Committee is to be the vehicle through which the HotSW partners will ensure that the desired increase in productivity across the area is achieved.

1.3 Aims and objectives: The aim is to provide a single strategic public sector partnership that covers the entire area and provides cohesive, coherent leadership and governance to ensure delivery of the Productivity Strategy for the HotSW area. The specific objectives of the Joint Committee are to:

- (a) Improve the economy and the prospects for the region by bringing together the public, private and education sectors;
- (b) Increase our understanding of the economy and what needs to be done to make it stronger;
- (c) Improve the efficiency and productivity of the public sector;
- (d) Identify and remove barriers to progress and maximise the opportunities /benefits available to the area from current and future government policy.

1.4 Commencement: The Joint Committee will be established in accordance with the resolutions of the Constituent Authorities listed below in paragraph 1.5 with effect from the Commencement Date (22nd January 2018) and shall continue in existence unless and until dissolved by resolution of a majority of the Constituent Authorities.

1.5 Membership: Each of the Constituent Authorities listed below shall appoint 1 member and 1 named substitute member to the Joint Committee on an annual basis. Each member shall have 1 vote including substitute members. For the Councils, the member appointed shall be that Council's Leader except in the case of Torridge District Council where the member appointed by the Council shall have authority to speak and vote on matters on behalf of the Council. Political balance rules do not apply to the Joint Committee membership. The substitute member shall also be a cabinet member where the Council is operating executive arrangements. For the National Park Authorities the member appointed shall have authority to speak and vote on matters on behalf of the Authority:

- Dartmoor National Park Authority
- Devon County Council
- East Devon District Council
- Exeter City Council

Leaders

for the Heart of the South West

- Exmoor National Park Authority
- Mendip District Council
- Mid Devon District Council
- North Devon Council
- Plymouth City Council
- Sedgemoor District Council
- Somerset County Council
- South Hams District Council
- South Somerset District Council
- Torbay Council
- Taunton Deane Borough Council
- Teignbridge District Council
- Torridge District Council
- West Devon Borough Council
- West Somerset Council.

1.6 In addition to the Constituent Authorities the partner organisations listed below shall each be invited to appoint 1 co-opted representative and 1 named substitute co-opted representative to the Joint Committee. Co-opted members shall not have voting rights:

- Heart of the South West Local Enterprise Partnership (the LEP)
- NHS Northern, Eastern and Weston Devon Clinical Commissioning Group
- NHS South Devon and Torbay Clinical Commissioning Group
- NHS Somerset Clinical Commissioning Group

1.7 The Joint Committee may co-opt further non-voting representatives from the private, public and/or voluntary sectors at any time.

1.8 Each appointed member / representative shall remain a member of the Joint Committee until removed or replaced by the appointing authority / organisation. Appointments to fill vacancies arising should be notified to the Joint Committee Secretary as soon as possible after the vacancy occurs.

1.9 Standing Orders / Rules of Procedure: Outside of the contents of this 'Arrangements' document, the Standing Orders and Rules of Procedure for the Joint Committee shall be those contained in the Constitution of the Administering Authority to the Joint Committee, subject, in the event of any conflict, to the provisions in the Arrangements document taking precedent.

1.10 Administering Authority: A Council shall be appointed by the Constituent Authorities as the Administering Authority for the Joint Committee and shall provide legal, democratic services, financial and communications support to the Committee. The Joint Committee's Forward Plan of business and papers for its meetings shall be published on the Administering Authority's website with links provided to the websites of the other Constituent Authorities and partner organisations.

2. Joint Committee Functions:

2.1 The only delegated function of the Joint Committee relates to the approval of the HotSW Productivity Strategy. All other matters referred to in 2.3 are 'referred' matters where the Joint Committee will make recommendations to the Constituent Authority or Authorities for decision. Additional delegated or referred functions may be proposed for the Joint Committee in the future by the Joint Committee or any of the Constituent Authorities, but shall only be agreed if approved by all of the Constituent Authorities.

2.2 The principle of subsidiarity will apply to the relationship between the Joint Committee, the Constituent Authorities and local Sub-Regional Partnerships with decisions being made at the most local and appropriate level on all matters to do with the delivery of the Productivity Strategy and in relation to the other functions of the Joint Committee.

2.3 The Joint Committee shall:

- (a) Develop and agree the HotSW Productivity Strategy in collaboration with the LEP.
- (b) Ensure delivery of the HotSW Productivity Strategy in collaboration with the LEP and the Constituent Authorities.
- (c) Continue discussions /negotiations with the Government on the possibility of achieving devolved responsibilities, funding and related governance amendments to assist with the delivery of the Productivity Strategy. Joint Committee proposals arising from these discussions /negotiations would require the formal approval of the Constituent Authorities / partner agencies.
- (d) Continue discussions / negotiations with the Government / relevant agencies to secure delivery of the Government's strategic infrastructure commitments, eg, strategic road and rail transport improvements
- (e) Work with the LEP to identify and deliver adjustments to the LEP's democratic accountability and to assist the organisation to comply with the revised (November 2016) LEP Assurance Framework. This includes endorsing the LEP's assurance framework on behalf of the Constituent Authorities as and when required. However, this is subject to the Framework being formally approved by the LEP's Administering Authority.
- (f) Ensure that adequate resources (including staff and funding) are allocated by the Constituent Authorities to enable the objectives in (a) to (e) above to be delivered.

3. Funding

3.1 The Constituent Authorities shall agree each year and in advance of the start of the financial year (except in the year of the establishment of the Joint Committee) a budget for the Joint Committee in accordance with a Budget and Cost Sharing Agreement to cover the administrative costs of the Joint Committee and costs incurred in carrying out its functions. All funds will be held and administered by the Administering Authority on behalf of the Constituent Authorities and spent in accordance with that Authority's financial regulations and policies.

3.2 In the Joint Committee's first year of operation, the budget will be approved by the constituent authorities on the recommendation of the Joint Committee as soon as possible after the establishment of the Joint Committee.

3.3 Joint Committee members' costs and expenses will be funded and administered by the respective Constituent Authority.

4. Review of the Joint Committee Arrangements

5.1 The Joint Committee may at any time propose amendments to the Arrangements document which shall be subject to the approval of all of the Constituent Authorities.

5.2 Any Constituent Authority may propose to the Joint Committee amendments to the Arrangements. Such amendments shall only be implemented if agreed by all of the Constituent Authorities on the recommendation of the Joint Committee.

5. Members' Conduct

5.1 All members of the Joint Committee shall observe the "Seven Principles of Public Life" (the 'Nolan' principles) and will be bound by their own authority's code of conduct in their work on the Joint Committee.

5.2 Joint Committee members / representatives shall be subject to the code of conduct for elected members adopted by the Constituent Authority that nominated them to be a Joint Committee member or to the conduct requirements of the organisation that appointed them. This includes the requirement to declare relevant interests at formal meetings of the Joint Committee.

6. Requirements of Joint Committee members

6.1 Joint Committee members shall:

- (a) Act in the interests of the Joint Committee as a whole except where this would result in a breach of a statutory or other duty to their constituent authority or would be in breach of their Constituent Authority's Code of Conduct.

- (b) Be committed to, and act as a champion for, the achievement of the Joint Committee's aims.
- (c) Be an ambassador for the Joint Committee and its work.
- (d) Attend Joint Committee meetings regularly, work with others to achieve consensus on items of business and make a positive contribution to the Committee's work.
- (e) Act as an advocate for the Joint Committee in any dealings with their organisation including seeking any approvals from their Constituent Authority/partner organisation to Joint Committee recommendations.
- (f) Adhere to the requirements of the 'Arrangements' document and maintain high ethical standards.

7. Appointment of Chairman and Vice-Chairman

7.1 The Joint Committee shall elect a Chairman and Vice-Chairman from amongst the voting membership as the first items of business at its inaugural meeting and at each Joint Committee Annual General Meeting thereafter. The appointments shall be confirmed by a simple majority vote of Constituent Authority members. If a deadlock occurs between two or more candidates a secret ballot shall immediately be conducted to confirm the appointment. If there is still deadlock following a secret ballot then a further meeting of the Joint Committee shall be held within 14 days and a further secret ballot shall be held to resolve the appointment.

7.2 A vacancy occurring in the positions of Chairman or Vice-Chairman between Annual General Meetings shall be filled by election at the next meeting of the Joint Committee. The person elected will serve until the next Annual General Meeting.

7.3 The Chairman and Vice-Chairman shall, unless he or she resigns the office or ceases to be a member of the Joint Committee and subject to 7.5 below, continue in office until a successor is appointed.

7.4 In the absence of the Chairman and the Vice-Chairman at a meeting, the voting members of the Committee present shall elect a Chairman for that meeting.

7.5 The Chairman or Vice-Chairman may be removed by a vote of all of the Constituent Authority members present at a meeting of the Joint Committee.

8. Quorum

The quorum for any meeting of the Joint Committee shall be 9 Constituent Authority members. The Chairman will adjourn the meeting if there is not a quorum present. In the absence of a quorum, the meeting shall be adjourned to a date, time and venue to be agreed by the Chairman.

9. Voting

9.1 Wherever possible the elected and co-opted members of the Joint Committee shall reach decisions by consensus and shall seek to achieve unanimity.

9.2 In exceptional circumstances where a formal vote is required, the proposal will be carried by a simple majority agreement of the voting members present and voting by a show of hands. The Chairman of the Joint Committee shall not have a casting vote in the event of a tied vote.

10 Decision making Arrangements

10.1 Only the Joint Committee shall approve the Productivity Strategy.

10.2 The Joint Committee may at any time appoint working groups consisting of Joint Committee members and/or co-opted representatives / officers to consider specific matters and report back / make recommendations to the Joint Committee.

11 Formal Meeting Arrangements

11.1 The Joint Committee will hold an Inaugural Meeting within 30 days of the agreed commencement date and thereafter shall meet on a regular basis as agreed by the Joint Committee annually at its Annual General Meeting.

11.2 The Chairman or in his/her absence the Vice-Chairman, may call a special meeting of the Joint Committee following consultation with the Chief Executives' Advisory Group to consider a matter that falls within the Committee's remit but cannot be deferred to the next scheduled meeting, provided that at least ten clear working days notice in writing is given to the Joint Committee membership.

11.3 Formal meetings of the Joint Committee shall normally be held in public, in accordance with the Access to Information Rules and the Standing Orders / Rules of Procedure of the Administering Authority.

11.4 Meetings of any working groups or task groups established by the Joint Committee shall, unless otherwise agreed, be held in private.

12. Who can put items on the Joint Committee's agenda?

- (a) The Joint Committee itself;
- (b) Any of the members of the Joint Committee appointed by the Constituent Authorities
- (c) A Constituent Authority by way of a formal resolution
- (d) The Chief Executives' Advisory Group
- (e) The Monitoring Officer and / or the Chief Finance Officer of the Administering Authority.

13. Reporting Arrangements

13.1 In addition to any ad hoc reports to the Constituent Authorities, the Joint Committee shall supply an annual report of its activities to the Constituent Authorities in May of each year.

13.2 The Joint Committee shall co-operate with the public scrutiny arrangements of the Constituent Authorities.

14 Record of attendance

14.1 All members present during the whole or part of a meeting are asked sign their names on the attendance sheets before the conclusion of every meeting to assist with the record of attendance.

Julian Gale
Monitoring Officer
Somerset County Council

30.10.17

APPENDIX B

HOTSW JOINT COMMITTEE DRAFT INTER – AUTHORITY AGREEMENT

1. Commencement and Duration:

1.1 This Agreement (and the obligation of the Constituent Authorities [CAs]) shall take effect on the agreed Commencement Date – Monday 22nd January 2018 - and shall continue until the Joint Committee (JC) is dissolved.

2. Formation provisions:

2.1 The CAs agree to form the JC from the agreed Commencement Date and to delegate / refer the functions specified to the JC from that date as set out in section 2.3 of the Arrangements document.

2.1 The JC shall operate in accordance with the Arrangements document and the Standing Orders and Rules of Procedure of the Administering Authority (AA).

3. Administering Authority (AA) arrangements

3.1 The AA shall be appointed by resolution of the CAs for a 24 month period (24 months is considered as appropriate to provide sufficient continuity but also to provide the option to rotate the role on a regular basis).

3.2 The AA shall provide:

- Financial, legal, constitutional and administrative support to the JC and its meetings
- An on-line presence for the JC via the AA website with links to the CAs / partner organisations websites.
- Ensure it has appropriate insurance arrangements in place to cover the AA role.

3.3 The AA may resign from the role by giving 6 months' notice to the CAs.

3.4 The AA may be removed and replaced by a majority vote of the CA members at a formal meeting of the JC.

3.5 The JC shall cease to exist in the event that no CA or organisation can be identified to undertake the AA role.

4. JC Finance

4.1 The JC's budgetary arrangements shall be detailed in a budget and cost sharing agreement (to be drafted) to be agreed by all of the CAs annually on the recommendation of the JC and in advance of the financial year. The only exception

to this will be in the JC's first year of operation when the JC shall recommend a budget and cost sharing agreement to the CAs for approval at the first opportunity following its establishment.

- 4.2 The budget and cost sharing agreement shall cover:
- (a) The responsibilities of the CAs for providing funding for the JC
 - (b) The anticipated level of expenditure for the JC for the year ahead
 - (c) The cost sharing mechanism to be applied to the CAs
 - (d) Details of how the budget will be set and agreed each year
 - (e) Who is to be responsible for maintaining financial records on behalf of the JC (the 'accountable body');
 - (f) What financial records are to be maintained;
 - (g) What financial reports are to be made, to whom and when;
 - (h) What arrangements and responsibilities are to be made for:
 - auditing accounts;
 - insurance including ensuring all partners have sufficient cover;
 - (i) How any financial assets held by the JC on behalf of the CAs will be redistributed to the CAs in the event of the dissolution of the JC or in the event of a CA formally withdrawing from the CA.

5. Roles and responsibilities of the CAs

- 5.1 The CAs shall:
- (a) Appoint Members and named substitutes to the JC in accordance with the 'Arrangements'.
 - (b) Undertake to share the costs of the JC in accordance with the budget and cost sharing agreement and pay their contribution to the JC to the AA in good time.
 - (c) Make appropriate arrangements for recommendations of the JC to be considered and decisions made by the CA.
 - (d) Support the work of the JC by offering services, resources or other 'in kind' support to assist with JC projects and activities.
 - (e) Within the terms of the Inter-Authority Agreement, agree to share information to support the work of the JC.

6. Chief Executives' Advisory Group

- 6.1 The Group shall:
- (a) Ensure that the JC fulfils its functions and responsibilities and in accordance with all legal and constitutional requirements.
 - (b) Plan and co-ordinate the JC's activities to ensure the achievement of its aims and objectives
 - (c) Consider the performance and effectiveness of the JC on an on-going basis and make recommendations for changes for consideration by the JC and CAs as necessary.
 - (d) Ensure that professional advice is available and provided as necessary to the JC to enable it to carry out its functions.
 - (e) Rigorously monitor and scrutinise the JC's budget.

- (f) Consider disputes between the CAs over the application or interpretation of this Agreement together with any potential breaches of this Agreement.

7. Withdrawal from / dissolution of the JC

7.1 A CA wishing to withdraw from the JC shall give a minimum of 6 months' notice in writing to the other CA via the AA. The CAs shall co-operate with any such request.

7.2 If two or more CAs give notice of withdrawal from membership of the JC in the same Financial Year, the JC shall consider and make recommendations to the remaining CA as to the future operation of the JC and, if appropriate, recommend any necessary amendments required to the JC's functions and operating arrangements.

7.3 Where a majority of the CAs at any time agree (via formal resolutions) that the JC should be dissolved or terminated on a specified date then the JC shall cease to exist from that date.

8. Accounts, Audit and Reporting arrangements

8.1 The AA's accounts and audit arrangements will apply to JC business.

8.2 The AA will ensure appropriate reporting arrangements are in place for the JC.

9. Review of Inter-Authority Agreement

9.1 At any time one or more of the CAs may seek a review of this agreement and the operation of the JC by giving notice to the CAs via the AA.

9.2 The review shall be undertaken by the Chief Executives Advisory Group for report to the JC. Any recommendations for changes to the agreement from the JC shall only be implemented if agreed by all of the CAs.

10. Insurance, Indemnities, and Conduct of Claims

10.1 The JC as a scrutiny and policy making group rather than a commissioning body undertakes administrative functions and therefore carries relatively little risk.

10.2 Each authority's insurance cover will automatically extend to provide protection for their members and officers participating in the work of the JC and in their capacity as officers or members of that authority.

11. Information Sharing, Data Protection, Confidentiality, Publicity and Freedom of Information (FOI) Requests

11.1 The CA shall share information about their organisations where that information is relevant to the aims and objectives of the JC.

11.2 Where such information is confidential or privileged, for example for reasons of commercial, customer or client confidentiality, the CA concerned shall seek to provide the information in such a form as to assist the JC whilst maintaining confidentiality, for example by the use of statistical and other non-identifiable forms of data. If confidential information is provided by a constituent authority to assist the work of the JC, then each CA will respect that confidentiality and shall not use or disclose such information without the permission of the authority that provided the information.

11.3 In respect of FOI requests, the AA will ensure that the requirements of the FOI Act 2000 are met in respect of the activities of the JC. In particular the AA will consult the officers of the CA as necessary regarding any potentially contentious enquiries and will then respond to them accordingly on behalf of the JC.

11.4 The JC and the CAs shall at all times abide by the requirements of the Data Protection Act.

11.5 All press releases and public statements to be sent out on behalf of the Joint Committee shall be the responsibility of the press office of the Administering Authority.

12. Promoting Equality, Diversity and Social Inclusion

12.1 All CAs will support and promote the principles of inclusiveness and equality for all through the work of the JC.

13. Extent of obligations and further assurance

13.1 Nothing in this Agreement is to require any of the CA to act in any way that is inconsistent with its obligations or duties as a local authority.

14. Variations of the Agreement

14.1 Subject to the express provisions of this Agreement, no variation of this Agreement will be valid or effective unless agreed by formal resolution of all of the CA.

15. Dispute Resolution / Breach of this Agreement

15.1 In the event of a dispute arising from the interpretation and operation of this Agreement or a breach of this Agreement by any CA or JC member, the matter shall

first be considered by the Chief Executives' Advisory Group. The Group shall seek to resolve the matter by discussion and mutual agreement and report to the JC and CA as necessary.

15.2 Where this fails to achieve a resolution, then the JC may give formal consideration to further action. Such action may include:

- (a) A request to a CA to replace a JC member;
- (b) A request to a CA to withdraw from the JC;
- (c) A recommendation to the other CAs for the termination of the participation of a CA.

Julian Gale
Monitoring Officer
Somerset County Council

30.10.17

Record of Decision taken by Executive Councillor

Decision title: Supporting the in principle creation of a HotSW Joint Committee

Executive Councillor making the decision: Cllr John Williams

Author Contact Details: Ian Timms/ Brendan Cleere
itimms@westsomerset.gov.uk or b.cleere@tauntondeane.gov.uk

Date of Decision: 15/02/17

Details of decision:

To support in principle the creation of a Heart of the South West (HotSW) Joint Committee of the local authorities, national park authorities and partners to take forward the Productivity plan.

Reasons for proposed decision:

This decision to support the principle of creating a joint committee will confirm TDBC's continued support for joint working and a devolution deal through the HotSW area with Central Government.

The decision will lay the foundation for a further decision by members in early summer to agree the detailed arrangements that will be required for governance of the joint committee.

This proposed joint committee will provide a mechanism for a formal strategic partnership to complement and maximise the ability of local sub-regional arrangements to deliver partner aspirations.

Membership of the committee will enable TDBC to continue to play a role in the strategic investment decisions that will link to the productivity plan.

See attached appendix for wider background

Alternative options considered and rejected: Not to agree principle this would disadvantage TDBC in any future wider negotiation on devolution and would be contrary to previous council decision in July 2016 to support combined authority approach

The below has been completed:	Name(s)	Date
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Relevant ward councillor(s) consulted	Not applicable	
Group leaders briefed on proposal	Cllr S Coles, Cllr E Gaines, Cllr L Lisgo	6 th February 2017
The following are if appropriate / applicable: Yes/No. If yes the implications should be attached to this decision notice.		
Finance implications	None at this stage	
Legal implications	None at this stage	
Links to corporate aims	Yes	
Community Safety implications	No	
Environmental implications	No	
Equalities Impact	Not at this stage	
Safeguarding Implications		
Risk management	Yes – see attached appendix	
Partnership implications	Yes - decision will assist continue working arrangements	

Any conflicts of interest declared by Leader or Executive Members consulted on the proposed decision. If Yes provide confirmation from Chief Executive to grant dispensation for the Leader's / Executive Member's views to be considered.

No

Decision Maker

I am aware of the details of this decision(s), considered the reasons, options, representations and consultation responses and give my approval / agreement to its implementation.

Signed:

Name: Cllr John Williams

Date: 15/02/17

Note – This decision record is for decisions taken by Executive Councillors. The decision(s) can be implemented following publication in The Weekly Bulletin and the period for any call-in has expired.

Note: *A copy should also be sent to the Democratic Services Unit.*

Taunton Deane Borough Council

Full Council – 12 December 2017

Taunton Deane Borough Council 2018-2020 Asset Strategy

This matter is the responsibility of Councillor Mark Edwards, Deputy Leader and Portfolio Holder for Business Development, Asset Management and Communications

Report Author: Tim Child, Asset Manager

1. Purpose of the Report

- 1.1 To seek approval to adopt the draft Taunton Deane Borough Council 2018-2020 Asset Strategy (attached).
- 1.2 To approve the revised governance and decision making process to ensure the strategy can be delivered through more agile and proportionate decision making.

