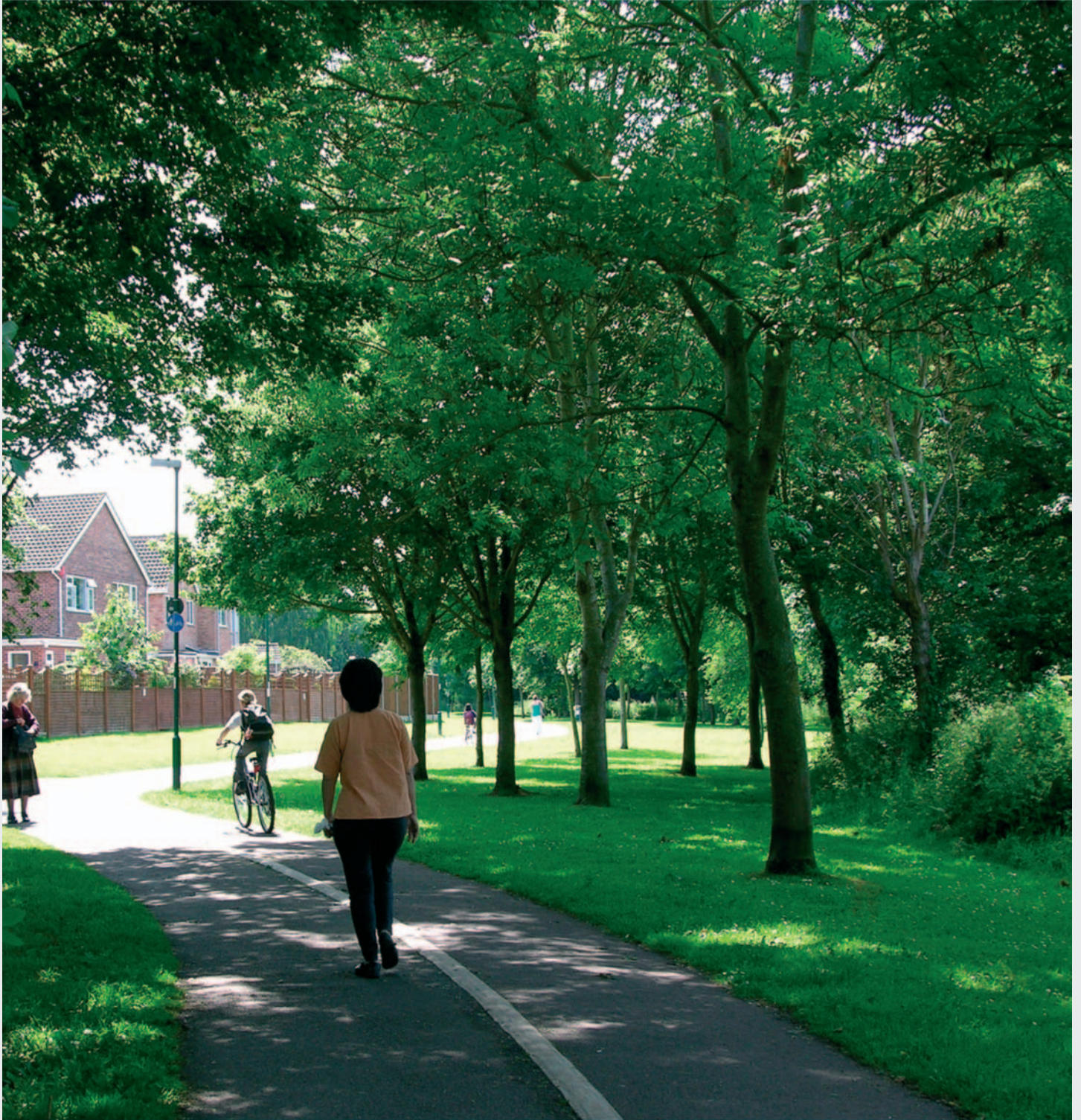


ANNEXES -





ANNEXES

ANNEXES

TRAFFIC MANAGEMENT ACT NETWORK MANAGEMENT DUTY

The Traffic Management Act gives us new powers and duties, and we have begun to prepare a Network Management Plan that will set out the way in which we will discharge these. The overall aim is to secure the 'expeditious movement of traffic', which covers all highway users, along the highway network including that of our neighbours. We have aligned this aim specifically to the needs of Somerset by setting out the way in which we will deliver the following objectives:

- Improving the efficiency and effectiveness of the transport network;
- Ensuring traffic is controlled and managed effectively; and
- Delivering transport improvements to support the Land Use Strategy, with an emphasis on enabling Taunton and Yeovil to achieve significant growth.

We have several threads of work that have helped to understand where we are:

- We have reviewed the recommendations in the Network Management Duty Guidance (November 2004), and recent guidance from Halcrow about how this issue should be presented in LTPs, and identified what we are currently doing, what gaps there are and have made proposals for action;
- We have identified several locations within Somerset where road traffic flows are not running as efficiently as we would like and have referred to these as congestion. Although we do not have congestion to the scale of some urban authorities we are not being complacent. We aim to reduce forecast delays to the public. This is set out under 'problems and issues' in Chapter 6.
- Our Transport Asset Management Plan is currently being drafted, and it will take account of how to manage the physical assets delivered through our LTP. We have also embarked upon an awareness initiative so that we actively consider maintenance during design of new assets such as carriageways, drainage systems and signs. As an example, this means that on main roads, we are trying to firstly design our maintenance where this would delay traffic, or secondly, create hard standings off the highway so that maintenance will not delay traffic. This is being written into the Asset Management Plan so that whenever an asset is created, these 'rules' are followed.
- We also recognise that the Traffic Manager must be able to discharge their duty autonomously and impartially.