2. Recommendations

- 2.1 Full Council is recommended to approve:

- a) Adoption of the TDBC 2018-2020 Asset Strategy, the principles within and the recommendations.
- b) Detailed asset specific final protocol decisions that flow from the approved strategy, including key decisions may be undertaken by delegation to a Director in consultation with Portfolio Holder for Asset Management (no call-in).

The Director may if appropriate choose to take a decision through committee due to a decision being likely to be contentious.

3. Risk Assessment (if appropriate)

- 3.1 A full risk matrix is available within the Asset Strategy document.

4. Background

- 4.1 The issues identified within the draft strategy are very significant and actions need to be taken to address them via the protocols within the strategy. It is critical that delivery of the strategy when adopted is not delayed due to lengthy decision making cycles.

- 4.2 The Asset Strategy attached requires the GF asset portfolio to be managed more proactively and commercially moving forward to enable disposal of poor performing assets, acquisition where there is a sound business case, investment in a proactive and informed manner and much greater commercialism in respect of the 'let' portfolio. Unless this strategy is adopted then significant additional budget will need to be secured to maintain this portfolio.
- 4.3 What is key is the ability for the Council to make informed and proportionate decision making but in a way that does not stifle the delivery of the strategy and the need for more 'agile' decision making. For the previous 3 years this has been a significant issue which has impacted on delivery.
- 4.4 If a decision is required under the constitution to be taken by Full Council then only Full Council can take it unless Full Council specifically agrees to make it via a specified delegation to an officer (requiring consultation with a Member(s)) as may be stipulated.
- 4.5 An alternative mechanism for decision making involving Executive Portfolio Holder decisions was considered at Scrutiny and Executive, with Executive supporting that proposal included in recommendation (b).

5.0 Governance Process

- 5.1 As per the strategy, protocol decisions will result in an options appraisal as per the arrangements set out within the options appraisal flowchart (appendix B to Strategy). All options appraisals will be undertaken using a standard format.
- 5.2 Ward Councillors will be consulted where assets in the Ward are being appraised and given an opportunity to discuss any concerns, with the Asset Management Team working with them to address any apprehensions and suggestions the Ward Councillor may have, including considering alternative options or what compromises may be possible. However, if their support on the outcome for the asset in question cannot be mutually agreed, i.e. disposal and they disagree, then it will be for the portfolio holder to decide how to proceed. In addition to Ward Councillor/s, Portfolio Holders whose portfolios are impacted will also be consulted.
- 5.3 An Asset Management Group (AMG) for the GF portfolio will be re-established and will include relevant portfolio holder/s who will consider these options appraisals and agree how to proceed.
- 5.4 Delivery of the strategy and realisation of the benefits will be reliant on adequate staffing resource, asset data in easily reportable datasets and the prioritisation of projects to focus on delivery of the strategy with less emphasis on non-key tasks. The current way of working will need to change.
- 5.5 The strategy makes it clear that disposals are just one consideration and will be pursued alongside investment in assets, acquisitions and being more commercial with the let portfolio but Officers do need the ability to implement the strategy.

5.6 Investment plans and the results from options appraisals will be reported to the Council through the AMG along with a dashboard updating on progress against delivery of the non-asset specific actions within the protocols.

5.7 The Action Plan will be reviewed quarterly by the AMG and reported to Scrutiny, Cabinet and Full Council annually.

6.0 Links to Corporate Aims/Priorities

6.1 Key Theme 4 – An Efficient and Modern Council – Make better use of our land and property assets; investing in, transferring or selling assets where it makes sense to do so;

7.0 Finance/Resource Implications

7.1 Finance and Resource inferences are set out within the Asset Strategy document.

8.0 Legal Implications

8.1 Implications of individual transactions and non-asset specific decisions will be properly considered and advice sought.

9.0 Environmental Impact Implications

9.1 None

10.0 Safeguarding and/or Community Safety Implications

10.1 None

11.0 Equality and Diversity Implications

11.1 None

12.0 Social Value Implications

12.1 Social / community value of assets is a key element of the options appraisals and subsequent decision making.

13.0 Partnership Implications

13.1 None

14.0 Health and Wellbeing Implications

14.1 None

15.0 Asset Management Implications

15.1 The Council's Asset Portfolio will be managed in a proactive manner, realising opportunities to make best use of assets that will be fully appraised via a suite of protocols within the TDBC GF 2018-2020 Asset Strategy.

16.0 Consultation Implications

- 16.1 The Asset Strategy and proposals for Decision Making have been presented to and considered at Corporate Scrutiny and Executive. Comments from scrutiny included whether the Asset Management Service was adequately resourced and qualified to deliver, visibility of decisions being made, reinvestment of proceeds from disposals back into assets, the importance of considering both financial and non-financial reasons for holding assets, membership of the asset Management Group, concerns around the accuracy of the asset list and the need for wider consultation with parish and town councils on asset decisions.

Democratic Path:

- **Scrutiny/Corporate Governance or Audit Committees – Yes**
- **Cabinet/Executive – Yes**
- **Full Council – Yes**

Reporting Frequency: ☒ Once only ☐ Ad-hoc ☐ Quarterly
☐ Twice-yearly ☐ Annually

Contact Officers

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TAUNTON DEANE BOROUGH COUNCIL GENERAL FUND ASSET STRATEGY 2018 -2020

To ensure that the Council's land and property assets are managed and maintained in a consistent, strategic manner that supports the corporate strategy

Final Draft for Full Council

December 2017

By: Tim Child, Asset Manager

V.1.3 2017-12-04

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1.0 Executive Summary

- 1.1 The Council's current Asset Strategy prepared in 2013 is no longer fit for purpose due to changes in the internal and external environment and is being impacted by increasing financial pressures. Thus the creation of a new Corporate Strategy with significantly improved intelligence and data of the asset portfolio is of paramount importance. Supported by a move nationally towards transferring assets to local communities, it is essential Taunton Deane Borough Council (TDBC) is equipped with a new comprehensive strategy with agreed asset options to drive forward new ways of managing the General Fund (GF) portfolio by proactive asset management.
- 1.2 This 2018-2020 Asset Strategy recognises existing opportunities and identifies how these can be prioritised by utilising a new suite of protocols; an Investment Capital Programme protocol, a Disposal and Acquisition protocol and a Commercialism 'let property' protocol, which include key performance indicators to enable robust monitoring.
- 1.3 The Council holds a non-housing asset portfolio within the GF consisting of 320 assets at 1st November 2017, with 251 being land and infrastructure assets, with the remaining 69 being "building assets" or land assets generating a notable income- Deane House has been excluded due to changes. **It is these 69 assets that are included within this strategy in terms of the data provided but the protocols coming out of this strategy relate to the entire GF portfolio.** The entire portfolio is very diverse and the rental income is comparatively low, but the portfolio still requires significant management and presents substantial liabilities but with exciting prospects to create capital receipts and commercial opportunities. The 69 assets require £17,617,751 of expenditure over the next 30 years for replacing key components (roofs, doors, windows etcetera, along with associated management costs, reactive repairs, servicing and compliance elements) of which £3,031,817 is required within the next 5 years. For this part of the portfolio (69 assets) by accounting for the rental income to offset this investment requirement, a Net Present Value is shown of minus £3,563,988 over the next 30 years. **This general picture is likely to be reflective of the entire portfolio and the Asset Strategy addresses how this level of business intelligence must be applied across the whole portfolio. The Council now holds stock condition data on all 320 assets and hence now for the 1st time truly understands the costs of holding such assets.**
- 1.4 This Asset Strategy recognises a number of key challenges which lie ahead and which need to be overcome to enable the asset portfolio to be viable

rather than being unsustainable due to the low income in relation to forecast expenditure. Furthermore the strategy identifies new priorities and through the three protocols referenced, a clear route map for doing things differently to improve the performance of the portfolio; invest or acquire where it makes sense to do so, maximise return where possible and dispose where appropriate. The explanation and criteria on which protocol will be applied on an asset by asset basis with a priority for progressing each asset is being developed but on the adoption of this Strategy there will be a clear and agreed programme having been agreed for those high priority assets enabling transactions to progress and deliver asset specific tangible deliverables. **It is essential these new ways of codifying and managing assets are adopted to enable the challenges to be effectively managed and opportunities delivered. Furthermore it is critical that decisions can be made quickly and supported by clear business cases to enable the strategy to be delivered and the savings and receipts to materialise.**

2.0 Introduction

2.1 Background - Why develop a new Asset Strategy?

The Asset Strategy sets out the Council's approach to the strategic management of its land and building assets. It has been reviewed to reflect:

- Financial pressures – Medium Term Financial Plan pressures and a general acknowledgement that spend on property assets would need to increase due to awareness of cost forecasts over next 30 years.
- Localism Act 2011 and the move to empower local communities - If local groups own or manage community buildings and land it will help foster a sense of belonging and bring together people from different backgrounds. Community ownership and management of buildings can also play a part in raising local people's aspirations, in enhancing the local economy, environment and have the capacity to strengthen the community, voluntary and social enterprise sector. In 2016 the Council adopted a Community Asset Transfer policy after much consultation with the communities and this policy needs to be reinforced and delivered.
- A much more sophisticated understanding of the portfolio since a new Property & Development function was created in 2014:
 - Risks - Future cost liabilities / public perception if not managing property assets efficiently and effectively and now with stock condition data.
 - Opportunities – To do things differently including improved generation of financial and non-financial returns.

- The existing Asset Strategy is now out-of-date and does not meet the Council's key requirements based on the internal and external environments having changed. Therefore, a new Asset Strategy is required to support the delivery of the current Corporate Strategy – Key Theme 4 – An Efficient and Modern Council – Make better use of our land and property assets; investing in, transferring or selling assets where it makes sense to do so.
- Over the past 2 years the Council's approach to strategic asset management has been developing against the backdrop of the current economic and political climate, the need to adopt new ways of working to manage the Council's assets and to include the wider objectives of community empowerment within the context of a wealth of guidance and instruction from central government in relation to asset management.

Implementation of the new Asset Strategy will identify opportunities to:

- Increase revenue income.
- Reduce costs – smaller but better performing asset base in terms of both financial and non-financial return.
- Invest wisely – component replacement or wider investment by being proactive and by identifying where both financial and non-financial returns can be improved. By being proactive there will be better management of future capital requirements.
- Identify assets to sell commercially and enable this to be done efficiently and effectively.
- Identify assets to transfer to local communities to help forge stronger local engagement.

2.2 Purpose - Why do we need Asset Management?

Proactive Asset Management provides a structured process to ensure best value is achieved from land and building assets which better serve the strategic needs of the organisation and this Asset Strategy sets out how this will be achieved for the period 2018 - 2020.

The definition of Asset Management adopted by this strategy is:

“Asset management is the management of our physical assets to meet the service and financial objectives of the Council”

Therefore this Strategy provides:

“The effective targeting of resources to have the greatest effect in raising performance, maximising value for money and maximising the wider potential of assets”

The strategy recognises that effective asset management includes the 3 key themes:

- Proactive Asset Management – Those activities which maximise the returns from assets and where possible, through increasing income and reducing costs, disposing of assets that have a poor return financially and/or non-financially, acquiring assets where supported by a sound business case, and ensuring that assets are held in such a way to maximise the benefits to the community.
- Investment and Capital Programme – Those activities to proactively maintain the stock to maintain or improve its condition where there is a business case to do so and to invest more widely in wider works where again a strong business case supports such a course of action. Unless this course of action is adopted, financial and non-financial returns cannot be maximised.
- Supporting wider objectives – Being clear where and how asset management is supporting wider objectives, such as benefitting the community, shaping the built landscape and supporting the Council in its service delivery.

2.3 Scope

This Asset Strategy and its stated objectives will apply to decisions across the whole of the Council's GF land and property asset portfolio.

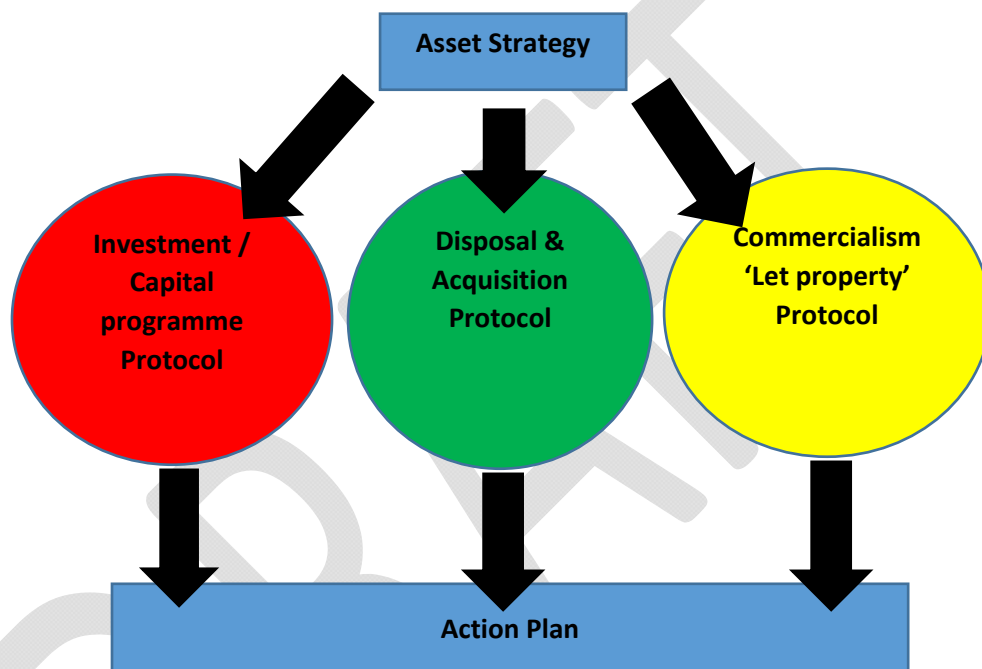
2.4 Asset Management objectives within this Asset Strategy

As a result of carrying out extensive due diligence work over the past 12 months we have revised our asset management objectives, reflecting the challenges we face, and the known risks and opportunities.

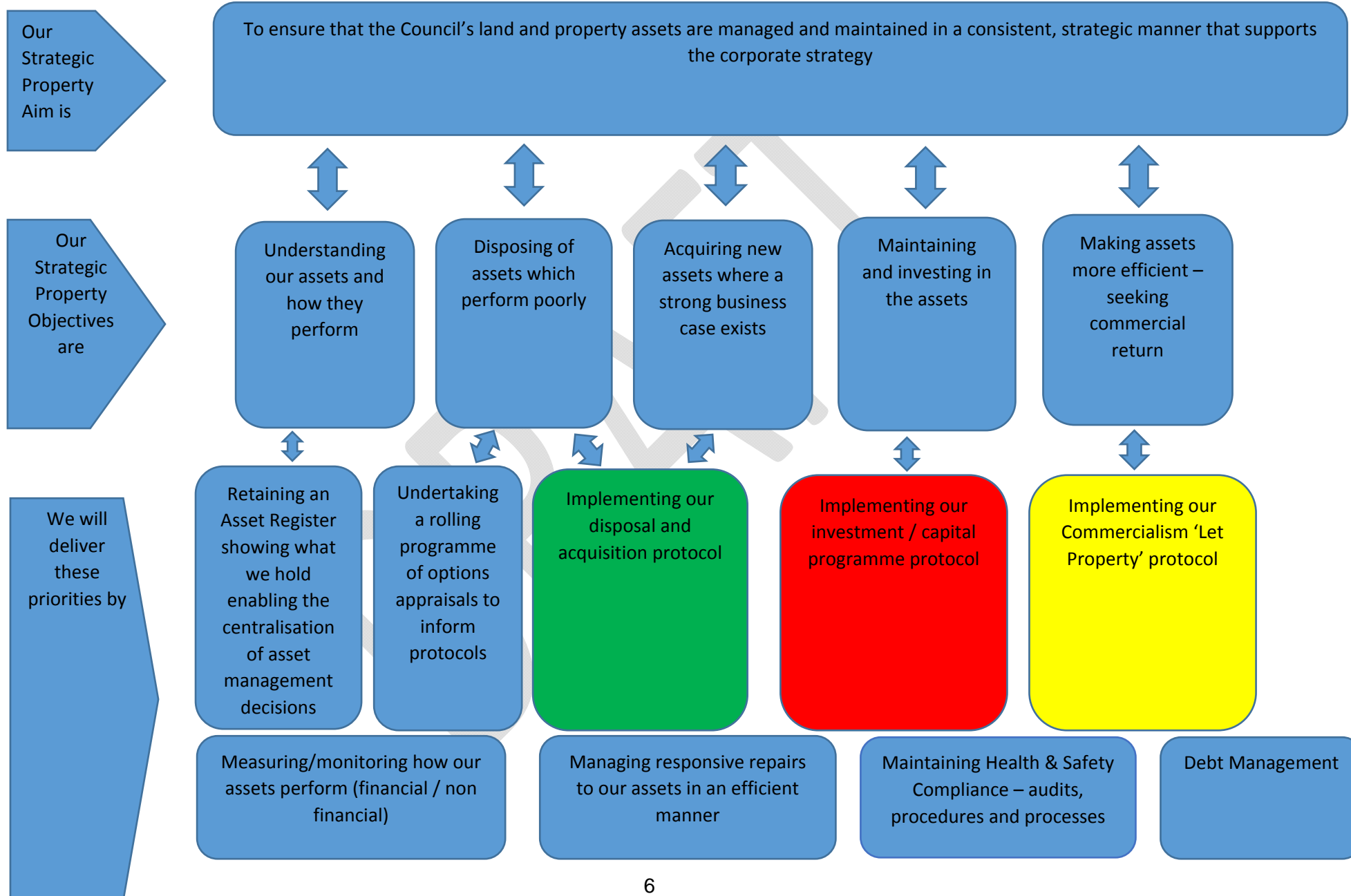
The overall objective of the Council in the management of its property portfolio is to utilise and manage its land and property assets in accordance with best practice and through doing so generate best value out of its portfolio. This is achieved by recognising and adopting the following priorities:

- Understanding our assets, how they perform and making the most of any opportunity to improve performance of that asset
- Disposing of assets which perform poorly – financially / non financially, to deliver required capital receipts and reduce outgoings
- Acquiring new assets where a strong business case exists
- Maintaining and investing in the assets where growth opportunities have been identified
- Making our assets more efficient – seeking a commercial return where appropriate and reasonable

The Asset Strategy will be delivered through three interrelated protocols which are detailed below. These protocols underpin the Asset Strategy and inform the Action Plan.



The approach to Asset Management for the period 2018 – 2020 addresses issues beyond those covered by the 3 protocols. Those aims are clearly set out on the following pages.



2.5 Asset Management Tools

The Strategy sets out the asset management tools which will support effective decision making and delivery, including:

- Robust and up to date stock condition data

Data for the strategy is based on stock condition data procured through external consultants. This included estimated costs over 30 years for 69 most significant building/income generating assets and where the most significant liabilities are expected to arise (excluding Deane House). Data is not included at this stage for other mainly land and infrastructure assets although there is now a reasonable understanding of likely liability in these areas – something which has never existed before. This data from the survey will be held electronically and kept up to date through routine periodic inspections by the Council's Asset Surveyors to inform future capital programmes and inform data on general asset performance.

- Data management to support compliance

In addition to the Council's legal duties and obligations, providing a safe environment for tenants, our communities and staff is a fundamental principle. Effective compliance management is in place, beginning with complete, accurate and controlled asset data records and the development of efficient procedures for the Asset Surveyors team to ensure compliance is maintained through a rolling programme of inspections.

- Understanding of asset performance – new Asset Performance Tool

The Council with support of external property consultants has developed an approach to understanding asset performance. A portfolio wide model is now in place to provide information on financial and non-financial performance but also for specific individual assets. This strategy sets out how this Performance Tool and the data within will be used to inform future plans. Where stock is performing poorly, on either a financial or non-financial basis, alternative options will be explored for these properties before investment decisions are made. This ensures resources are targeted where they will provide maximum value to the Council and communities. This model also shows where let property is providing a poor return and identifies what actions need to be taken to reverse a decline in asset value.

- Skills and expertise

Ensuring adequate staffing levels with the correct skill sets and knowledge of the GF portfolio has proven a real challenge for Asset Management over the past 4 years, most notably within the Estate Management Team. Delivery of this strategy will be dependent on appropriate staffing levels, sufficient expertise and knowledge of the portfolio built up over time along with an organisation wide focus on Asset Management delivering the strategy rather than other day-to-day activities and supporting robust prioritisation.

The operational delivery of compliance and of delivery of the identified capital programme sits outside of Asset Management and within the Property Investment Team which sits within the wider Property & Development service area.

2.6 Risk Management

The strategy recognises that assets can also become liabilities, threatening the Council's viability.

Risk Matrix

Description	Likelihood	Impact	Overall
Failure to manage Health & Safety compliance could put tenants, staff, contractors and our wider communities at risk.	3	5	15
<i>The mitigations for this are to ensure adequate staff resource is in place to undertake necessary audits, commission work and that robust processes and procedures exist.</i>	2	4	8
Failures to meet statutory standards can carry penalties and will damage the Council's reputation.	3	4	12
<i>The mitigations for this are to ensure adequate staff resource is in place to undertake necessary audits, commission work and that robust processes and procedures exist.</i>	2	4	8
Poor investment decisions made without understanding of an asset's performance and without a strategic view on the future use of that asset.	4	4	16
<i>The mitigation is for suitably qualified professional staff / consultants to undertake options appraisals before committing to significant capital spend.</i>	2	4	8
Failure to achieve capital receipts target.	4	5	20
<i>The mitigation is to ensure robust management arrangements are in place and ensuring decision makers remain committed and supported by officers even when decisions might be difficult.</i>	2	4	8
Failure to deliver capital programme within budget.	4	4	16

<i>The mitigation is to effectively manage programme, plan strategically, ensure budgets are set appropriately and through procurement ensure best value from contractors.</i>	2	4	8
Failure to secure necessary 'buy in' from Officers and Councillors that assets need to be managed differently to deliver the Strategy.	4	5	20
<i>The mitigation is to properly communicate the issues and the way forwards and ensuring understanding of implications if not followed..</i>	2	5	10
Lack of appropriate decision making arrangements slowing down delivery of the Strategy.	4	5	20
<i>The mitigation is to ensure that Officers furnish decision makers with a robust business case and on agreement to proceed, whilst updating the Asset Management Group, giving Portfolio Holder and Officers the ability to progress within agreed parameters.</i>	4	2	8
Staff resourcing and retention during period of corporate transformation impacting on delivery of this Asset Strategy.	5	5	25
<i>The mitigation is to utilise consultants and / or additional resource to deliver key projects where business case supports this.</i>	3	5	15

Risk Scoring Matrix

Likelihood	5	Almost Certain	Low (5)	Medium (10)	High (15)	Very High (20)	Very High (25)
	4	Likely	Low (4)	Medium (8)	Medium (12)	High (16)	Very High (20)
	3	Possible	Low (3)	Low (6)	Medium (9)	Medium (12)	High (15)
	2	Unlikely	Low (2)	Low (4)	Low (6)	Medium (8)	Medium (10)
	1	Rare	Low (1)	Low (2)	Low (3)	Low (4)	Low (5)
			1	2	3	4	5
			Negligible	Minor	Moderate	Major	Catastrophic
			Impact				

Likelihood of risk occurring	Indicator	Description (chance of occurrence)
1. Very Unlikely	May occur in exceptional circumstances	< 10%
2. Slight	Is unlikely to, but could occur at some time	10 – 25%
3. Feasible	Fairly likely to occur at same time	25 – 50%
4. Likely	Likely to occur within the next 1-2 years, or occurs occasionally	50 – 75%
5. Very Likely	Regular occurrence (daily / weekly / monthly)	> 75%

Key risks to the delivery of our asset management objectives are:

- Data management
- Affordability and cost control
- Re-investment in the wrong stock
- Lack of strategic approach to managing the asset portfolio and reluctance to adopt a more commercial approach in line with best practice
- Lack of buy in by the wider Council
- Lack of sufficient internal and / or external resource to deliver strategy
- Most significantly, adequate staffing resource with necessary skills and knowledge of portfolio along with the ability of staff to focus on strategic work rather than day-to-day estate management

Key risks will be monitored closely and actions taken to address if necessary.

3 Stock Profile, Condition and Performance

3.1 Stock Profile

The Council's 69 significant assets as at 1st November 2017 consists of industrial units, offices, pavilions, community buildings, allotments and car parks.

As at 1st November 2017 the rental income is circa £337,306 per year across 69 assets, which equates to £10,119,187 over the 30 years, un-inflated.

For a list of all the Council's GF assets as at November 2017 please see report in Appendix A.

To summarise, the portfolio is very diverse and the rental income is relatively modest on the vast majority of those assets, both for the 69 and for the 320.

Set out below is the reasoning behind why assets are held:

- To support the community – delivering the Council's Corporate Strategy
- To generate an income – supporting the Council's services and supporting the delivery of objectives and principally to enable reinvestment in the portfolio
- Legislative requirements

Retention of assets is not purely based on the financial return, however it mustn't be assumed that the Council have to hold the asset for it to benefit the community and deliver the Council's objectives.

3.2 Stock Condition

Data on the condition of our assets is based on a 2017 stock condition survey of 320 assets (69 for the more detailed work) commissioned through property consultants. In addition, the property constant and a specialist asbestos consultant have undertaken specific compliance (asbestos and fire risk assessment) surveys to the assets.

For the 69 most significant assets the stock condition data is included within the table below setting out the capital requirements in five year bands from 2016/2017 for a period of 30 years:

Element	Year 1-5	Year 6-10	Year 11-15	Year 16-20	Year 21-25	Year 26-30	Total
Total	£3,031,817	£1,800,519	£4,805,809	£3,902,436	£1,299,019	£2,778,149	£17,617,751

No allowance has been made in this data to reflect where a tenant could reasonably be expected to fund works under the terms of their lease and where the tenant has the means to do so. For different reasons, the exceptions to this assumption are few and far between.

This data shows that this part of the portfolio (69 assets) requires circa £17.6m capital spend over the next 30 years in addition to the usual responsive repairs, cyclical maintenance and compliance works.

These costs within the table above disregard reactive maintenance works and cyclical servicing etc. These have been estimated at £1,893,000 over the 30 years, and included within the overall investment figures.

3.3 Compliance / Management

As owner of property assets there are a number of legal and moral responsibilities the Council must abide by.

To demonstrate that the Council are meeting those obligations, a robust regime of compliance checks and routine monitoring has been introduced which includes, but is not limited to:

- Asbestos surveys and re-inspections
- Gas safety
- Electrical safety
- Fire Risk Assessments
- Water Hygiene
- Energy performance certification

Following the recent inspections, this liability just for those 69 assets has been estimated as £2,274,300 over the 30 years, and included within the overall investment figures. In addition to this an additional allowance has been made to cover associated management costs.

3.4 Stock Performance

Following the stock condition exercise it was considered important to build on these findings and assess the performance of the 69 most significant assets against a range of social and financial criteria. The financial modelling was undertaken by property consultants and Asset Management undertook the non-financial modelling.

The modelling will provide a framework for future asset management decisions relating to the Investment & Capital Programme protocol, Disposal and Acquisitions protocol and Commercialism 'let property' protocol. Along with the financial modelling, the property consultants have provided the Council with an Asset




Performance Model which will be operated by Asset Management and kept current with periodic updates to aid decision making and assess performance of the portfolio and individual assets on an ongoing basis.

Financial Modelling

Income and expenditure has been forecast for a 30 year period from 2016. Rental income was included in the model alongside other holding costs such as stock condition data, responsive maintenance, compliance costs and management costs.

The data shows a Net Present Value (NPV) across the portfolio of 69 buildings of minus £3,563,988 over the 30 year period assuming inflation at 2% per annum and a discount rate of 6% which represents industry standard approach.

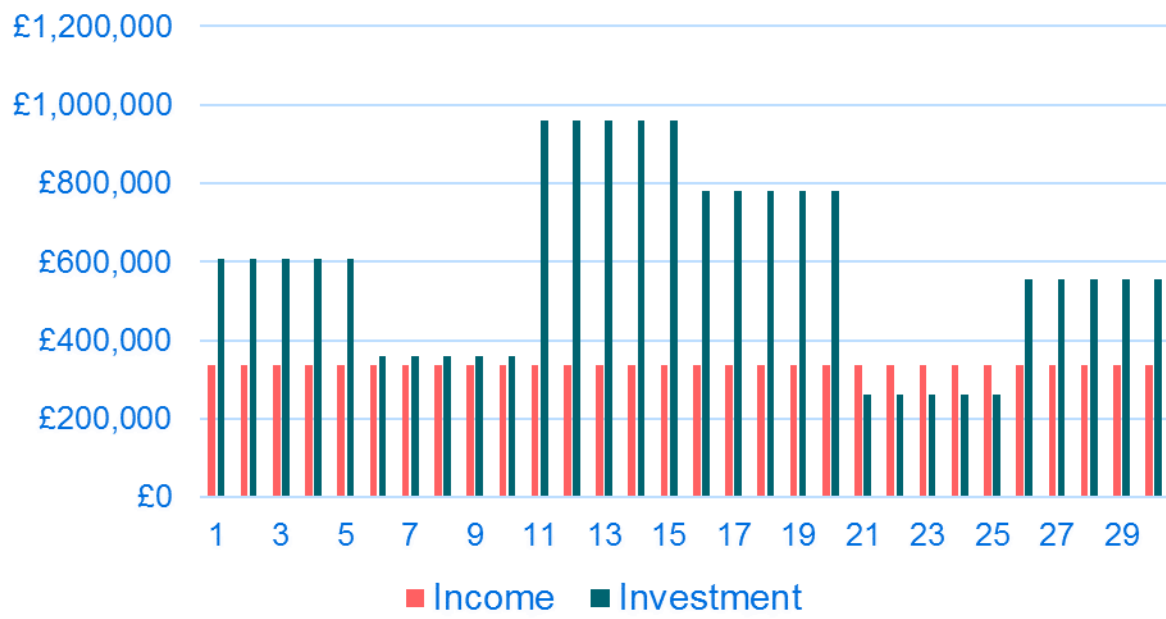
Of those 69 assets for which we have NPV data, they have been banded by way of their financial performance as:

Red  = NPV of more than - £100,000 = 19
Amber  = NPV of less than - £100,000 = 33
Green  = Positive NPV = 17

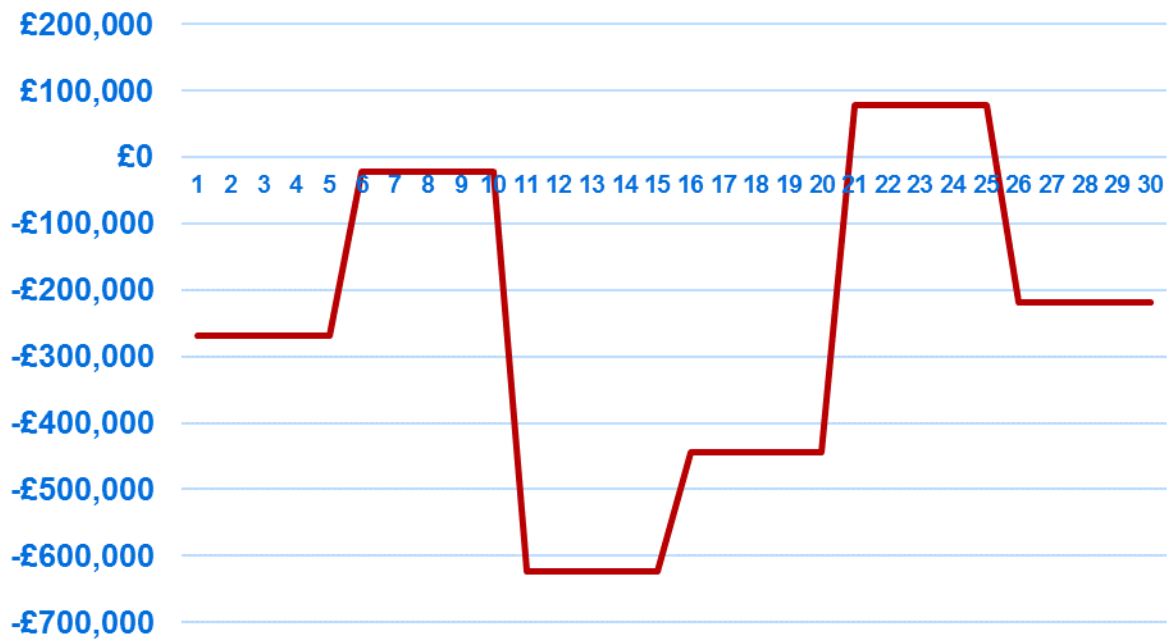
52 of the 69 assets modelled do not perform from a financial point of view and many of these are let out.

The following graphs show the cash flow analysis of the 69 assets (as at 1st November 2017) over the next 30 years:

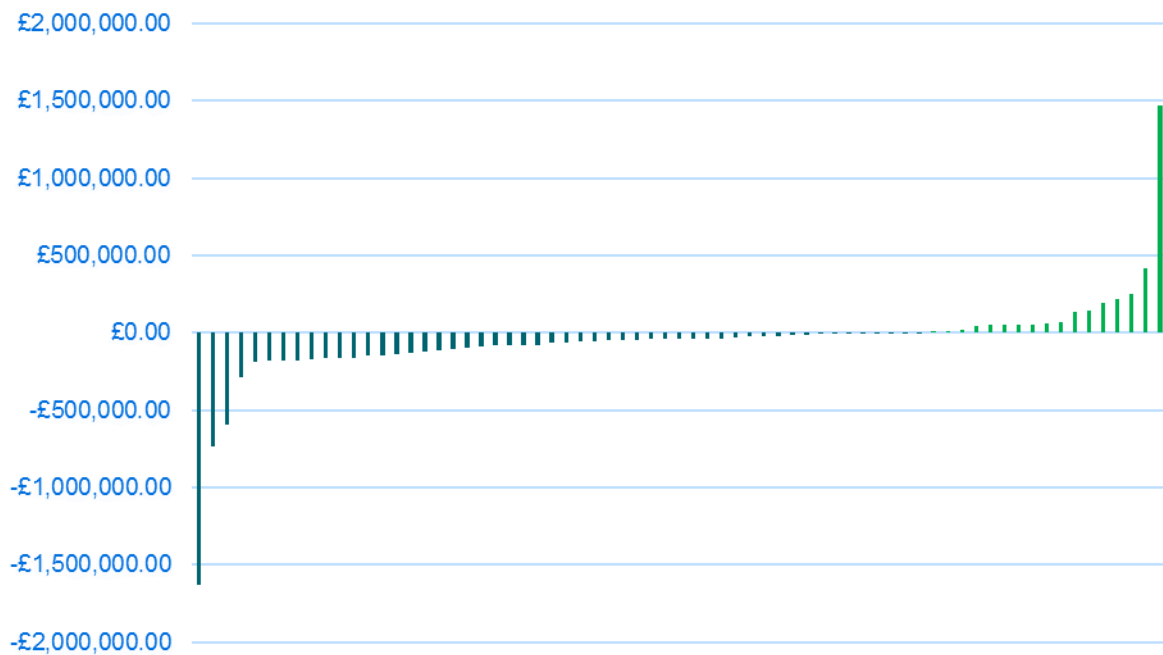
Rent V's Rental Income



30 Year Cashflow



This shows that for every year other than the period 2037-2041 the income from the portfolio will be insufficient to meet the capital requirements. The strongest performing Council asset is Market House generating a positive NPV of £1,472,423 over 30 years. This range of financial performance of individual assets is demonstrated on the graph below.



Non-Financial Modelling

In addition to the financial performance, all 69 assets have also been measured in respect of non-financial performance. This is measured by the social, economic or environmental contribution to the wellbeing of an area. Scoring has been applied as follows:

0 – Either no or marginal social, economic or environmental contribution towards the wellbeing of the area.

1 – Social, economic or environmental contribution towards the wellbeing of the area – but with covenants to protect existing use (if needed) could be transferred to a third party.

2– Social, economic or environmental contribution towards the wellbeing of the area – even with covenants to protect existing use, unlikely to be appropriate to transfer to a third party i.e. the Council would need to retain a significant level of control over future use so a transfer is not appropriate.

The results, whilst subjective, show as follows:

- Score of 0 = 10 assets
- Score of 1 = 57 assets
- Score of 2 = 2 assets (Crematorium related – same site)

Therefore there are 10 assets which from a non-financial point of view there is no benefit of retaining.

There are only 2 assets which the Council needs to absolutely retain.

Conclusions - Financial

1. Without increasing property budgets considerably, the Council cannot afford to adequately maintain its assets.
2. A majority of assets have negative Net Present Values and therefore anticipated expenditure is greater than income over the next 30 years, therefore as assets are performing poorly.

Conclusions – Non Financial

1. Whilst many assets contribute towards the social, economic or environmental wellbeing of the area, 15% do not materially contribute and 83% do but could continue to do so even if they are no longer under the Council's direct control.
2. In the majority of instances, a positive contribution towards social, economic and environmental wellbeing of the area should not necessarily be seen as a reason not to dispose / transfer.

This modelling is now in place and will be the main tool used for future decision making.

4. Energy Performance – Energy Performance Certificates (EPC)

The Energy Act 2011 states that from 2018, all buildings which do not meet the minimum energy performance standards cannot be let until they have been upgraded. The secondary legislation which combines with this Act, is the Energy Efficiency Regulations 2015 and made it unlawful for properties with a rating of F or G to be let without implementing cost effective, energy efficiency improvements. This comes into effect on 1st April 2018 for new leases and lease renewals /extensions where there is already an EPC and 1st April 2023 for all existing leases.

A two tier market is now starting to emerge with well -informed Tenants staying clear of buildings with a rating in the F or G danger zone. There is also concern that properties currently with an E Rating might when re-assessed achieve only an F. In order to future proof the marketability and value of the Council's asset portfolio a strategy needs to be in place, which sets the minimum rating the Council wish to achieve for each property.

It is also essential that a list of assets which currently fall short of that target rating is prepared so the potential impact on revenue can be identified, should those buildings not reach the EPC safe zone by 2018. Each qualifying asset needs to be assessed and a report prepared on what works are required to meet the target rating, as well as an estimated cost for carrying out those works.

The wider implications of this legislation need to be considered as it will be important to consider the approach the Council wishes to take in respect of new lettings, the existing form of lease /similar agreements, enforcement of repairing obligations and other such lease covenants. For new leases granted the Council should seek to ensure:

1. The new lease oblige the occupier to carry out EPC upgrade works which ensure the property meets the minimum standards imposed by this legislation, during the term and also at expiry, whenever that may be
2. The new lease clearly states that the Tenant must not make any changes to the building which would impact on the EPC rating of the unit.

An EPC is not required if any of the following conditions are met:

- listed or officially protected and the minimum energy performance requirements would unacceptably alter it
- a temporary building only going to be used for 2 years or less
- used as a place of worship or for other religious activities
- an industrial site, workshop or non-residential agricultural building that doesn't use much energy
- a detached building with a total floor space under 50 square metres

- due to be demolished by the seller or landlord and they have all the relevant planning and conservation consents

The Council currently holds an EPC for some of its portfolio but there is as yet no plan in place which addresses the requirements of this legislation so this is considered to be a significant and imminent financial risk to the Council. Work has started and exposure estimated with a new strategy developed and this now needs to be acted on. This indicates that there are 69 assets which will require an EPC with just 5 currently in place and with an estimated required spend of circa £20,000 to commission these necessary surveys. Necessary spend to bring properties up to required standard will be in addition.

5. Our Key Property Protocols – To Support Delivery of Strategy

This Section deals with all assets, whether buildings (included in the Asset Performance Analysis), other buildings, land or infrastructure.

For all assets one or more of the following Protocols will be applied with a decision made following the undertaking of option appraisals as per the option appraisal suite included in attached appendix B. An options appraisal will be triggered through the delivery of a prioritised programme of option appraisals starting with those assets with a NPV of below -£50,000, identified spend of £5,000 in next 5 years, a lease event (lease end, break, rent review), poor EPC rating or good site redevelopment potential. This is shown in the flowchart in appendix B.

To deliver this strategy a series of non-asset specific actions as detailed in the 3 protocols will need to be followed alongside asset specific actions.

The number of significant building assets is actually very low with relatively few disposal opportunities which could generate significant receipts. There are a few disposal opportunities but greater opportunities exist in respect of increasing income generation from let property alongside a significant opportunity to pass land and infrastructure assets to the local communities and it is these areas where resources should be directed.

The protocols to be delivered are as follows:

5.1 Investment / Capital Programme Protocol

Statement – To manage assets proactively by creating a capital programme based on stock condition data and to invest more widely on improving assets where there is a sound business case.

Importance – Without this protocol the assets will fall into disrepair, costs can't be forecast, costs over an extended period will likely be greater and the general quality of the assets will deteriorate negatively impacting on the surrounding communities.

Actions –

- Consider centralising capital / maintenance budgets for all assets to ensure we are making the most of our assets. Will require greater scrutiny over practicality at sites where maintenance budgets might impact on operational needs e.g. car parks.
- Agree appropriate capital budgets to meet all protocol requirements.
- Agree centralised capital programme based on stock condition data but targeted where possible at those more strongly performing assets that the Council is most likely to retain. There will inevitably be some exceptions, but where this is the case, the Council must be confident that any proposed works 'add value'. Have a detailed plan for 1 year and indicative plan for the next 5 year period.
- Capital works to be dealt with separately to maintenance works but with an appreciation by each of the other i.e. don't repair something unnecessarily when a component is soon due for replacement.
- Agree approach for investment in assets ahead of component replacements if there are realisable benefits – to generate a rent, increase passing rent or facilitate generating a capital receipt.
- Exploring opportunities for generating external funding to support the capital programme.
- Use local contractors where possible.
- Options Appraisal prior to committing spend where expenditure is anticipated of more than £5,000 on any asset over a 5 year period.
- Secure or commission Energy Performance Certificates for all qualifying assets and develop an Energy Performance Strategy with necessary funding in place to ensure compliance.

Performance Indicator – 90% spend against forecast planned spend.

5.2 Disposal and Acquisition Protocol

Disposals

Statement - To rationalise the asset portfolio by disposing of poor performing assets or assets with realisable development potential

Importance - The Council holds many poorly performing assets with only 17 of the 69 most significant having a positive NPV over a 30 year period. In almost all instances these could be disposed of without adversely impacting on the

community.

Actions -

- Capture Market Values for all assets at time of asset valuations.
- Options appraisals for all assets with either a negative NPV or a non-financial score of zero. Options appraisals on all those priority assets currently identified and ongoing on all lease / licence end or break dates following the approach outlined on attached Options Appraisal flow chart.
- Promote transfer of assets through adopted Community Asset Transfer policy.
- Land Review – Seek to dispose of as much non-operational land and infrastructure as possible by either community asset transfer or commercial sales. Receipts (if any) likely to be low (below £10,000 per transaction) but will remove potential liability and in the longer term will enable the resource to be more focused on the more valuable assets. In some instances assets can be better managed within communities.
- Ensure capital receipts are achieved to support transformation contribution but also an additional amount per annum to develop an ear marked reserve for unexpected investment works and to acquire assets where there is a sound business case to do so.
- Respond quickly to speculative approaches from 3rd parties.

Performance Indicators – Deliver capital receipts as directed by Leadership Team

Acquisitions

Statement – To acquire assets where there is a sound business case to do so

Importance – It is important to be able to respond to opportunities and invest when appropriate in high performing assets (financial and non-financial).

Actions –

- Develop protocols/ permissions/ parameters
- Respond to opportunities to acquire income generating assets which would provide a good return.

Performance Indicator – N/A

5.3 Commercialism ‘Let Property’ Protocol

Statement - Maximise rental income and minimise liability for costs across the Let Portfolio currently of 69 assets

Importance - A major contributor to the negative NPV of the asset portfolio. In some instances a higher rental might generate more entrepreneurial approaches by tenants and therefore benefit the community as a whole through the tenant perhaps diversifying, investing or becoming more commercial.

Actions -

- At lease events (lettings, rent reviews, breaks and lease ends) ensure that the Council acts fairly but commercially. This would in almost all circumstances result in either a significant increase in rent, letting to a new tenant or using the event as an opportunity to gain vacant possession and then market for disposal.
- Enforce lease obligations robustly through periodic landlord inspections. Do not lease property on terms where the Council has concerns over the tenant's ability to comply with lease obligations.
- Explore opportunities to group assets by locality and use income generated from let property to maintain surrounding environments.
- Explore opportunities to let space where opportunities not yet being realised e.g. surplus operational space, masts, advertising hoardings and kiosks etc.
- Improved vetting of tenants before lettings proceed.
- Ensure Tenants comply with existing lease obligations in respect of Energy Performance. For new leases ensure that obligations passed on to Tenants as appropriate. Ensure all vacant properties can be let in accordance with requirements coming into force in 2018 in order to safeguard all future letting opportunities.

Performance Indicator – Increase rental income by a minimum of 10% per annum.

Outside of these protocols, there is also to be a specifically identified and monitored workstream based on submitting appeals to the 2015 Rating list, either direct or through supporting and encouraging tenants to do so. Excessive and incorrect Rateable Values impact on the value of the asset portfolio, ability to let assets and prove costly to the Council in its capacity as asset owner.

6 Review and Monitoring

6.1 Governance and Reporting

Investment plans and the results from options appraisals will be reported to the Council through a newly created Asset Management Group (AMG) along with a dashboard updating on progress against delivery of the non-asset specific actions within the protocols. Success will be measured through a range of Key Performance Indicators (KPI's) which include:

- Minimum 90% spend against forecast planned spend.
- Deliver capital receipts as directed by Leadership Team.
- Acquisitions – N/A.

- Increase rental income by a minimum of 10% per annum.
- Overall KPI - Improve NPV of portfolio by 10% per annum (starting 2018/2019).

These KPI's to be reported annually to Scrutiny and reviewed quarterly by AMG.

6.2 Review

The strategy covers the period 2018-2020 in line with the Council's Corporate Strategy.

6.3 Authority and Control of Information

The Council will ensure internal controls are in place to ensure effective delivery. These cover the following areas:

- Robust and up to date stock condition data
- Investment planning process
- Options appraisal and disposals & acquisitions protocols
- Commercialism 'Let Property' protocol
- Regular review of strategy

Responsibility for this strategy is with the Asset Manager, who will report progress at TDBC AMG meetings.

Appendix A – Asset List

GF Property as @ Dec 2017

UPRN
(LLPG)

NON SPECIALSED (1)

Car Parks

Mary Street/High Street, Taunton	10002705050
Paul Street Multi-storey, Taunton	100041070773
Shop Mobility	10002703430
Fons George, Taunton	10014265332
Enfield, Taunton	10002704368
Coal Orchard Car Park, Taunton	10002704646
Whirligig, Taunton	10002703212
Kilkenny, Taunton	10002701598
Crescent, Taunton	100041071190
Canon Street, Taunton	10002703954
Victoria Gate, Taunton	10002701670
Wood Street, Taunton	10002701737
Elms Parade, Taunton	100041071033
Belvedere Road, Taunton	100041069987
Castle Street, Taunton	10002704369
Tangier, Taunton	10002703136
Longforth Road Wellington	10014265173
North Street Wellington	100041071469
South Street Wellington	10002703537
Springfield Road Car Park, Wellington	10014269296
North Street Wiveliscombe	10002702381
Croft Way, Wiveliscombe	100041071268
Duke Street	10014265335
Ash Meadows	10014269397
Flook House Car Park	10014269304
The Gazebo, Longforth Road Car Park, Wellington	10014268344
Tourism Car Park and POS, Westridge Way, Bishops Lydeard	10012904453

DEPOTS

See new Depot below

NURSERIES

TDBC Nurseries, Stoke Road, Taunton	10014266919
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ALLOTMENTS

Turners Allotments Staplegrove	10014269150
Hamilton Road Allotments	10014269151
Stoke Road Allotments	10014269158
Higher Holway Allotments	10014269153
Galmington Allotments	10014269154
Obridge Allotments	10014269156
Whitmore Allotments	10014269157
Rowbarton Allotments	10014269155

GOLF COURSES

Vivary Golf Course, Vivary Park, Taunton	10002704424
Pavilion (New chalet building)	10014269280
Kiosk/Pros Shop (now public locker room + Park Ranger's office)	10014269312

OFFICES

The Deane House, Belvedere Road, Taunton	100041069988
28/30 Fore Street, Wellington	10014269589
Flook House, Taunton	100041171458

CREMATORIA

Taunton Deane Crematorium, Wellington New Road, Taunton	100041071255
Lodge (Taunton Cemetery) at Crem	10002703963

MISCELLANEOUS

Gordon Hawkins Playing Fields, Blackbrook Way,	10014269159
Former Public Conveniences at Fons George, Tn	10014262460
Site of former Livestock Market, Priory Bridge Road, Taunton	10014269165
The Bike Park, Coal Orchard, Taunton	10002704645
Tangier Scout & Guide Centre, Castle Street, Taunton	100041070130
Spectator stand at Wellington Playing Field	10014269297
Site for Trident Youth & Community Centre, Galmington Road, Taunton	100041070420
Land at Vivary Park Leased to Taunton Bowling Club	10014264316
Land Leased to Wellington Tennis Club	10014266419

Land Leased to Wellington AFC	10002702011
Club at Wellington Playing Field	100041071472
Land Leased to Vivary Golf Club for Club House at Golf Course	10014263974
Land Leased to Surestart Taunton, Priorswood, Taunton	10014264606
Land at Chelston, Wellington	10014269298
Former Public Conveniences Kingston Road, Taunton	10002704312
Land adjoining Priory Way, Taunton	10014269299
84 Priory Bridge Road, Taunton	100041070820
86-88 Priory Bridge Road, Taunton	100041171305
88A Priory Bridge Road, Taunton	100041171492
Site of Unit 3 Canal Road, Taunton	10014264734
Land at Canal Road, Taunton adj Livestock Market Site	10014269313
Site of Unit 1/2 Canal Road, Taunton	100041070097
Former PC s Goodland Gardens, Taunton	10008802094
Site of Unit 4 Canal Road, Taunton	10014264735
Unit 5 Canal Road, Taunton	100041070098
Land leased to Taunton Tennis Club and Taunton Deane Bowling Club and surplus leisure land at Blackbrook Way	10014269314
Brewhouse Theatre Site, Coal Orchard, Taunton	10002704642
Site of YMCA, Lisieux Way, Taunton	10002701662
Local Centre Site, Lisieux Way, Taunton, Site for	10014269302
Public House, Severn Drive, Taunton & Site for	10012903689
Methodist Church, Off Lisieux Way, Taunton	200002927802
The Auction House	10014264150
New Depot at Westpark, Chelston	10091744016
Market Building at Canal Road	200001883829

SITES FOR ELECTRICITY SUB STATIONS

SWEB Transfrmr sub stn,Bagborough Rd & Weacombe Rd Junc	10014269170
Wellington Trading Estate	10024755454
Northside, Rockwell Green	10025133874
Ajd Weavers Arms, Oaken Ground, Rockwell Green	10024750987
Kelway Road, Wellington	10025136491
Lillebonne Close, Wellington	10025136484

Adj 26 Crosslands, Wellington	10024751049
Greenway Estate, Bishops Lydeard	10024747571
Land adj to Stedhams Close, Wellington	10014269315
Land at Quantock & Brendon Road, Wellington	10024753396

INDUSTRIAL UNITS

Blackdown Business Park, Wellington (10 Units)

UNIT 1A	10014263382
UNIT 1B	10014263383
UNIT 1C	10014263384
UNIT 1D	10014263385
UNIT 1E	10014263386
UNIT 1F	10014263387
UNIT 1G	10014268514
UNIT 2	10002703653
UNIT 3	10002703654
UNIT 4	10002703655

SPECIALISED (2)

PUBLIC CONVENIENCES

Castle Green, Taunton	10002704283
Paul Street, Taunton	10002703429
Canon Street Car Park, Taunton	100041070111
North Street Car Park, Wellington	100041071471
Station Road, Taunton	100041071134
Bishops Lydeard Station, Westridge Way,	10014269167
Wellington Park, Wellington	10014269168
High Street Car Park, Taunton	10002703752

LEISURE BUILDINGS

Sports Centres

Blackbrook Pavilion Site, Blackbrook Way, Taunton	10014263919
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Blackbrook Main Sports Centre Building	10014269394
Blackbrook Tennis Centre	10014269305
Blackbrook Tennis Courts (External)	100041070019
Blackbrook Tennis Courts (Bubble)	10014269457
Wellington Sports Centre, Corams Lane, Wellington	100041071329
Wellsprings Sports Centre, Taunton	200002928249

Swimming Pools

Swimming Pool, Station Road, Taunton	10002703127
Swimming Baths, St. James Street, Taunton	10002703555

Pavilions

Vivary Golf Course Chalet	10014269280
Vivary Park, Taunton (Inc. PC s)	10014269316
Victoria Park, Taunton (inc. PCs)	10002705100
Recreation Ground adjoining Wellington Park	10014269289
Wellington Playing Field, Wellington	10002702012
Taunton Green Playing Field, Cheddon Road, Taunton	10002701587
Galmington Playing Field, Taunton (New)	10014269318
Hamilton Gault Playing Field, Hamilton Road, (New)	10014269319
Cleeve Road Playing Field, Priorswood, Taunton	10002701634
Dobree Park, Rockwell Green, Wellington	10014264598

Tennis Courts

Vivary Park, Taunton (now only 2)	10014269283
Taunton Green Playing Field, Cheddon Road, Taunton	10014269284

COMMUNITY ASSETS

PUBLIC PARKS

Goodlands Gardens, Taunton	10008802596
The Northern Gardens Taunton Castle	10014269288
Vivary Park, Taunton	100041071228
Band Stand	10002704419

Wooden Shelter Opposite Fountain	10014269287
Wooden Shelter Opposite Bandstand	10002704418
Wellington Park, Wellington	10014269281
Band Stand	10014269285
Wooden Shelter	10014269286
Park Lodge	10014269387

PUBLIC PLAYING FIELDS

Victoria Park, Taunton	10002705101
Recreation Ground adjoining Wellington Park	10014269282
Wellington Playing Field, Wellington	10002702011
Taunton Green Playing Field, Cheddon Road, Taunton	10002701586
277 Cheddon Road, Taunton (Taunton Green Lodge)	100040922272
Galmington Playing Field, Taunton	10002705068
Hamilton Gault Playing Field, Hamilton Road, Taunton	10012904545
Cleeve Road Playing Field, Priorswood, Taunton	10012904474
Dobree Park, Rockwell Green, Wellington	10014269290

PUBLIC OPEN SPACES

Castle Green, Taunton (Former Car Park)	10002704282
Greenway Recreation Ground, Leslie Avenue, Taunton	10014269278
French Weir Recreation Ground, Taunton	10008802560
Amenity area adjoining Quantock House, Mary Street, Taunton	10014269171
Amenity area, Corporation Street, Taunton	10014269172
Landscaped area, adjoining 7 High Street, Wellington	10014269173
Amenity Land at North Street, Wellington	10014269174
Norton Hill Fort, Norton Fitzwarren, Taunton	10014269175
Play Area, Birch Road, Wellington	10014269176
Land Adj Haydon Lane, Taunton	10014269177
Land Adj Priory Avenue Winkworth Way, Taunton	10014269259
Landscape Areas Adj Victoria Parkway, Taunton	10014269247
Amenity Area Adj Gaol Stream & Gardens, Taunton	10014269246
Amenity Area Castle Green, Taunton	10014279178
Amenity/Landscaped Area Mary Street, Taunton	10014269179

Ornamental Garden Elms Parade, Taunton	10014269180
Land Adj Obridge Link Road, Taunton	10014269181
Amenity Area Oakhurst Est Wellington	10014269260
Amenity Area Adj Deane Drive, taunton	10014269182
Amenity Area Adj Parkfield Road, Taunton	10014269183
Amenity Land Westfield Close, Taunton	10014269184
Amenity & Open Space Hithermead Est' B Lydeard	10014269185
Amenity Area Adj' Pennys Field Galmington	10014269186
Amenity Area & Footpath French Weir	10014269261
O' Space Nash Green Staplegrove	10014269188
O' Space Applegrove, Taunton	10014269262
O' Space Queensway, Taunton	10014269189
O' Space Dowsland & Chestnut Drive, Taunton	10014269190
O' Space Dowsland Farm, Taunton	10014269263
O' Spaces Oak Priors Wellington	10014269192
O' Spaces Wellsprings Road, Taunton	10014269193
O' Space Hoyles Farm Wellington	10014269194
O' Space Queens Drive, Taunton	10014269195
O' Space Lisieux Way, Taunton	10014269196
O' Space Haines Park, Taunton	10014269197
O' Space Parkfield Walk, Taunton	10014269198
O' Space Adj Blackthorn Gardens, Taunton	10014269199
O' Space Wambrook Close Sherford	10014269200
O' Space Upper Holway Road, Taunton	10014269201
O' Space Adj Asda, Taunton	10014269202
O' Space Higher Holway, Taunton	10014269203
O'Space Staplegrove	10014269204
O' Space Hudson Way Staplegrove	10014269205
O'Space Ryes Terrace Creech St Michael	10014269264
O' Space Crufts Meadow Creech St Michael	10014269206
O' Space Claremont Galmington	10014269207
O' Space West View Creech St Michael	10014269208
O'Space Greenway Road, Taunton	10014269209
O'Space South Road, Taunton	10014269210

O' Space Roseberry Terrace, Taunton	10014269211
O'Space The Spinney	10014269212
Marshallsea walk (F'tpath between Well' Rd & F/Weir)	10014269213
O' Space Bishops Mead Bishops Hull	10014269214
O' Space The Acorns Wellington	10014269215
O' Space Creechbarrow Hill, Taunton	10014269216
O' Space Killlams Drive, Taunton	10014269217
O' Space Sherford Road, Taunton	10014269218
O' Space Leycroft Farm, Taunton	10014269265
O' Space Ryesland Way Creech St Michael	10014269219
O' Space Wiveliscombe	10014269220
O' Space Lower Holway Farm, Taunton	10014269221
O' Space Lyngford Park, Taunton (inc site of former PC's)	10014269222
O' Space Creechberry Orchard, Taunton	10014269266
O' Space Virginia Orch'd Bushy Cross Lane Ruisht'n	10014269223
O' Space off Greenway Avenue (St Andrews View), Taunton	10014269224
O' Space Farriers Green Monkton Heathfield	10014269225
O' Space Fairfield Green Churchinford	10014269226
O' Space Blackbrook Way, Taunton	10014269227
O' Space Acacia Gardens Bathpool	10014269228
O' Space Weirfield Green Staplegrove Road	10014269229
O' Space Crofters Green Monkton Heathfield	10014269230
O' Space Newbarn Park, Taunton	10014269231
O' Space Adj Wellington Road, Taunton	10014269232
O' Spaces Upcott Cres' Ash Cres' Chilliswood Cres', Taunton	10014269233
O' S'ce Lyngford Park Priorswood Estate	10114269222
O'Spaces St Quintins Walk, Bathpool, Taunton	10014269267
O'Spaces , Sawyers Leigh, Kingston St. Mary	10014269234
O'Spaces, Champford Lane, Wellington	10014269235
O'Spaces, Showell Park, Staplegrove, Taunton	10014269191
O'Spaces, Marquis Meadow, Rockwell Green	10014269277
Hankridge Wetlands Nature Reserve, Taunton	10014269236
Part Riverside Walk, Taunton	10014269238
Riverside Walk, Taunton	10014269237

Weirfield Green Wildlife Area, Taunton	10014269239
Flood Alleviation Land & Wall Station Road N-F-W	10014269268
Amenity Land Adj to Tangier Comm' Centre, Taunton	10014269240
Surplus Highway Land Adj River Tone (Priorswood Area)	10014269269
Firepool Amenity Park, Taunton	10014269241
Landscaped areas adj. Victoria Parkway	10014269242
O Spaces at Hillyfields, Upper Holway Road	10014269243
POS at Haimes Wharf, Taunton	10014269270
Community Woodland at Netherclay, Bishops Hull	10014269244
Nature Reserve, Bickenhall, Taunton	10014269271
O Space, Summerleaze, Nerrols Farm, Taunton (0.047 acres)	10014269245
O Space, Cheddon Mews, Cheddon Road, Taunton (0.02 acres)	10014269248
O Space, Saxon Close, Oake, Taunton (0.1 acres)	10014269249
O Space, Cashford Gate, Nerrols Farm, Taunton (0.067 Acres)	10014269250
O Space, Foxmoor Nurseries, Rockwell Green (4.71 Acres)	10014269272
O Space & Recreation land at Cotford St. Luke (9.85 Acres)	10014269251
O Space, Sandfast Place, Nerrols Farm	10014269317
O Space & play area, The Shoulders, Nerrols Farm	10014269274
O Space & play area, Jurston Lane, Wellington	10014269252
O Space & amenity area, Windmill Hill, North Curry	10014269253
POS at Chimora & Lee Park, West Buckland	10014269254
POS at Mallard Court, Priorswood Road, Taunton	10014269273
Fairground Site, Lisieux Way, Taunton	10002701666
POS, Swains Lane, Wellington	10014269461
CEMETERIES	
Rockwell Green Cemetery (Hilly Head), Wellington	10014262419
Taunton Cemetery, Wellington Road at Crem	100041071255
Cemeteries, Bishops Hull (St Mary Magdelane & B/ Hull)	10014264818
St James Cemetery, Staplegrove Road	10014269291
Lodge (St James Cemetery)	10014269160
OTHER LAND	
Tourism Land and Car Park Off Station Road, Bishops	10012904453

Lydeard (adj West Somerset Railway)

INVESTMENT PROPERTY

BUILDINGS LEASED BY THE COUNCIL

The Market House, The Parade, Taunton	100041070390
Land and Building at Greenbrook Terrace, Taunton	100041070434
37 South Street, Wellington	100041071502
Old Municipal Buildings, Corporation Street, Taunton	10002703630

LAND LEASED BY THE COUNCIL

Land used for Scrap Yard, Priory Way, Taunton	10014269292
Thales Site, Lisieux Way, Taunton	10014265553
Site for 51/52 High Street, Taunton	100041070511
Land adjoining Taunton Bus Station, Tower Street, Taunton	10014269293
Land at Ash Meadows, Taunton Leased to Taunton Deane CC	10014269294
Site for Victoria Gate Surgery adj. Victoria Gate Car Park, Taunton	10002701669
Land at Longforth Rd, Wellington leased to A1/Apex Taxis	10014269303

ASSETS HELD FOR SALE

Site at Frobisher Way, Bindon Road, Taunton	10014269276
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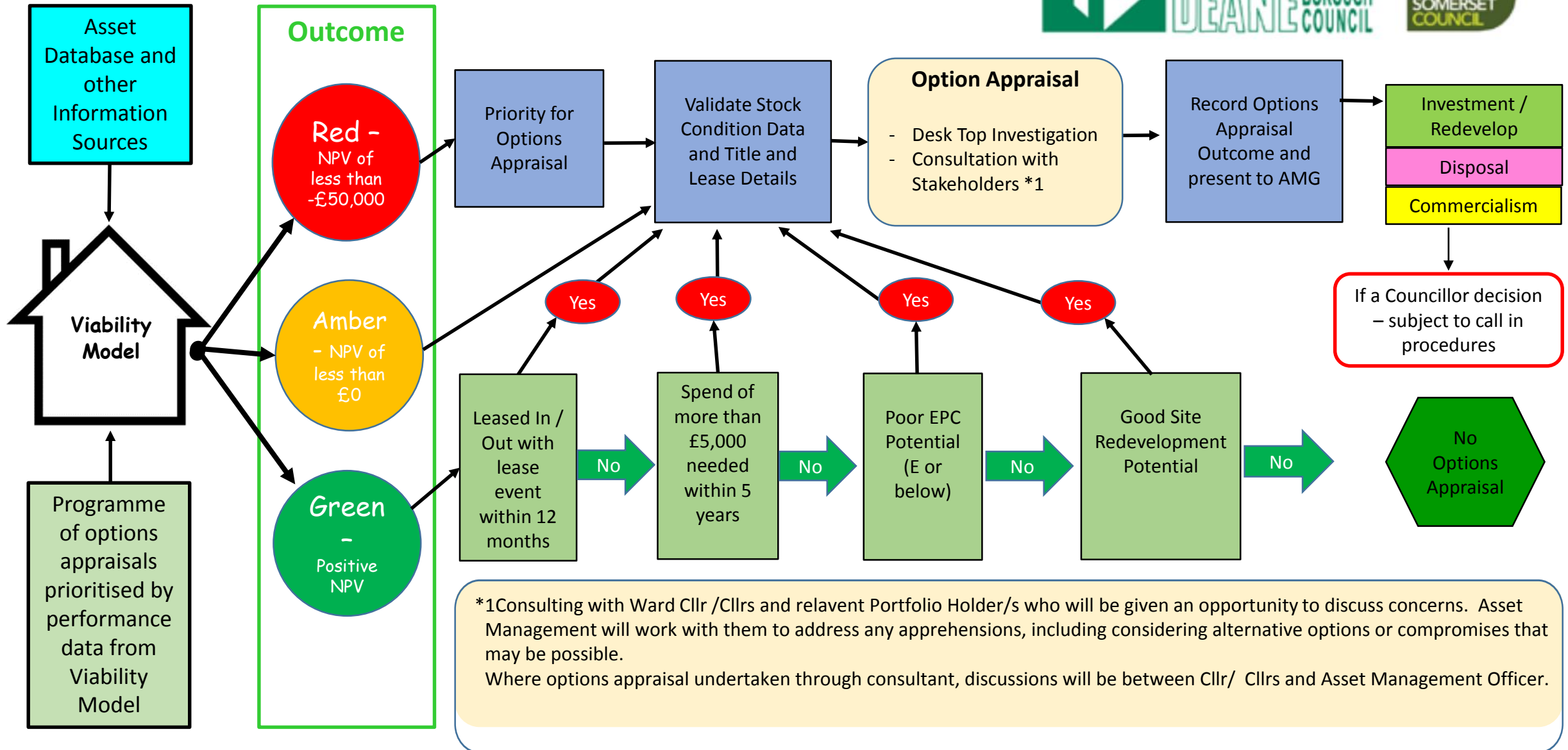
ASSETS SUBJECT TO FINANCE LEASES

Wilton House, Upper High Street, Taunton	100040945138
Bedford House, Park Street	100041070754
Ground Floor of Paul Street Multi Storey Car Park (Taunton Library)	100041070770

Appendix B – option appraisal suite

DRAFT

Appendix B - Options Appraisal Process Overview



Taunton Deane Borough Council

Council Meeting – 12 December 2017

Part I

To deal with written questions to, and receive recommendations to the Council from, the Executive.

(i) Councillor John Williams

(a) Somerset Business Rates Pool and 100% Business Rates Retention Pilot

Following a recent meeting with Group Leaders, the Executive was informed that a bid has been submitted to the Department of Communities and Local Government (DCLG) to become a pilot for 100% Business Rates Retention (BRR) in 2018/2019 with our County-wide district and County neighbours.

From the outset, it is important to be clear that 100% BRR does not mean all of the Business Rates collected will be kept in the area, but the Councils would keep 100% of the Business Rate growth above the funding baseline.

The current 50% BRR system was introduced in the 2013/2014 financial year as part of a wider suite of changes implemented following the Local Government Finance Review. It included the potential for groups of local authorities to apply to pool Business Rates resources.

As a result, Taunton Deane had joined a Business Rates Pool with Bath and North East Somerset, North Somerset, Somerset County Council (SCC), Mendip District Council (MDC), Sedgemoor District Council (SDC), and South Somerset District Council (SSDC) with effect from April 2015.

Although this pooling arrangement had ended on 31 March 2017, a smaller pool was formed in 2017/2018 comprising SCC, MDC and SDC.

On 1 September 2017, DCLG issued an invitation to local authorities to pilot 100% Business Rates retention in 2018/2019 – for one year only – and to pioneer new pooling and tier-split models.

The first set of pilots for 100% BRR were launched in 2017/2018. The Government has indicated it would like to see other authorities form pools and apply for pilot status. In assessing applications the Government has set out a criteria. This includes aspects that would suggest the potential for a successful Somerset bid, such as:-

- The proposed pooling arrangements operating across a functional economic area i.e. the County Council and all relevant District Councils;
- The Government is particularly interested in piloting in two-tier areas focussing on rural areas; and
- There is a variation in the types of Business Rates base represented.

The pilot areas – if selected - will retain 100% of Business Rates growth above the baseline. Under the 50% system, half of this growth is paid over to the Government. This provides an opportunity therefore to keep more funding locally and the Government has indicated it is looking for authorities to show how the additional retained resources would be of benefit locally, for example whether the proposals would promote the financial sustainability of the authorities involved.

Following the publication of the Government's invitation, the Section 151 Officers within the six local authorities in Somerset sought to urgently assess the potential gains from establishing a wider pool and applying to be a pilot for 100% BRR.

The specialist advisors, LG Futures, were appointed to undertake an initial assessment and having considered the analysis, advantages and disadvantages, it is believed the case for a County-wide pool and becoming a pilot is overwhelming.

The six Councils therefore decided it was worth investing in further analysis and preparing an application to become a pilot for 100% BRR in 2018/2019. LG Futures were again appointed to assist on a 'no win no fee' arrangement where they will only receive payment if the application to become a pilot area is successful.

It is expected DCLG will announce successful applications for new pools and pilot areas through the provisional Local Government Finance Settlement in December 2017. This will set the starting point for the new Business Rates Pool and will confirm the tariffs, top up and levy rates for each council, together with their spending baselines and should confirm the benefits arising through this pooling arrangement. The Government had indicated that the Safety Net for a 50% pool will remain at 92.5% of Baseline, and that under a 100% Pilot the Safety Net would rise to 97% of Baseline – reducing the risk of losses.

Councils will have the opportunity, during the 30-day Financial Settlement consultation period, to decide to withdraw from a pooling arrangement if they decide that it does not offer the benefits they had thought. Through the application to become a 100% BRR pilot the Councils have had to indicate what, if any, pooling arrangement we prefer and, at this stage, we have indicated that we wish to establish a new Somerset-wide Pool even if the pilot bid is unsuccessful.

It is important to highlight that the financial implications are based on indicative estimates of future Business Rates income, which can be affected by a variety of variable factors. However the modelling undertaken suggests the potential financial benefits are considerable, albeit not without risk.

The principle put forward by the authorities within the pool is that each Council should be no worse off than if it were to remain outside the pool. This means that the pool shares the risk of maintaining the safety net position for each individual

Council as a 'first call' on pooling gains. Each Council is exposed to risk of volatility in its Business Rates income, most notably in respect of appeals.

The Government has recently confirmed that any new 100% BRR pilots for 2018/2019 will benefit from a 'no detriment' clause within the funding agreement which will remove the risk of volatility in respect of 100% BRR gains in 2018/2019.

The analysis undertaken to assess the potential financial benefits, and potential benefit sharing arrangements, has indicated that a Somerset Pool would benefit by an estimated £4,400,000 (compared to acting as individual authorities) and a further £10,300,000 if the bid to be a pilot area for 100% BRR is successful. This is summarised in the table below:-

	Projected Potential Gain in 50% BRR Pool £m	Projected Additional Gain under 100% BRR Pilot £m	Total Projected Gain if 100% BRR Pilot £m
Mendip	0.8	0.9	1.7
Sedgemoor	1.0	1.1	2.2
South Somerset	0.5	0.5	1.0
Taunton Deane	0.2	0.5	0.7
West Somerset	0.6	0.7	1.3
Somerset County	1.2	6.6	7.8
TOTALS	4.4	10.3	14.7

This matter was considered by the Corporate Scrutiny Committee at its meeting on 16 and 27 November 2017. As well as supporting the proposals, Members asked the Executive to consider a fourth recommendation that the Section 151 Officer establishes a reporting system that meets the standards of transparency and accountability through the democratic process on any expenditure gained through the pilot bid, if successful. This was not endorsed by the Executive.

It is **recommended** that:-

- (a) The urgent decision made by the Leader of the Council and the Section 151 Officer that the Council participates in the pooling arrangement together with the other Somerset authorities under the 50% Business Rates Retention scheme for 2018/2019 be endorsed;
- (b) The urgent decision to apply to the Government for the Somerset Business Rates Pool comprising the County and five Districts Councils to become a pilot area for 100% Business Rates Retention in the 2018/2019 financial year be also endorsed; and
- (c) Authority be delegated to the Section 151 Officer, in consultation with the Leader of the Council, to decide whether to remain in the Pool and, if approved by the Government, the 100% Business Rates Retention Pilot scheme when the Government's Provisional Settlement Details

(b) Earmarked Reserves Review

A review of a number of earmarked reserves held by the Council for various purposes has recently been undertaken with a view to balances being returned to the General Fund. .

The level of earmarked General Fund reserves as at 31 March 2017 was £17,344,000 which was equivalent to 120.5% of the Council's Net Revenue Budget.

As a result of the review, there are various earmarked reserves, totalling £91,649, that are no longer required. These related to budgets in connection with Climate Change, the F E Colthurst Trust, Waste, Debt Recovery, Legal Civica Hosting Costs and Transparency.

It is **recommended** that a Budget Return of £91,649 to General Reserves of surplus balances currently held in Earmarked Reserves be approved.

(ii) Councillor Richard Parrish

Fees and Charges 2018/2019

The Executive has very recently considered a report concerning the proposed fees and charges for 2018/2019.

Those services proposing an increase to charges include:-

- Cemeteries and Crematorium – It is proposed to increase the main cremation and interment fees and make minor increases for other charges within the service. The income increase from this is expected to be £120,000. Of this, £75,000 is needed to meet the cost of deferred maintenance to the cremator and filtration equipment and to increase the capacity of the waiting room and the refurbishment of the toilets for visitors within the chapel complex;
- Waste Services – The Somerset Waste Partnership proposes to make modest increases to its charges for the Garden Waste Collection and Recycling Service. The price increases will allow the service to continue on a cost neutral basis in terms of the contract price paid to Kier. There remained a service subsidy in the bin costs, administration and postage associated with the respective services. The increases would not alter the net position on green waste services as the increased charges are matched by the increasing cost of provision;
- Housing Services – In accordance with the 30 year Housing Business Plan, it was proposed to increase housing (non-rent) fees and charges by applying Retail Price Index (RPI) inflation as at September 2017 (3.9%), with some exceptions. The increases were likely to generate £336,000 for the Housing Revenue Account;

- Licensing – Although the fees in some areas had been increased last year any surplus or deficit would be dealt with across a rolling three years such that the balance is zero on those fees which were set locally. There would be no impact on the Medium Term Financial Plan;
- Environmental Health – It was proposed to introduce a cost recovery fee for the provision of food hygiene advice to food businesses in Taunton Deane from 1 January 2018 which could provide a potential increased income of up to £2,450;
- Flag Post Pennants and Promotional Spaces – The proposed increase for the pennant service will cover the increase in installation charge. The fees for promotional spaces have been altered to reflect research which show that the Council's charges were not comparable to other towns and actually deter bookings. Any additional income will contribute towards the Visitor Centre staffing budget;
- Court Fees – Following a High Court Case, there is a requirement to evidence a detailed breakdown of how the Court Fees are calculated. This has resulted in a proposal to reduce the Court Fees to £72. This was likely to result in a reduction of £860; and
- Open Spaces – The aim of this proposal was to formalise the charging for roundabout sponsorship and plant beds. It was anticipated that these proposals would generate additional income of £3,500.

No increases to the fees charged by Land Charges, Planning, Deane Helpline and Freedom of Information Enquiries were proposed.

The proposed fees and charges were discussed at the meeting of the Corporate Scrutiny Committee held on 16 and 27 November 2017. Although generally supportive of the proposals, Members suggested that in relation to charges for Open Spaces, a list should be drawn up of approved Community Organisations which would have an equal status to "Friends of" Groups in order to ensure that there would be no charges levied on Community Events organised by non-profit making organisations which are non-ticketed events.

This was considered by the Executive and it was agreed that a criteria should be drawn up against which requests for the waiving of charges could be assessed in the future.

It is **recommended** that:-

- (1) The fees and charges for 2018/2019 in respect of the Cemeteries and Crematorium, Garden Waste Collection and Recycling, Housing Services, Licensing, Environmental Health, Flag Post Pennants and Promotional Spaces, Court Fees and Open Spaces be agreed; and
- (2) The Portfolio Holder for Sports, Parks and Leisure be authorised to introduce

a criteria against which requests to waive charges for the use of the Council's Open Spaces could be assessed.

Council Meeting – 12 December 2017

Report of Councillor John Williams – Leader of the Council

1. John Collins VC DCM Honoured

- 1.1 On 29 October 2017 a special commemorative stone in honour of a local war hero, awarded the Victoria Cross during the First World War, was unveiled at West Hatch Community Hall following a service at the adjoining St Andrew's Church.
- 1.2 Bickenhall-born John Collins was awarded the highest military decoration in recognition of his bravery in the face of the enemy on 31 October 1917. Collins was an Acting Corporal in the 25th Battalion, The Royal Welsh Fusiliers, British Army during the First World War. On 31 October 1917, at Wadi Saba, Beersheba, Palestine, the battalion came under heavy fire suffering many casualties. Collins worked continuously for nine hours under intense fire to bring the wounded back to safety, saving many lives. As well as being awarded the Victoria Cross, Corporal Collins was promoted to the rank of Sergeant.
- 1.3 The commemorative Victoria Cross stone was unveiled exactly 100 years on from this heroic act. West Hatch Village Hall was chosen as the most appropriate place as it is close to the Parish of Bickenhall and, more appropriately, the building was originally used as the local school which was attended by Sergeant John Collins during his early years. The stone is embedded in the exterior wall.
- 1.4 John Collins died on 3 September 1951, aged 73. He is buried at Pant Cemetery, Merthyr Tydfil.
- 1.5 The commemorative event was hosted by The Mayor of Taunton Deane, Councillor Hazel Prior-Sankey. She was joined by representatives from the Armed Forces, civic invitees and members of the Collins family. Descendants travelled from South Wales and further afield to be present and the community turned out in force to honour Sergeant Collins at the ceremony. Wreaths were laid by the family and representatives from the armed forces. I was very honoured to present the citation and brief history that will be hung in the Village Hall so that future generations can learn of John Collins' bravery.
- 1.6 This commemoration is part of a nationwide campaign to honour First World War Victoria Cross recipients. The Department for Communities and Local Government (DCLG) is providing 469 commemorative paving stones to local authorities, 145 to the National Arboretum and 35 to the Republic of Ireland to mark the bravery of the people awarded the Victoria Cross during the First World War. Each stone will be available to view on the 100th anniversary of the heroic action that each soldier was recognised for.

2. Taunton Garden Town

- 2.1 Taunton is being awarded more Government funding to help achieve its Garden Town ambitions, sharing a £2,500,000 pot with other designated communities. The local award - £375,000 – is funding designed to help the Council make progress with vital planning work to deliver Garden Town principles. The money is the second award to be made as the Council was awarded £350,000 when Taunton was officially announced as the South West's only Garden Town in the New Year.
- 2.2 Announcing the award, Communities Secretary Sajid Javid said that locally-led garden towns have enormous potential to deliver the homes that communities need. This new funding will help support the construction of more than 155,000 homes in nine places across the country. New communities not only deliver homes, but also bring new jobs and facilities and a big boost to local economies.
- 2.3 In Taunton Deane, work that needs to be completed includes:-
- Drawing up planning blueprints for key sites under the Garden Town Plan;
 - Moving ahead with infrastructure planning – such as roads – and developing a plan to deliver the infrastructure; and
 - Progressing infrastructure projects to help deliver the new garden communities and Taunton Town Centre regeneration sites.
- 2.4 The Council is already using the funding to invest significant staff resources across the Authority to deliver the Garden Town programme, with priority areas including town centre regeneration schemes, new garden communities, the new strategic employment site, flood alleviation and strategy development. This new award will allow us to continue the good work already being done.
- 2.5 Taunton Deane recognises the importance of planning and delivering supporting infrastructure alongside growth and was one of the first authorities to implement the Community Infrastructure Levy (CIL). Future CIL and New Homes Bonus (NHB) funding will help to make sure the necessary infrastructure is delivered and provide match funding for key projects.
- 2.6 We are investing £16,600,000 of NHB funding to ensure strategic projects happen. We are aware of existing community concerns about transport links, facilities like schools and health centres and our commitment is very much in line with the Government's preference that NHB funding is used to ensure local communities benefit from growth-related income.
- 2.7 This allocation of a six-figure sum to improve our capacity to deliver our Garden Town ambition is a real vote of confidence in Taunton as a strategic centre in the South West and a credit to our team that put our bid together.
- 2.8 On the 31 October 2017 Somerset Wildlife Trust, in partnership with the Taunton Deane Borough Council, held a successful Garden Towns Seminar. The event was attended by approximately 80 stakeholders representing many of the important partners who will be essential to delivering our vision for the Garden Town.

- 2.9 Several keynote speakers presented at the event including the broadcaster Chris Baines, the Wildlife Trust, Julia Thrift – Projects and Operations Director, Town and Country Planning Association (TCPA) and Taunton Deane Borough Council's Director of Growth and Development, Brendan Cleere. Feedback from the event will help shape the work of the Planning Policy Team overseeing the production of the Garden Town Plan.

3. Nexus 25

- 3.1 Plans to create a high quality employment site on the outskirts of Taunton with the potential to create thousands of jobs are moving forward. Taunton Deane Borough Council is working with public and private sector partners to deliver the strategic employment site, Nexus 25, at Junction 25 of the M5 Motorway.
- 3.2 The development is being created as a 'green campus.' Space for a variety of uses such as research and development and high quality offices, alongside light industrial units and warehouses will provide a range of flexible premises suitable for many types of business. More than 3,000 jobs could be created at the site, boosting Taunton's role as a major growth centre in the South West.
- 3.3 Walkways, cycle ways and landscaping, including tree planting, will create an environment in line with Taunton's new Garden Town status. Taunton Deane is using a Government planning mechanism to fast-track the process – a Local Development Order (LDO).
- 3.4 LDOs were introduced by the Government to enable local authorities to speed up the planning process, while ensuring that the usual environmental safeguards are properly applied. It also allows the Council to have greater control and give greater guidance on what is being sought from a development rather than just waiting for what *might* be submitted to the Council as a planning application. Ultimately, it will help increase the likelihood of development being achieved; it could make it happen more quickly and will allow the Council to give better guidance on the types of development that would be acceptable.
- 3.5 Taunton Deane Borough Council held two consultations on the LDO: informally in March 2017 when the nature of the proposals were set out and representations invited on a number of questions about the proposals. The second, statutory consultation took place over six weeks, rather than the prescribed four, ending on 31 August 2017.
- 3.6 All responses to the consultation were considered by the Council's Community Scrutiny Committee on 14 November 2017. The Committee confirmed it should be considered by Full Council in December when Members will decide whether to adopt the LDO and agree to officers' recommendations of approval.
- 3.7 If adopted, it is recommended that the LDO should not be implemented until improvements at Junction 25 are confirmed. Funding has been allocated, £18,000,000 in total, of which £1,500,000 is from Taunton Deane for work to

Junction 25 and the scheme is currently awaiting planning approval from Somerset County Council.

- 3.8 We are committed to providing the high quality, long-term jobs that our economy needs. Taunton is growing and it is essential that we deliver a balanced economy of housing, jobs and leisure together with improved infrastructure to match.
- 3.9 There has been extensive preparatory work on flood plain modelling work, transport issues and a full environmental statement. The effect of carrying out this work is to take control of the process, enhancing the attractiveness of the development to those looking to develop new employment sites in a competitive market. Also to shorten the likely timescale before new jobs come to fruition.

4. A358

- 4.1 Earlier this year Highways England held a non-statutory public consultation to gather views on its proposals for the A358. The response received to this consultation resulted in Highways England (HE) taking the decision to plan a supplementary consultation, focusing on options for improving the road between the M5 Motorway and Lower West Hatch.
- 4.2 Following further review, HE are now taking the decision to consult again on the whole route from early 2018. They have decided to widen the scope to provide the public and stakeholders with the opportunity to have a fuller say and will be presenting a number of options for consideration. Further detail regarding scheme options will be presented when the consultation is launched.
- 4.3 The decision to widen the scope of the consultation to the whole route means that HE need more time to work on the consultation and finalise the necessary materials to support the process. HE also want to avoid consulting during December and over the Christmas/New Year period. The consultation dates and details are currently being finalised and will be announced by HE in due course.

5. Joint Committee for the Heart of the South West

- 5.1 I am delighted to see the proposal for the creation of a Joint Committee for the Heart of the South West area coming to Full Council this evening.
- 5.2 The Committee will comprise all principal local authorities in Devon and Somerset, including Torbay and Plymouth Unitary Authorities, as well as Exmoor and Dartmoor National Parks and three Clinical Commissioning Groups. The Joint Committee is the result of strong co-operation and partnership over the past two years. Whilst recognising that we must all play to our individual strengths across a diverse area, the driving principle is that we can achieve even more by working together, collectively pushing for the investment and support we need to create a more resilient and productive economy.

- 5.3 The main focus of the Joint Committee will be to drive delivery of the Productivity Strategy for the Heart of the South West, which is now nearing completion after extensive engagement and consultation with partner authorities and businesses across Devon and Somerset.
- 5.4 The work of the Joint Committee will be reported publicly and fed back through all partners involved.

6. Plaque unveiled to commemorate the Monmouth Rebellion

- 6.1 A new plaque commemorating Taunton's place at the heart of an infamous chapter in history has been unveiled. The plaque, on the wall of the Market House, now home to Taunton Visitor Centre, marks the Monmouth Rebellion in 1685. The rebellion saw the last major pitched battle fought on English soil – the Battle of Sedgemoor and the defeated rebels were brought to trial in front of the notorious “hanging” Judge Jeffreys in the Bloody Assizes.
- 6.2 Taunton played a significant role in the 17th Century when the country was torn apart by civil war and, later, the Monmouth Rebellion. The town was laid siege three times between 1644 and 1645 due to its strategic position between Bristol and Devon and Cornwall. It eventually fell to the Parliamentary forces.

7. Wellington Heritage at Risk Manager

- 7.1 I am very pleased to welcome the appointment of Dr Joanne O'Hara, Wellington Heritage at Risk Manager, who will lead the conservation management programme of a number of high profile regeneration projects.
- 7.2 Work will be targeted at the historic former mill buildings – Tonedale and Toneworks – as well as Cornhill in the centre of Wellington and Wellington Monument. Historic England is funding most of the cost of the post with the balance met by Taunton Deane Borough Council.
- 7.3 The Council, in partnership with Historic England, has also commissioned consultants Ingham Pinnock Associates, who specialise in working with historic market towns, heritage buildings and local government, to prepare a Regeneration Strategy for Tonedale.
- 7.4 I am delighted with these significant steps forward in the extremely important task of protecting Wellington's heritage. Dr O'Hara's expertise, together with the Regeneration Strategy means that real progress can be made in preserving Wellington's heritage, including the nationally important Fox's Mill complex. Tonedale and Toneworks are among the best preserved examples of historic textile manufacture in the South West of England.
- 7.5 Tonedale Mill was built in the late 18th Century for Fox Brothers and was used for wool preparation and yarn spinning. The Toneworks buildings, built in the 1830s by Fox Brothers, were used for finishing cloth produced at the mill. It is considered a rare example of a 19th Century cloth dyeing and finishing works and still contains the remnants of historic machinery which need protecting and preserving for future generations. Tonedale Mill has planning permission

for conversion of the buildings to apartments. However, the Council is currently addressing unauthorised work carried out at Grade II listed Tonedale House and Grade II* listed Tonedale Mill earlier this year to try and ensure preservation of the historic structure.

8. The Deane House

8.1 The modernisation of The Deane House is well under way. The project will provide accommodation for the Council and for Avon and Somerset Police following their move from the existing Police Station in Shuttern, Taunton. The upgraded building will also have the potential to accommodate other partners in the public or private sector in future.

8.2 The work entails:-

- Some external work - replacing windows and erecting scaffolding;
- Building contractor Midas Construction, part of the Midas Group, setting up a compound at The Deane House site for essential equipment;
- Parking in the circle area at the front of the building will no longer be available;
- Reduced customer parking will be available during the works;
- The Main Reception will stay where it is, accessed by a different entrance door until summer 2018 when the new refurbished Reception will open for business. Details and changes will be publicised in advance;
- Work will be phased with the aim of the Police moving in during the Autumn of 2018;
- No trees will be cut down during the work, lighting will be improved and CCTV will be in operation.

8.3 In the spring the Council will also be decommissioning the old, out of date cash machines that are located in both The Deane House and the Wellington Community Office. These machines will not be replaced but the Council will be offering customers new facilities that will enable them to pay rent, Council Tax and other bills at a variety of more convenient locations, including Post Offices.

8.4 As Members will know, Committee and Full Council meetings are being held in alternative premises during the construction work:-

- The Brittons Ash Community Centre, Bridgwater Road (A38), Taunton is being used for most Committee meetings;
- Planning Committee meetings are held in the Main Hall of the new West Monkton Primary School (alongside The Britons Ash Community Centre), with meetings starting at 6.15 pm and not 5.00 pm; and
- Full Council meetings are held at Shire Hall, Upper High Street, Taunton.

Councillor John Williams

Council Meeting – 12 December 2017

Report of Councillor Mark Edwards - Economic Development, Asset Management, Arts and Culture, Tourism and Communications

I want to take this opportunity to thank David Evans who left the Council in early October 2017. David had worked with me for a number of years in my capacity as Executive Councillor but also before that as the Lead Officer in the 2012 Olympic Torch Relay. He will be missed but I wish him well for the future in his new role in Gloucester.

Section 1 : Communications

- 1.1 The Council fully supported the Local Government Authority's tweetathon #OurDay on 21 November 2017, with communications, the Taunton Visitor Centre team and the Mayor's office actively tweeting throughout the day.
- 1.2 We achieved the largest number of tweets over the day that we have generated to date and attracted a number of new followers – increasing numbers by around 5%.
- 1.3 Other Somerset Councils taking part on the day were Somerset County Council and West Somerset Council.
- 1.4 #OurDay formed part of our campaign to improve our social media presence and provided some valuable lessons on how we can improve content and reach. Our Facebook account is also doing well, with the number of "likes" now reaching more than 500. One post promoting the Vivary Park Carol Concert reached more than 7,000 people. Again, this was part of the wider Christmas campaign that is harnessing social media to a greater extent than in previous years.
- 1.5 The Communications Team continues to promote Council initiatives – the appointment of the Wellington Heritage at Risk Manager was picked up by BBC Points West, for example. Considerable time is also spent on managing reactive communications, providing background information to the media and working with colleagues across the Council to spot both opportunities and risks.

Section 2 : Business Development

Productivity Strategy

- 2.1 The Heart of the South West (HotSW) area is producing a Productivity Strategy which aims to address the productivity gaps in our area. This is a

response to the Government's Industrial Strategy and lays out how at a strategic level what we intend to target. As a reminder, the strategy is a collaboration between all local authorities across Devon and Somerset in conjunction with the Local Enterprise Partnership (LEP), Dartmoor and Exmoor National Parks and the Clinical Commissioning Groups.

- 2.2 Consultation Events were held for businesses across the patch with events also being held in the East and West of Somerset in November to capture feedback. As Members will be aware I have also produced a response on behalf of Taunton Deane following discussion with the Growth Steering Group. The initial feedback deadline was the 30 November but this was extended to 14 December 2017 to enable all the responses to be captured to inform the final strategy.
- 2.3 The intention is that this strategy will be adopted by the Joint Committee which is being discussed at this Council meeting.

Rural Productivity Commission

- 2.4 Four South West LEPs: Cornwall and the Isles of Scilly, Dorset, Heart of the South West and Swindon and Wiltshire, have commissioned an independent Inquiry to identify opportunities to stimulate rural productivity and growth.
- 2.5 The commission was set up to hear and review evidence from a range of sources and stakeholders to frame the South West response to the Industrial Strategy and the forthcoming Department of Environment, Food and Rural Affairs 25 year plans for 'food, farming and fisheries' and 'environment'; Draw out opportunities to drive rural productivity improvements; Understand functioning between rural and urban distinctions; Secure Government support for specific initiatives in the Autumn Statement; and Influence national and local policies where appropriate to improve rural productivity.
- 2.6 The commission collected evidence through an open call for written evidence from April to June, followed by five formal evidence hearings across the area.
- 2.7 The most important themes that emerged from the work are:-
- Digital connectivity presents a game changing opportunity but without further urgent action businesses and communities will become left behind;
 - Smart technologies have the potential to create solutions to many of the challenges faced by rural areas and the development of an innovation platform on a regional scale has the ability to create higher value jobs;
 - The rural South West hardworking and entrepreneurial culture, coupled with its stunning natural environment, with the right support, can become a hothouse of enterprise;
 - Our agri-food-tourism economy is a strength upon which we can build globally recognised propositions as THE place to start and build and grow a food business;
 - There are genuine concerns that our rural communities are spiralling downwards towards 'fossilised retirement villages' unless the Government

and local leaders take prompt action. Local and national policy must move away from the 'one size fits all' approach that fail to recognise that rural areas are different; and

- Brexit has the potential to shake the foundations of our rural economy – providing either a much needed boost or sudden economic shock. Now is the time for action if we are to reap the benefits in line with the commission's recommendations.

2.8 The full report is available on the website <http://heartofswlep.co.uk/south-west-rural-commission-report>.

2.9 Our officers gave evidence to the commission on behalf of Somerset which contributed to the report findings. As our area is largely rural this report is important and will be used as a tool for the Government.

South West Growth Summit

2.10 This was held on 20 October 2017 and attended by around 350 businesses, Council's and a whole range of stakeholders. The summit heard from a range of speaker's about the challenges and opportunities in our area. The summit saw the launch of the GREAT South West brand which is intended to help us in negotiations with Government in future years. The concept is a work in progress but is intended to help give a wider view of the area in competition with brands like the Midland Engine and the Northern Powerhouse.

Events to support small businesses

2.11 The small business 'Business Bus' visited the High Street in Taunton which was a really successful way to engage with businesses. This was supported by the Taunton Chamber of Commerce.

2.12 Small businesses were able to visit the bus and seek advice from advisors on setting up businesses. I understand that this was a very busy session with many positive business plans being shared with the advisors.

Section 3 : Events, Place, Retail Marketing and Visitor Centre

3.1 The Marketing and Visitor Centre Team have been working hard in recent months to pull together Christmas in Taunton. Our package of activities have been constructed working in partnership with business and retailers.

3.2 The theme we have adopted this year is one of a Traditional Christmas. Lights have been provided in East Street, High Street and North Street, with the return of the projector in Fore Street. The Christmas tree (outside of the Market House) has again kindly been sponsored by Langford Lakes and Taunton Farmers Market, with decorations provided by Go Create and Stand against Violence and the addition this year of picket fencing around the tree donated by Westwood Fencing.

- 3.3 The Christmas tree lights and projector were organised to be switched-on to support the Orchard Shopping Centre switch-on event which took place on Thursday, 30 November 2017.
- 3.4 Using our new Street Trading Consent for the town centre, we have enabled the Christmas Chalet Market in the High Street and Christmas Craft Market in Fore Street to take place.
- 3.5 Regular e-newsletters, media releases and social media content to promote events taking place, retail promotions and special offers have been prepared and will continue to be scheduled in the run up to the big day. Separate e-newsletters have been prepared for both Taunton and Wellington Town Centres.
- 3.7 Marketing support has been provided for the return of the Christmas Carols around the bandstand in Vivary Park event on the 18 December 2017 and the Christmas Car Park offer.
- 3.8 The new online events portal (<http://eventspaces.tauntondeane.gov.uk>) continues to bed in. As hoped this is encouraging earlier booking of events and it is encouraging to see a number of new events already booked in for 2018, in addition to old favourites. The team continue to promote and encourage events to take place in our parks and open spaces.

Place and Retail Marketing

- 3.9 Taunton Town Centre continues to show encouraging signs of growth with footfall data from our monitors suggesting in the three months from August to the end of October, an average of 0.99% growth in footfall. Vacancy rates in the primary shopping part of the town are currently 3% compared to a national rate of 9.3%.
- 3.10 The number of independent units within the town centre is well over the national average and to celebrate this sector, the Marketing and Visitor Centre Team organised a best 'Christmas Shop Window' competition for independent retailers with a poll on our Facebook channels to coincide with Small Business Saturday. The winner was presented with a certificate by the Mayor of Taunton Deane.
- 3.11 Regular liaison continues to take place with retailers in Taunton and Wellington Town Centre's, business groups and the Chamber of Commerce. This includes individual account management.
- 3.12 Taunton, Wellington and Wiveliscombe continue to be promoted through open wi-fi, the destination website and social media platforms.
- 3.13 Visit Taunton has – Facebook: 8,600 likes
Instagram: 1,400 followers
Twitter: 6,600 followers
Visit Welly has – Facebook: 830 likes

Visit Wivey has – Facebook: 650 likes

3.14 New literature produced:-

- The Deano (providing ideas for the School holidays this Christmas); and
- A new Taunton Visitors Guide for 2018 is currently being prepared.

Visitor Centre

- 3.15 The Visitor Centre Team continue to actively support all Marketing activities providing content for all platforms, in addition to welcoming many visitors to the office.
- 3.16 At the recent Somerset, Bristol and Bath Tourism Awards held at the Somerset County Cricket Ground the team secured a silver award in the Visitor Information Provider of the Year category, which I would like to congratulate them for.
- 3.17 Advertising consent has recently been secured for 36 pennant posts around the town centre and a banner site at the bottom of the High Street. These additional services accompany the existing banner site in Castle Bow and the six rotunda poster units and are used to promote events and businesses.
- 3.18 Promotional space bookings continue to grow with a good mixture of charity, local and national businesses using the spaces available in Fore Street and High Street.
- 3.19 The Cards for Good Causes Charity Christmas Card Shop remains open until the 23 December 2017.
- 3.20 Throughput into the Market House office continue to remain healthy with an increasing number of overseas visitors using our services.

Section 4 : Growth Strategy and Specific Projects

Growth Strategy

- 4.1 The draft 'Growing our Garden Town' document for Taunton has emerged following a review and refresh of the current 'Growth Prospectus for Taunton', and was shared with the Community Scrutiny Committee on 17 October 2017.
- 4.2 Following some more work to finalise the 'polished' public version, it is intended that the final document will be published early in the New Year. It is acknowledged in this document that we are at the beginning of our Garden Town 'journey' and that additional thought and text is required in a number of areas, including the production of a 'Garden Town Plan' for Taunton.

Growth communications, marketing and promotion

- 4.3 A new Business Investment website has now been launched – www.InvestTaunton.co.uk which has a fresh and clean new look that celebrates Taunton's status as the South West's first Garden Town. The website aims to:-
- Stimulate interest in and ultimately investment into Taunton;
 - Provide relevant/engaging information to external business audiences who may consider moving to Taunton;
 - Provide key high-level information on the Taunton Garden Town Programme – i.e. the Vision, key developments and key good news / achievements; and
 - Provide strong links and signposting to appropriate and complementary partner websites.
- 4.4 We have already received feedback which will enable us to continue to evolve the site and ensure it meets the needs of investors.
- 4.5 The Growth Programme is attached as an appendix to this report.

Coal Orchard Redevelopment

- 4.6 We have contracted the professional services team necessary to deliver the Council's chosen development option. This was a very competitive process delivered through a full procurement exercise utilising the Crown Commercial Services (CCS) framework.
- 4.7 I expect us now to move at a good pace through the RIBA (Royal Institute of British Architects) Stages 2 and 3 which will bring us to a final design and lead to the submission of the reserved matters planning application. In order to support the application further, invasive survey work will be carried out in January on the Coal Orchard Car Park which will mean it will be closed for a few days.
- 4.8 This includes archaeological investigations and ground surveys. We will be advising local businesses and stakeholders of the dates shortly. In tandem with this work our marketing contractors are developing the approach to the site. We will also begin the process of contracting with a builder in the first few months of 2018.
- 4.9 We are progressing The Brewhouse element of this redevelopment scoping out further detail on timescales and the funding approach. I would expect to share details of timescales and budgets with Members in late spring of 2018.
- 4.10 As previously mentioned, in recognition of the positive nature of this project Vanessa LeFrancois, Ian Timms and Tim Foster (architect) spoke at the Theatres Trust annual conference on 17 October 2017 about the place

making nature of the project. This led to useful contacts being made and positive feedback about the nature of the project.

Lisieux Way Site

- 4.11 As Members will be aware, at the last Full Council we agreed the purchase of this site to consolidate ownerships of the land at Lisieux Way Business Park in Taunton. We are now working on the exchange of contracts with Thales which as previously reported, will support economic growth by retaining local jobs, securing new employment opportunities and attracting new businesses to this strategic employment site.

Section 5 : Asset Management Update

Asset Strategy

- 5.1 The work undertaken by Savills property consultants over the past 12 months to consider investment requirements along with financial and non-financial performance of the General Fund portfolio has now been concluded.
- 5.2 A new and ambitious Asset Strategy for the term 2018-2020 is anticipated to be adopted by Full Council on 12 December 2017 along with a new decision making framework. This strategy and the protocols coming out of this along with the resulting property specific actions will be based on actual performance data which will aid future decision making.
- 5.3 The Asset Strategy has concluded that relatively few of the Council's General Fund assets are cash positive and whilst many assets do benefit the local community that benefit can, in most instances, be maintained irrespective of ownership. There is a significant financial burden on the General Fund unless the asset base is managed differently and in accordance with the proposed new Asset Strategy to ensure those poorly performing assets are disposed of, and done so at the correct time.
- 5.4 The proposed strategy will be delivered through:-
- An investment / capital programme protocol ensuring more informed decision making on investment decisions and better forward planning;
 - A disposal and acquisition protocol ensuring disposal of poorly performing assets and acquisition of new assets where supported by a strong business case; and
 - A commercialism 'let property' protocol ensuring a better financial return on the let portfolio.
- 5.5 Officers will be more empowered to deliver the strategy and decision making will become more agile and proportionate but based on solid data and presented in a standardised format following consultation with Ward

Councillors and other key executive Councillors. Options appraisals will be triggered by performance data, planned lease events, investment requirements, energy performance and development opportunities. Whilst the new strategy is ambitious and does rely on adequate resourcing it also empowers officers to much better prioritise works and work to much clearer objectives therefore ensuring a better overall use of resources.

Transactions

- 5.6 Disposal of land at Frobisher Way, Taunton – Heads of Terms now agreed and completion anticipated and being pushed for by Christmas.
- 5.7 Blackdown Business Park, Wellington – After a few years of poor occupancy levels now all but one unit has been let or heads of terms agreed for letting.
- 5.8 Lease Events generally – Lambert Smith Hampton have progressed a number of lease events (lease renewals and rent reviews) on behalf of the Council and achieved significant uplifts in rent typically ranging from 50% to 75% increases. Over the course of the next 12 months this will make a significant improvement in rental income.

Councillor Mark Edwards

Tranche	Project	Delivery Status		Funding Status		Key Progress	Key activities next period (what & when)
		Last period	This period	Last period	This period		
Taunton Town Centre Regeneration	Firepool	A	A	A	A	<ul style="list-style-type: none"> Positive progress on majority of identified planning issues 	<ul style="list-style-type: none"> Planning determination (early 2018) Continue review/refresh of Development Appraisal and phasing plan HCA Funding Agreement reviewed & simplified Continue remaining land assembly negotiations Review / agree approach & delivery programme to NIDR junction to Firepool & Station Highways / Bus Rapid Transit issue prior to Planning Committee
	Coal Orchard	G	G	A	G	<ul style="list-style-type: none"> Procured Professional team to deliver two stage approach for phase 3 	<ul style="list-style-type: none"> Instigate planning application for demolition of pool and reserved matters application for whole site Commence phase 3 build phase for Local authority Directed build
	Taunton Railway Station Improvements (South side)	A	A	R	R	<ul style="list-style-type: none"> Investment proposition surrounding car park is being assessed amongst partners 	<ul style="list-style-type: none"> Finalise revised programme phasing and timing – currently anticipated that development will take place between early 2018 and late 2018 Funding packages and programme for later stages of project to be confirmed Communications plan for works during 17/18/19 to be developed and delivered Temporary car parking arrangements whilst work is to be carried out on MSCP to be developed
	Taunton Access, Parking & Signage strategy	G	G	G	G	<ul style="list-style-type: none"> Brown signs installed awaiting final installation to sign off. (5th November) PGS contract signed. Pay on Foot (POF) moderation completed and offer made Car Parking & access strategy draft strategy reviewed and finalised 	<ul style="list-style-type: none"> Complete Procurement process for POF work. Commence physical delivery of project PGS and POF Review static sign package aligned to car parks to complete project package Parking Strategy approval
	Taunton Town Centre Public Space Improvements	G	G	A	A	<ul style="list-style-type: none"> Decided to delay trial on the back of feedback from businesses and retailers until post-Christmas Proposal for stages 4, 5 and 6 of 8 stage project received and being considered by SCC and TDBC 	<ul style="list-style-type: none"> Commencement of stages 4, 5 and 6 of project aiming at Q1 2018 implementation of trial project (stage 7) Funding approval for implementation of trail to be sought (potentially next quarter depending on progress)
	Rail Station Regeneration Quarter	A	A	A	A	<ul style="list-style-type: none"> HCA and Network Rail in discussions to resolve how the masterplan / viability work is to be brought forward 	<ul style="list-style-type: none"> Funding to be obtained for commission Appointment of consultants to undertake masterplan, viability and deliverability work
New Garden Communities	Monkton Heathfield	A	A	A	A	<ul style="list-style-type: none"> Option agreements for WRR land signed Master planning work has now started – initial options identified. Initial informal consultation with Parish Councils Members briefing held All of the 5 parties have now signed MoU for WRR delivery WRR detailed design work nearing completion New Primary School and Community Hall has opened 	<ul style="list-style-type: none"> Agree viability position to release funds to bridge cost gap Progress master planning (for consultation early 2018) WRR construction to start Winter 17/18
	Comeytrove / Trull	G	G	A	A	<ul style="list-style-type: none"> Three Dragons currently liaising with Consortium's costs consultants on viability issues 	<ul style="list-style-type: none"> Viability issues to be resolved and permission to be issued
	Staplegrove	A	A	A	A	<ul style="list-style-type: none"> Outline Planning resolution to grant planning permission 24th October 2017 Staplegrove viability case assessed. HIF Marginal Viability bid for spine road submitted 	<ul style="list-style-type: none"> Govt decision on HIF Marginal Viability bid (Spine Road) S106 issues to be concluded & Planning permission to be issued

Tranche	Project	Delivery Status		Funding Status		Key Progress	Key activities next period (what & when)
		Last period	This period	Last period	This period		
Unlocking Employment Land	Nexus 25 Strategic Employment Site	G	G	A	A	<ul style="list-style-type: none"> Draft LDO (& Design Guide) consulted upon LDO presented to TDBC Community Scrutiny (14th November) J25 junction improvements Planning application submitted by SCC 	<ul style="list-style-type: none"> Final EA and SCC responses LDO approval at Full Council (12th December)
	Lisieux Way Business Park	G	G	A	A	<ul style="list-style-type: none"> Thales recently offered their interests in Lisieux Way business park to the Council, as a special purchaser, surplus to their operational requirements Report to TDBC Full Council - 3 Oct 2017 - Marriage valuation indicates best value subject to robust business case to support acquisition Council to exchange income from freehold ground rent of land for leasehold income from assets: existing and refurbished premises Proposal received from Thales – awaiting draft contract 	<ul style="list-style-type: none"> Late 2017 – early 2018 – exchange of contracts planned with Thales (with target completion later in 2018) Proposed future master-planning exercise to review regeneration options for site and area
Major Transport Infrastructure Schemes	J25 capacity improvements	G	G	G	G	<ul style="list-style-type: none"> HE on Growth and Housing Fund contribution confirmed; scheme is now fully funded. Planning application submitted. Land acquisition process nearing completion. Discussions taking place with HE regarding M5 structures and post-deliver responsibilities. Quantified risk assessment carried out. Cost estimate being updated. Revised procurement strategy Programme for detailed design developed. 	<ul style="list-style-type: none"> Planning application outcome (early 2018) Further work to refine costs – will take place through detailed design period. Detailed design to commence Agreements on re land acquisition completed Commence discussions on agreements re local funding contributions. Development of tender documentation.
	A358 improvements	G	G	A	A	<ul style="list-style-type: none"> New scheme consultation announced – no dates yet given. Ongoing discussions regarding modelling. 	<ul style="list-style-type: none"> Continue to work with HE to develop the scheme. Preferred route to be announced Summer 2018 within statutory consultation prior to submission of a Development Consent Order
	Toneway corridor	G	A	R	R	<ul style="list-style-type: none"> Revised design finalised – workshops with Taunton Area Cycling Campaign. Economic / environmental appraisal work continuing. Agreement in principal from LEP technical advisor to business case approach received. Cost estimate being prepared. 	<ul style="list-style-type: none"> Develop outline Business Case to secure programme entry status from LEP/LTB (Likely to be spring 2018)
Strategic Flood solution	Taunton Strategic Flood Alleviation Improvements Scheme i) Phase 2: Detailed Options Appraisal & Planning	G	G	G	G	<ul style="list-style-type: none"> EA issued Single option briefing note and presentations to TDBC Ground Investigation largely complete in Taunton Town Centre 	<ul style="list-style-type: none"> Finalise the Single Option report to its “Final” status Plan and commence the Combined Option analysis with an updated project programme Review approach for stakeholder engagement

Council Meeting – 12 December 2017

Report of Councillor Roger Habgood – Planning Policy and Transportation

1. Planning Policy Development

- 1.1 The work in gathering the evidence base that informs the Taunton Garden Town Plan and the review of the Core Strategy and Taunton Town Centre Area Action Plan continues to progress.
- 1.2 Updates to the Retail Leisure and Employment Studies are being made and will be completed shortly.
- 1.3 The Green Infrastructure Strategy has been shared with Members in its draft form and is due to be published before the end of the festive season.
- 1.4 A brief for consultants regarding the River Tone will be put out to market in the New Year.
- 1.5 As the Leader has already mentioned our Garden Town strategies and associated plans continue to develop apace. A series of stakeholder workshops are being held that are further informing our plans. A wider stakeholder group event is being organised for Spring 2018 in order to refine the strategies and plans before public consultation.
- 1.6 The strategy will help to identify future projects key to realising the aims of our new Garden Town. Our status as a Garden Town continues to attract attention. The vast majority of this attention is affirmative, constructive and encouraging promoting and holding our town in high regard.
- 1.7 The recent Garden Town seminar delivered through partnership was successful and added to the shaping of our programme of works. This Council's leadership in developing championing and delivering in this area continues to provide focus and impetus. Ambition and aspiration are being rewarded by recognition and funding.

2. Nexus 25 - Local Development Order (LDO)

- 2.1 As members will recall from previous Member Briefings, LDO's were enabled following enactment in Parliament in 2004. LDOs are used across the United Kingdom by Local Planning Authorities on a variety of sites to deliver a variety of schemes. This Council's long heralded ambition to create a high quality green campus is making steady

progress with our Nexus 25 LDO proposals. LDO's typically front load the planning process, reduce risk, increase certainty of delivery and provide better overall shaping of the development, thereby bringing better outcomes for the local economy when compared with a conventional planning mechanism.

- 2.2 Formal consultation on the LDO for the Strategic Employment site took place in July / August 2017.
- 2.3 A total of 43 responses were received together with comments from Somerset County Council (SCC), the Highways Agency (HA) and the Environment Agency (EA). The Community Scrutiny Committee reviewed the LDO in October and Members are in receipt of the report this evening seeking approval.
- 2.4 The final making of the LDO is dependent on planning permission for the M5 Junction 25 Improvement Scheme being in place.

3. Mid Devon and Sedgemoor Local Plans

- 3.1 Mid Devon District Council submitted its Local Plan Review 2013 - 2033 to The Planning Inspectorate on 31 March 2017, for examination into the legal compliance and soundness of the Plan.
- 3.2 Taunton Deane Borough Council responded earlier in the year to the proposals for a large allocation at Junction 27 anchored by 14,000 sqm of retail floorspace. Concerns were expressed about the compliance of such a proposal with National Planning Policy and its potential impact on Wellington and Taunton Town Centres.
- 3.3 The Secretary of State appointed Mr Paul Griffiths BSc (Hons) BArch IHBC to conduct the examination and to report to the Council in due course.
- 3.4 Following feedback from respondents Mid Devon District Council chose to review the sustainability impact of their plans and the hearings were postponed.
- 3.5 Taunton Deane's concerns remain. Our officers have reserved the right to comment on any new evidence and to present to any reconvened hearing.
- 3.6 The Council has also corresponded with Sedgemoor District Council outlining our position regarding, in particular, the proposed employment land provision within the Sedgemoor Local Plan.

4. Neighbourhood Plans

- 4.1 Ann Skippers Bsc MRTPI is currently examining the West Monkton and Cheddon Fitzpaine Neighbourhood Development Plan. I understand the examination is being undertaken by written representation. It is expected that the examination will be completed by the end of November 2017. Potentially therefore a referendum could be called in early 2018.
- 4.2 The Council continues to support the Creech St. Michael and Ruishton and Thornfalcon Neighbourhood Plans.
- 4.3 Oake Parish Councils application has been received and the designated area has been submitted and agreed.

5. Major Planning

Staplegrove Garden Communities

- 5.1 The Staplegrove applications were determined at a recent Planning Committee meeting. Officers are fully engaged with the respective developers in order to agree the Section 106 Agreements.

Comeytrowe Trull Garden Community

- 5.2 As members are aware, a viability case has been submitted by developers.
- 5.3 Evidence substantiating the viability claim continues to be sought by our officers.

Firepool

- 5.4 The remaining outstanding issues that mainly centre on transport related matters are focused on enhancing the quality of this important development. Steady progress is being made.

Monkton Heathfield Garden Community

- 5.5 A planning application has been received regarding the Country Park. This is an important element of the overall plan for the community.

6. Planning Appeals

- 6.1 The Council continues to defend the respective appeals regarding Wellington and Wiveliscombe developments.
- 6.2 In essence the five year land supply is being challenged. This Councils position is, of course, robustly defended, our defence is hardy and strong, thanks principally to the suite of policies that are in place and

also thanks in part to our track record in planning decision-making that stays true to our policies.

7. Planning application performance

- 7.1 **Major applications** - Members may wish to note that the national target for major applications being determined is 60% within the agreed timescales. This Council's record over the last two-year period is 91.4%
- 7.2 **Minor Applications** - The corresponding national standard for minor applications is 70% being determined in the agreed timescale. Taunton Deane's performance over the last two years is 84.6%

8. Parking

Fees and Charges

- 8.1 Members will I am sure have noted that parking fees and charges have not been increased for a second consecutive year. The new 'Pay on Exit' system will require a review to ensure charging remains fit for purpose.
- 8.2 Christmas parking arrangements have been made for both Taunton and Wellington.

Performance against budget expectations

- 8.2 The budget Income expectation for Parking is £4,500,000.
- 8.3 The current prediction is for a 3% year end shortfall (£136,000). Utilisation rates are 2% higher than last year.
- 8.4 Members will be aware that the RAC Annual Car Park review has been published. A news release has been provided adding context to this report.

Firepool Parking (accessed by Canal Street)

- 8.5 This parking provision is now with Taunton Deane. The Customer concerns regarding potholes and customer service relating to the previous contractor have been addressed.

Parking Strategy

- 8.6 Members may wish to note that the Taunton Deane Parking Strategy has been drafted and will be considered by Scrutiny before adoption. This strategy has been developed with County Colleagues.

- 8.7 The Joint Strategy seeks to: Prioritise town centre spaces for short-stay shoppers and visitors; Provide for the needs of particular users - (e.g. disabled people, motorcyclists); Reduce the impact of congestion and pollution and enhance the town centre environment; Improve actual and perceived safety and security; and Enhance quality and customer experience.
- 8.8 I commend the draft strategy to you and look forward to the debate at Scrutiny.

Variable Message Signage and Pay on Exit parking

- 8.9 Members are already aware that the contract for the supply and installation of this signage has been let. The signs installation will take place over the winter period and will align with the 'Pay on Exit' car park improvements. The contract for pay on exit car parking has also been let.
- 8.10 This contract is currently in the cool off period. Once that period has been observed, the successful contractor can be announced. Members will remember that this element of the contract had to be re-let through the full OJEU tender process giving rise to the programme slippage. Whilst the slippage has been disappointing to all, officers, both County and Borough are encouraged by the outcome as the successful contractor meets both quality and cost considerations.

9. Connecting our Garden Town

- 9.1 Transport connectivity is a major consideration for the majority of Borough, District, Unitary and County Councils across the country. A forward-looking position paper has been developed jointly with County Colleagues (the Highways Authority) and the draft will shortly be presented to Members and will be scrutinised prior to adoption. Members are encouraged to read and respond to the document.

10. A358 Upgrade

- 10.1 The decision taken by Highways England (HE) to consult further with regard to the A358 proposals is welcomed. Further details of proposed routes and options are awaited.
- 10.2 Somerset County Council, as Highways Authority, our Parish Council colleagues and ourselves as an affected Borough eagerly await the consultation meeting dates.

Councillor Roger Habgood

Council Meeting – 12 December 2017

Report of Councillor Mrs Catherine Herbert - Sports, Parks and Leisure

1. Parks and Open Spaces

- 1.1 As you know we achieved another Gold Award in Britain in Bloom. Bath Place was again acknowledged for their efforts via an “In Your Neighbourhood Award”.
- 1.2 I think that we have lived with beautiful parks and often fail to appreciate just how great they are. It is therefore lovely for all the people involved in helping to keep our spaces looking great to get the recognition and for the wider community to be reminded how lucky we are.
- 1.3 It was lovely also for the Mayor to have attended the Green Flag Raising Ceremonies recently.
- 1.4 In Vivary Park this autumn work has started on replacing the rose bed ropes. This has involved cutting hard back many of the climbing and rambling roses to release the old rope before the new one is installed. Although this does look harsh, be assured that roses are amazing and will throw up good vigorous growth in the Spring and we will soon have a wonderful display back again.
- 1.5 We will also be working with the Friends of the Park to replant the herbaceous bed that has been rested this year and to thin out the two other herbaceous beds.
- 1.6 In Wellington the new gardening team there is working to improve and thin out some of the beds that have become quite congested. Their efforts have been appreciated by Friends of Wellington Park whose Annual General Meeting I was happy to attend last week. This group really does so much to keep the park in Wellington buzzing with activity and entertainment for the local community and visitors.

2. Community Leisure

- 2.1 We updated Members at the briefing on 28 November 2017 about the procurement project and we will be coming back to you again in the New Year as this progresses.

3. GLL (Taunton Deane)

Whirlwinds Academy

- 3.1 On Sunday, 1 October 2017, Whirlwinds Academy organised a friendly trampoline competition to raise funds for a landing pit that the club needs to help with skill progression. The club now has two girls in the junior Great Britain squad, so this is vital for the club's continued progression within the sport. With over 200 entries across trampoline, double mini trampoline and synchro, the day was a great success.

Wellsprings Holiday Activity Programme Try Short Mat Bowls

- 3.2 Wellsprings Leisure Centre hosted their spooky Halloween activity programme in October. The staff provided a wide range of sporting activities for the children to learn new skills and enjoy being active. This included trampolining, gymnastics and racquet sports. They also received a visit from the Somerset Short Mat Bowls Development Officer, who spent the morning coaching the children. For many this was their first attempt at bowls and they were keen to make good use of the new equipment during the week. Along with lots of arts and crafts activities, the week finished with a party.

Vibe Youth Group

- 3.3 Vibe Youth Group, which meets at Wellsprings Leisure Centre, have linked with Fareshare and Tesco to provide free snacks for those young people that need it most. Staff at Wellsprings collect food each week from a local Tesco Express, which is then made available during the session. Having snacks available gives staff and coaches the opportunity to talk about healthy food choices with the young people.

Go Tri

- 3.4 Wellington Sports Centre held their first Go Tri in October. A total of 37 young people aged from 8-15 years competed in the event. There are plans to offer more of these events in the future.

Back to Cycle Course

- 3.5 Sustrans have completed their first adult back to cycle course for the customers at Blackbrook Leisure Centre and Spa. Some of the riders have been lacking in confidence and using the tennis courts has provided a safe environment where the riders have felt confident enough to push their personal boundaries. Some great feedback has been received from the riders and an improvement can already be seen in those who came to the sessions. More sessions are planned in the near future.

Walk Well in Taunton

- 3.6 The Walk Well programme in Taunton is continuing to flourish, with the very mild autumn weather and achieved over 500 participations in October. Two new walks have recently been introduced into the programme in the Staplegrove area and more are to follow during the winter.
- 3.7 In October over 70 people took part in one of the largest walks in Taunton - an amazing achievement for the dedicated volunteers.

- 3.8 GLL is currently working with local people from Kingston St. Mary to create a short walk programme in the village.

Best wishes to all for Christmas and the New Year.

Councillor Catherine Herbert

Council Meeting – 12 December 2017

Report of Councillor Richard Parrish – Corporate Resources

1. Electoral Services and Democratic Services

Electoral Services

- 1.1 Current activity is focussed on preparation work for the publication of the new Electoral Register on 1 December 2017. To date there has been a reasonable response rate across the Taunton Deane area of 82.25 % with the electorate having increased by nearly 4,000 since 1 December 2016.

Democratic Services

- 1.2 Since the last meeting, two major Mayoral events have taken place. The first was the unveiling of a stone plaque commemorating the centenary of the award of the Victoria Cross to Corporal John Collins of the Royal Welsh Fusiliers. Corporal Collins was born in Bickenhall and attended the school at nearby West Hatch – which is now the Village Hall – before his family moved to Merthyr Tydfil in South Wales. It was therefore appropriate for the plaque to be sited near his place of birth.
- 1.3 The ceremony which took place on the afternoon of Sunday, 29 October 2017 was well attended and publicised in the local media with over a dozen family descendants making the trip over from South Wales to honour the astonishing bravery of Corporal Collins.
- 1.4 The second was the annual Remembrance commemorations where the Mayor and her Consort attended the Dedication of the Fields of Remembrance in St Mary's Churchyard, Taunton on Thursday, 9 November 2017, the Two Minute Silence on Armistice Day, the Remembrance Sunday Service at St Mary's and the Wreath Laying at the War Memorial in Vivary Park, Taunton in the morning and at Wellington Park in the afternoon.
- 1.5 Democratic Services has moved from its traditional ground floor location to the first floor of The Deane House. This is part of the decant of staff prior to works beginning in earnest to refurbish the building.

2. Revenues and Benefits

- 2.1 At the end of October 2017 we had collected 71.63% of Council Tax due for 2016/2017 which was 0.16% above our target of 71.47%. Our Business Rates collection of 65.99% was slightly under target, although we remain confident this will improve to allow us to collect 98.5% by 31 March 2018.

- 2.2 Over the last seven months, 400 customers who would have received Housing Benefit, instead received support for their housing costs through Universal Credit. However, the overall caseload for Housing Benefit and Council Tax Support (CTS) has reduced by just 50 claims.
- 2.3 The number of changes to Universal Credit for CTS recipients continues to rise with the Benefits Team now having to deal with nearly 2,000 notifications each month. This increase in workload is compromising the ability of the team to meet speed of processing targets.
- 2.4 If approved, the recommendation to change our CTS scheme for 2018/2019 to one based on bands of income, should ease the impact on CTS recipients of the frequent changes to their Council Tax liability through Universal Credit changes.
- 2.5 In January 2018, residents receiving a Single Person Discount will receive a letter asking them to explain their current circumstances. Not only will this be a way of keeping records up to date, it will also allow residents to tell the Council if there has been a change in their circumstances.
- 2.6 Working in partnership with Powys County Council and Datatank Limited, we will review details of credit applications and check information from other sources, to identify people who are claiming discounts they are not entitled to. These checks form part of our measures to prevent and detect fraud and protect the public purse. We are keen to ensure people who are genuinely living alone are claiming the 25% discount they are entitled to, but those who claim the discount improperly, place an unnecessary burden on other residents.

3. HR and Organisational Development

- 3.1 Payroll – We launched the on-line recording of expenses, absence and overtime claims through our HR/Payroll system in November 2017.
- 3.2 Negotiations are in process with UNISON for a Learning and Development Agreement with the aim of working in partnership to establish and developing a learning opportunities and wellbeing support system for all staff.
- 3.3 Recruitment continues to be busy. We are limiting permanent recruitment due to the transformation and instead the focus has been on internal secondments and recruiting via agencies as an interim measure.
- 3.4 Two members of the team are now supporting the HR work stream of the Transformation Project and they have been designing the recruitment process and shortly the new job descriptions in readiness for consultation in January 2018.
- 3.5 Building Services and Open Spaces – We have now completed the individual

staff meetings and are now working on service development plans.

- 3.6 Chaplaincy Service – We have welcomed the Reverend Ewen Huffman as our new chaplain. Ewen is part of the Taunton Chaplaincy Service and is joining us on a weekly basis to provide a confidential support service to staff.
- 3.7 The HR Team has been supporting the new Customer Contact Centre Manager with the de-secondment of our staff from a shared service with Somerset County Council. The de-secondment took place on 1 December 2017.

4. Procurement

- 4.1 The Procurement Team continue to provide support across a wide range of project and business as usual activity.
- 4.2 Michael O'Halloran continues to provide procurement support and advice to the Unified Transaction Portal project. This complex procurement has now been awarded and work on the contract is close to completion.
- 4.3 Other strategic projects include North Taunton Master Planning, the Firepool Development, Seaward Way, Minehead, Lisieux Way and the new Leisure Contract.
- 4.4 Contracts recently awarded include:-
- Professional Services for the Coal Orchard development;
 - A Mental Health Support Service; and
 - The Tonedale Regeneration Strategy.
- 4.5 The Team are supporting South Somerset District Council on several projects relating to the refurbishment of Yeovil Crematorium and providing advice to the Income Generation Board.
- 4.6 Tenders that have either been recently issued or are currently being evaluated include:-
- ICT – Remote Access Solution;
 - Professional Services - Tonedale Structural Repairs; and
 - Professional Services - West Somerset Design Guide
- 4.7 Other live projects include a material supply solution for the Depot based services, asbestos survey and removal contracts.

5. Finance

- 5.1 Medium Term Financial Plan/Budget – The Budget Setting process has started for 2018/2019 and a number of reports have been presented to

Scrutiny and Executive on the budget position, a review of earmarked reserves plus fees and charges. Detailed work on the budget setting process continues. As per the Budget Strategy we are seeking to close the budget gap via taking out known underspends and savings and we will seek to close any residual gap via the use of reserves rather than requesting services to make further service cuts.

- 5.2 New Finance and Payroll System – We continue to embed our new finance and payroll systems and to help users get the most from its functionality.
- 5.3 Projects – Progress is continuing with many potential capital projects and our Project Accountant is reviewing these projects from a commercial viewpoint to our financial analyses.
- 5.4 We have started the recruitment for a successor to Jo Nacey, Financial Services Manager who will be leaving the Council at the end of January to take up a new role at Mid Devon District Council. We wish her well in her new role and thank her for the outstanding job she has done.

6. Corporate Performance

- 6.1 Quarter 2 Performance Reporting is completed and will be presented at the December Corporate Scrutiny Committee meeting. Members will note that further work is required to improve our complaints response times.
- 6.2 GDPR (General Data Protection Regulations) - A detailed project plan is being developed to implement the necessary changes to our process. An overview and progress update is to be provided to the December Corporate Governance Committee.

7. Customer Services

- 7.1 The service returned from Somerset County Council on 1 December 2017. A key risk is the maintenance of service delivery through a period of significant change due to moving from a large shared service to a smaller in-house service. Close monitoring is taking place.
- 7.2 A detailed project plan is in place to manage the service return which includes training for staff and team building activities, ensuring we have adequate resourcing in place, technology changes with the provision of new telephony (8x8 system) and associated new equipment.
- 7.3 Regular communications and support with staff is taking place to enable understanding of how the service runs – key performance data, service metrics etc.
- 7.4 Ruth James has been appointed as interim Customer Services Manager and I have arranged to meet with her and be introduced to the Team.

8. Facilities Management

- 8.1 This Team has been assisting with office moves to support the Accommodation Project decant and will continue for some time yet. Members are doubtless aware of the amount of work involved with the decant process.
- 8.2 Planning for and implementing the move of the existing Post Room is underway.

9. ICT/Technology

- 9.1 The Deane House Data Centre move is scheduled to take place between 1-4 December 2017. An e-mail to Members on 20 November 2017 provided details of the move enabling the systems take down for a period, so closing to the public from midday on Friday, 1 December to Tuesday, 5 December 2017. A detailed project plan is being implemented to manage risks.
- 9.2 Members were made aware by the Postal service of a system outage on 25 November 2017 between 0800 – 1800 to carry out essential works requiring the power supply to be cut temporarily. An over run carried forward to Sunday, 26 November 2017.
- 9.2 Telephony system rollout (8x8) – rollout of the new telephony and associated training is progressing well.
- 9.3 The MFD (Multi Functional Devices – printers) phased rollout has commenced and will provide for 'follow-me' printing across all sites.
- 9.4 A technology Procurement exercise to provide the core software to support the delivery of the business process reengineering and future operating model is complete and a preferred supplier identified. Officers are in the process of finalising the contractual arrangements. An announcement will be made when finalised.

10. Resource and Priorities Planning

- 10.1 The ICT has a significant 'To Do' list – for both Transformation and Business As Usual projects. The key projects have been identified and prioritised. Officers are working diligently to implement these various projects.
- 10.2 An additional HR resourcing requirement has been identified, and we are in the process of recruiting.

11. Print Function

- 11.1 This service is moving to the Auction House in early December as part of The

Deane House Project decant plans. As expected this is taking a lot of planning in view of the equipment involved.

I take this opportunity to thank the officers that have supported the Council in an exceptional way during the past year and to acknowledge their hard work and dedication especially given the circumstances of the intensive projects that are underway.

I wish them all a very Happy Festive Season and every success for 2018.

Councillor Richard Parrish

Council Meeting – 12 December 2017

Report of Councillor Terry Beale – Housing Services

1. Deane Housing Development

Woolaways

- 1.1 The consultation project for North Taunton is now well under way. All tenants have been sent a letter outlining the reasons for the consultation. In addition 68% of the tenants in the affected area have been visited on a 1-1 basis and 67% of the private owners have also been seen.
- 1.2 As part of the process we have set up a Design Group with tenants taking an active part. We had our first meeting with the Design Group in October which was extremely successful. As part of this meeting we introduced the concept of the Residents Charter. This will be split into three phases Consultation, Design Process and Implementation.
- 1.3 Once again I would to thank the Housing Development and Enabling Team who are working extremely hard on this project.

Weavers Arms, Rockwell Green, Wellington

- 1.4 The scheme continues to progress well. The roofing and window installations are now complete as is the new drainage system. Further work is taking place with regards to plumbing and electrics and external landscaping.
- 1.5 We have experienced a delay in the approvals procedure for highway works which are currently with Somerset County Council for sign off and we anticipate this happening in the near future. This will delay our original handover timings and we anticipate handover of the first property early in the New Year.

12 Moorland Close, Taunton

- 1.6 Work is progressing well and we have set a handover date of the 26 January 2018 with an official opening on the 19 February 2018.

2. Welfare Reform

Discretionary Housing Payment (DHP)

- 2.1 DHP continues to be awarded for a variety of reasons which include rent shortfalls low income and help with areas or rent.
- 2.2 The Council will, of course, continue to provide help and support to our tenants who need to claim DHP and indeed any other benefits they may be entitled to.

Universal Credit (UC)

- 2.3 There were a number of issues raised within the recent budget and during clarification from the Government including the introduction of Freephone Universal Credit contact numbers to replace premium rate numbers, the removal of the seven day waiting period and reducing the six week wait from point of claim to five weeks.
- 2.4 From April, as a short-term measure the Department for Work and Pensions (DWP) will change how claimants in temporary accommodation receive support. Local authorities will be able to recoup over 80% of the money they spend on temporary accommodation directly from the DWP rather than from the claimant.
- 2.5 UC claimants can now claim a 'New claim advance' of up to 100% of the claimant's likely UC award. This can now be paid back over a much longer period of 12 months allowing claimant's to pay their rent whilst waiting for their first UC payment.
- 2.6 If a claimant is in receipt of Housing Benefit and makes a claim for UC they are now entitled to a two week 'run on' of Housing Benefit. Currently we are not sure how this will work in full and are waiting for further updates.

3. Deane Helpline

- 3.1 The Deane Helpline continues to provide excellent service and is constantly looking to develop using opportunities for the future. We are currently looking at some contact opportunities for the New Year.

4. Property Maintenance

Grounds Maintenance Contract and New Service Charge

- 4.1 On the 25 September 2017, the Tenant Services Management Board approved an increase in the current level of the service charge made to Council Tenants for the Grounds Maintenance Contract of Housing Revenue Account (HRA) owned land from the current charge of 81p per week to £1.84 per week as from the 1 April 2018.
- 4.2 This increase was also approved by both the Tenants Forum and the Sheltered Housing Development Group.
- 4.3 The Tenant Services Management Board (TSMB) endorsed this increase at their meeting on the 16 October 2017 in a report recommending the level of new fees and charges to be implemented from April 2018.
- 4.4 Tenants will be at the forefront of monitoring the new contract and the TSMB has agreed that a Tenants Panel, made up of representatives from the TSMB, Tenants Forum and Sheltered Housing Development Group will be used to monitor the new contract.
- 4.5 Meetings have taken place with both tenants and managers within the Open Spaces Team regarding the establishment of monitoring systems. These discussions are

continuing and the outcome of this work will be reported back to the TSMB in the New Year.

- 4.6 The review identified a backlog of work on HRA owned land across the District. The Open Spaces Team are already making progress in improving some of these areas so residents can see the improvements to certain areas ahead of the commencement of the new contract in April 2018.

5. Tenants Talk

- 5.1 All Councillors have recently been sent a copy of Tenants Magazine 'Tenants Talk' . In there you will find a wealth of information on the new Grounds Maintenance, Fire Safety, a breakdown of both the TSMB and Tenants Forum and the details of the Estate Officers across the Council.
- 5.2 I would like to take this opportunity to thank everyone involved in a job well done.

6. Responsive Repairs and Voids

- 6.1 There are still challenges in reshaping the teams and ensuring maximum customer service. However the teams are stable and motivated and buying in to the change.
- 6.2 Some good results have been achieved over the past month, such as further improvement on the void turnaround times, good repair Key Performance Indicators and the jobs waiting for appointing in the Repairs Team dramatically down. These are significant achievements and has given everyone a timely boost and further increased morale.
- 6.3 The IT has been stable and all Personal Digital Assistants (PDAs) have been returned to us with the necessary updates. They have been rolled out with support for those struggling with the technology. Approximately 95% of the workforce are now on PDAs and using them correctly. This has been demonstrated in productivity statistics from DRS and the majority of jobs appearing closed at the end of the day.
- 6.4 More anecdotal support to this includes less calls coming in on the planners line and less workmen at the yard. We are not printing any job tickets now unless a PDA is out of action and this has helped the Planning Team use the end of their day better as well as lessening the pressure.
- 6.5 The stress audit undertaken by HR on the back office (AWMs and Logistics Team) showed good results with an average rating of 4 out of 5 for feeling supported by line management. The 1:1s with trades were a very positive experience and in general the feedback was good.

Milestones

- Void times reduced from 44 days to 18.5.
- The average wait time for Repairs Line in October was 52 seconds, compared to 2 minutes 15 seconds in April.

- The abandon call percentage was 40% in April, compared to 6% in October.
- 10% improvement on non-emergency appointments completed on time this financial year (77% to 87%).
- 95% of repairs trades staff now equipped with PDAs and using effectively.
- Follow ons and new jobs waiting for appointing now between 0 and 30 at end of each week for the first time since I started working here.
- Only one complaint since the beginning of August. None regarding voids since January.
- 16 of the workforce are now working as multi-skillers with more currently going through the development process.

7. Somerset West Private Sector Housing Partnership - Private Sector Housing

7.1 The Council has been involved in the drafting of the housing element of the Somerset Better Care Fund Plan. This introduces an expanding range of housing options through use of the Disabled Facilities Grant element of the Better Care Fund. This includes:-

- Works that seek to avoid hospital admissions;
- Prevention grants (for example for energy efficiency work);
- Minor works grant for small scale adaptations around the home that may for example prevent trips and falls;
- Loaning equipment; and
- Further, grant and loan packages.

7.2 Changes to our grant policy to accomplish these measures has already been through Executive and reported to this Council.

7.3 Increasing demand by landlords for properties to purchase and rent, either as single dwellings or converted into Houses in Multiple Occupation. The team has seen an increase in license applications for Houses in Multiple Occupation which provides valuable income to the authority.

- **Handihelp service** – The Council's preferred Home Improvement Agency provides a Handihelp service. To the end of quarter two, there have been 58 jobs completed with 40 in progress. Works range from installing grab rails through to putting up bannister rails and other small jobs around the home. 38% of jobs were completed in 12 days or less, and 46% within 13 – 24 days. The timescale depends on the complexity of the job.
- **Low interest Loans** – Wessex Resolutions have received nine referrals to the end of the second quarter. £46,000 has been committed in funds this quarter which is six loans. The target for the year is 20 loans (a 50% increase on the previous year). The average time from loan enquiry to completion is three months.
- **Housing Standards Team** – Received 200 complaints in 2016/2017, up 10% on the year before. Second quarter of this year is already at 105. Licensed – 55 Houses in Multiple Occupation; two Immigration inspections completed on behalf of the Home Office; 32 Houses in Multiple Occupation inspections completed.

The team is working with the Estates Teams to look to how existing and new adaptations in the Council stock can be preserved and placed more strategically in the stock where demand is at its highest and puts less reliance on reactive adaptations, preserving the general needs stock. By being proactive with voids means that stock can be adapted with less disruption for incoming tenants.

And finally.....

There is still an enormous amount of disruption and change taking place from Transformation to the refurbishment of The Deane House. This continues to put some strain on our staff and I would like to go on record to thank all of the staff of the Housing and Communities Teams and indeed all of our staff for continuing to deliver an excellent service to our customers.

Councillor Terry Beale

Council Meeting – 12 December 2017

Report of Councillor Mrs Jane Warmington - Community Leadership

THINK DIFFERENTLY, DO DIFFERENTLY ~ The strategic vision for Taunton Deane's most disadvantaged areas is that residents lives will improve significantly and that these priority areas will look better, feel safer and in the future place a more proportionate demand on public services. These services are already being delivered differently in our disadvantaged urban areas through co-ordinated, frontline, problem-solving, multiagency one teams providing early help eventually being based together in the area they serve. Rural parishes with more scattered communities are being helped to access services through community centres and local village agents who identify, signpost and support isolated residents to get the help they need. Urban priority areas need excellent education and health facilities within them if we are to build independence, resilience and raise aspirations in individuals, families and communities, to sustain improvements and reduce the need and costs of interventions in the future.

1. Strategic Partnerships

- 1.1 The various Strategic Partnerships and Boards working across Somerset are now more aligned. They have been working towards this for the last eighteen months. Their Chairs meet twice a year and each reports at least annually into the Somerset Health and Wellbeing Board.
- 1.2 There is District representation on most of these and responsibilities include Safeguarding, Community Safety, Health and Wellbeing, Early Help, Housing, Social Care and Public Health. There is also good cross-over with Officers and Members frequently sitting on two or more Boards. This is a welcome improvement towards a more joined up approach to the benefit of all.

2. One Teams

- 2.1 With the increasing interest and roll out of the One Team Model in Somerset, the Safer Somerset Partnership agreed earlier this year to provide County-wide strategic leadership and oversight (although not governance which remains within each District) of the One Teams in Somerset.
- 2.2 Twelve of the County's most disadvantaged areas are now covered by eight One Teams including three new teams being established in Williton/Minehead, Hamp in Bridgwater and Burnham-on-Sea/Highbridge.
- 2.3 All of the One Teams have the same shared vision "to work in Somerset's most vulnerable communities and provide co-ordinated front-line multi-agency working to efficiently provide sustainable solutions for families and individuals that prevent problems escalating and costs increasing to the public sector."
- 2.4 The One Team model continues to evolve and will become more refined with the help of the new Somerset-wide Coordinator Andy Lloyd based at County Hall. This post is funded from the Police and Crime Commissioner's Community Safety Budget.

3. Homelessness

- 3.1 Taunton Deane Borough Council (TDBC) has developed a Rough Sleepers Policy which sits under the Council's Homelessness Strategy. The Strategy is currently being reviewed.
- 3.2 The underlying principle of this Policy is that we will support people first particularly our most vulnerable. TDBC works closely with Taunton Association for the Homeless (TAH) mainly through our Housing Options and Housing Services Teams and the Police. The aim is to find a solution for everybody.
- 3.3 However, the Policy also includes measures for working with partners to undertake any enforcement which might be required if people repeatedly refuse support and are causing a continuing public nuisance. It is important to balance our responsibilities to both rough sleepers and the wider community. Once adopted, the revised Strategy will be available on the Council's website.
- 3.4 We would like to thank TAH (Justin Roxburgh and Daz Northover) for their excellent briefing to Councillors on Homelessness on 28 November 2017. This covered what TAH are doing, how partners such as TDBC are helping and other initiatives they are exploring in partnership as a response to the increasing numbers of people who are ending up homeless. TAH's support is built around "what's strong" not "what's wrong" with someone.
- 3.5 TAH have recently moved their office to 7, The Crescent, Taunton TA1 4AE in order to convert their old office space in East Reach into specialised accommodation for homeless ex-servicemen. Housing will be just the start of their service for veterans. Through key support workers, they will be able to refer veterans to other suitable support agencies to help with issues such as mental health and drug and alcohol addictions. They are also keen to explore and allow the skills many veterans have to be used from their time in service. They plan to train veterans who are interested in mentoring, so that they can become a valuable part of wider TAH services supporting some of their younger more chaotic clients.
- 3.6 They are also keen to assist people staying with them to move into more permanent accommodation when they feel ready. Although residents may stay for as long as they need in their accommodation, TAH see the importance in helping them to start to live more independent lives. They now have their own Tenant Accreditation Scheme which helps residents learn how to sustain a tenancy and they have set up their own letting agency (Somerset West Letting Agency) which supports residents to find their own private accommodation.

4. Good Customer Care

- 4.1 Carol Carpenter is running more Customer Care Training for all staff in December and into the New Year, and Members are encouraged to commit to a session too.
- 4.2 This is worth making time for, supports our staff and is a foolproof sensible pragmatic approach to providing consistently good customer service (and getting on

better with everyone). The number of Members receiving training is now into double figures with very good feedback as predicted.

- 4.3 Please book up on this link if you have not already done so - <https://www.surveymonkey.co.uk/r/9CJFJ97>.

Merry Christmas and a Happy New Year.

Councillor Jane Warmington

Council Meeting – 12 December 2017

Report of Councillor Patrick Berry – Environmental Services

1. Licensing

- 1.1 During the last couple of weeks, the Licensing Manager, John Rendell, was loaned for a short period to the “Transformation Team”. Then in a recent development and for personal reasons John has taken an extended leave. We look forward to seeing John back at work as soon as he is able.
- 1.2 In view of these developments, the team is getting on with their work and where possible making sure that all queries, licence applications and complaints are dealt with promptly. The team is being supported by Scott Weetch, John’s Line Manager.
- 1.3 In the meantime, performance has remained high with only one application going over the 14 day service standard. This is well above the 95% KPI requirement.
- 1.4 In recent weeks the team has:-
 - Produced an Animal Licensing Forward Plan for the inspection of premises and adopted a pro-active approach towards unlicensed kennels and breeders, thereby getting the necessary licensing requirements information to the offenders;
 - Produced a new Scrap Metal Dealer Policy,
 - Noted a reduction in the number of out-of-area taxi drivers applying for a license. These drivers are now aware of Taunton Deane’s updated policy and are not even bothering to apply.
 - Noted that following the decision to revoke the license for Taunton Food and Wine store, the store’s appeal has now been lost and the licence revoked.
 - Been streamlining its work procedures for both in-house and external customers.
 - Decided to make use of the planned systems outages to focus on out-of-office inspections and compliance checks.

2. Street Sweeping and Toilet Cleaning

- 2.1 Idverde, the Council’s contractor, continues to provide a compliant service and to maintain standards.
- 2.2 Town centre inspections show that a good level of cleanliness is being maintained. Currently the teams are kept busy with the huge quantities of

leaves that are making a nuisance of themselves.

- 2.3 The infrared motion activated cameras provided by Idverde have been installed at a number of locations and although no offenders have been identified their deterrent value has been noticeable. The team is now following up on a couple of fly-tipping incidents where some photographic evidence has been obtained. The number of incidents is remaining at a low figure and each one is now followed up where possible.

3. Somerset Waste Partnership (SWP)

- 3.1 Agreement was reached in mid-November to bring forward the expiry date of the kerbside collection service contract with Kier, from September 2021 to March 2020. This followed an extended period of negotiation between Kier and SWP aimed at launching the Recycle More service (consisting of addition of plastic packaging, pots tubs and trays and small electrical items to weekly recycling collections, accompanied by reduced frequency refuse collections).
- 3.2 Over the course of these discussions it became apparent that Kier was not best placed to deliver the Recycle More service. It was therefore agreed that the contract should be drawn to an early close to allow SWP the opportunity to find the right partner to deliver the service effectively.
- 3.3 This announcement has disappointed some who are keen to be able to recycle more at the kerbside sooner, however there are strong positive messages and, in the medium term, this should be better for residents. This will align three major changes to SWP's waste services. By 2020, there will be:-
- A new collection contractor;
 - Phased introduction of Recycle More;
 - Timely procurement of a new fleet of collection vehicles, aligning their life cycle with the service contract; and,
 - Diversion of Somerset's domestic refuse from landfill to an energy from waste facility.
- 3.4 Although some residents are concerned about the idea of three weekly refuse collections, there are already over a dozen local authorities operating a system based on this frequency, including a very successful service in our neighbouring authority of East Devon. A later start means a greater number of authorities operating in this way for a longer period, so there will be an increasing body of evidence that this can and will work.
- 3.5 This later start date of 2020 means we have sufficient time for a thorough procurement and mobilisation process for this complex multi-million Pound service. There are significant risks should we rush it and great benefits if we get it right.
- 3.6 On a slightly different subject, the undersigned carried out a joint visit to the Priorswood Recycle Centre with the new Managing Director, Mickey Green. At the time of the visit the centre was relatively quiet but the Viridor Supervisor

advised that the centre can get very busy with queues stretching up to and beyond the canal bridge.

- 3.7 He has noticed a significant increase in numbers of people who are new to the area and is concerned that the centre will in due course find it difficult to cope with the increased demand. He confirmed that Priorswood is the biggest of the SWP Recycling Centres both in terms of tonnages of materials and numbers of vehicles.

4. Cemetery and Crematorium

- 4.1 The service is performing to target with cremation numbers and income.
- 4.2 This service now has its own Crematorium based locally managed grounds maintenance service team which should give greater flexibility and allow other services to be sold to the public through these in house employees.
- 4.3 The recently approved Bereavement Service Improvement Project is now well in hand. Progress to date is as follows:-
- The Wellington Cemetery Project to increase the number of grave spaces has been completed and we now have an additional 100 spaces. This work has only just been finished and the soil needs a short period to settle before being put into use;
 - The work at the St Mary's Cemetery, Taunton has also been completed and delivers an additional 120 grave spaces;
 - The Cremation Memorial Walkway and Cremation Plots project is now at the detailed design stage and pricing of the memorials is about to commence;
 - The new Children and Babies Garden project is also progressing well. Landscaping is ongoing as well as consultation with the appropriate charities. Selection of memorials is also in hand; and
 - The Memorial Boardwalk and Natural Remembrance/Burial Area will be carried out using staff from the newly established ground maintenance service team. The materials have been purchased.
- 4.4 The Manager and his team are now working on a proposal to expand the waiting room. Currently the Chapel has a larger capacity than the waiting area and mourners are occasionally left outside when there is a well attended funeral. It is also intended to refurbish the toilets. The proposal has already been submitted for Scrutiny comments before being submitted to the Executive. The Crematorium is a listed building and great care is being taken to work within the external walls and to avoid any threat to its listed status.

5. Environmental Health

- 5.1 The team has been extremely busy during the last few months. This is partly the seasonal increase due to Christmas but also a general change in the town

centre towards more food outlets. Each new business needs an initial inspection and then the usual periodic inspections. Where an establishment fails then it needs a second inspection along with advice. New charges for these revisits are being introduced as advised in earlier reports.

- 5.2 The number of complaints about noise pollution has also led to a shortage of the sound monitoring equipment that is used to monitor this type of incident. Accordingly, the duration for the loan of the sound monitoring equipment has been reduced to one week. This reduced duration is considered sufficient to capture the occurrence of nuisance noise.
- 5.3 Other than the above, the team is getting through its workload well and the Key Performance Indicators are within the required parameters.

Councillor Patrick Berry