Network Management Duty Strategies

Our initial Network Management Plan will be based upon eight strategy elements. As the plan is designed to have long term value, we fully expect it to evolve and become a live document and as such, it will contain an 'Improvement Action Plan'.

We are currently developing a series of performance measures and although we do have some at present, such as BVPI 100, these are not going to help to us actively manage the network. Proactive indicators will therefore be developed for each strategy as the work is set out in detail. This will include regular reviews of our progress and inform whether our actions are delivering a benefit.

Network management strategies are predominantly aimed at vehicular traffic, but this is within the context of our wider strategies to promote more sustainable travel modes such as walking, cycling and public transport, and improve accessibility for all users including visually impaired and other disabled people.

Network Management Duty Strategies are summarised below:

- **Consolidation:** Record current level of work and knowledge that is available and use this data to inform the development of the other strategies;
- **Changing Behaviour:** Initiatives, for example, to encourage people to use alternative forms of transport where possible, or to drive in a way which reduces the impact on local air quality;
- **Communication:** Set out the information the Traffic Manager will require, how this information will be collated, analysed and managed and how it will be disseminated to users;
- **Service Levels:** Discuss and specify the levels of service and work types that the public can expect. It will include 'availability' standards, urban traffic control and information systems and decriminalised parking;
- **Making the best use of technology:** Fundamental review of our traffic control systems and the way they operate, including modernisation to make use of technology. This work will clearly link with our existing urban strategies and some of the initial work is included within the Taunton, Bridgwater and Yeovil LTP programmes;
- **Decriminalised Parking Enforcement:** Develop a Decriminalised Parking Enforcement regime. We see this as an important part of managing traffic in urban areas and this work will be aligned to our urban strategies;
- **Understanding Traffic Flows:** Detail the surveys and analysis required to provide comprehensive traffic management information so that we can be prepared for changes in traffic flows in the future through analysis of planning and modelling;
- **Traffic Management Implementation:** Co-ordinate works programmes and other initiatives including that of statutory undertakers.

Consolidation Strategy

We have carried out a gap analysis of the Network Management Duty Guidance and have made good progress on addressing many of our initial shortfalls. Our approach has been to close those that we felt were important and achievable for example collating a full list of all planned events instead of just the significant ones. We believe we are now in a strong position in managing the volume and type of congestion we have in Somerset.

The following aspects will form our new base of our starting position in our Network Management Plan:

- Use the Highway Maintenance computerised Highway Network which has been checked for consistency with freight routes, winter salting routes and cross boundary links differentiates between road user, footway user and cyclists and is set against the Highway Scheme Proposal Register (HSPR) which is our Green Apple award winning co-ordination tool;
- Through the TAMP, we have identified and recorded a list of all networks, databases and paper systems that are being used throughout the Environment Department that are relevant to traffic management and asset management;
- Through this LTP2 we are collating all significant planned works;
- We have been liaising with our neighbouring authorities for many years about the way we look after the highway in a consistent manner. In relation to NRSWA co-ordination, Somerset County Council is taking a leading role in agreeing to share information through a proposed web-based system. We have begun to agree cross-boundary maintenance hierarchies with most of our neighbours and have started to discuss maintenance regimes. Winter salting is co-ordinated;
- We have begun to collate details about locations of congestion that includes strategic routes as well as those in urban areas using our knowledge of traffic flows and Area Manager's knowledge for more rural areas;
- We already co-ordinate works undertaken on the highway by Statutory Undertaker and major works promoted by the County;



ANNEXES

- We inspect each skip and scaffolding application site to establish if it's positioning is likely to cause traffic disruption;
- We are creating a library of alternative routes when works on the highway needs a temporary road closure. Over time these will be completed for the County's main roads and can be used promptly to set up diversions when unplanned incidents occur;
- Emergency plans are currently held with the Traffic Manager; and
- Rules by which all assets shall be created, upgraded, maintained and decommissioned have been agreed.

Changing Behaviour Strategy

A variety of initiatives aimed at changing travel behaviour are already set out in the LTP congestion strategy and these will be reviewed in the context of the TAMP during 2006.

Communication Strategy

The Communication Strategy will build on the work of the Consolidation Strategy to determine how data can be converted to information, how this will be managed and how and who should we make it available to. This will include: -

- Liaison with the Highways Agency and the Department for Transport (DfT) regarding long and short distance alternative routing and how we will work with their Traffic Managers;
- Liaise with the DfT regarding the availability of traffic data using various third party systems such as number plate recognition systems and mobile phone trackers;
- Liaison with police, bus operatives and other stakeholders;
- Co-ordination of all County work, not only major works;
- We have begun to register skips and scaffolding on our co-ordination database so that we can ensure there are no conflicts with proposed works or diversion routing;
- Co-ordination of District Council's work;
- Collation of all TAMP work through the HSPR for a 20 year period (broad) and 3 to 5 year (detailed);
- Liaison with Statutory Undertakers to understand their long term strategies;
- Continued liaison with our neighbouring authorities;
- Making alternative routes available to assist with 'incident management';
- Interaction with other LTP2 strategies;
- Consultation with stakeholders; and
- Provision of information to stakeholders and the travelling public via web-based systems, on road driver information message boards for example.

Service Levels

In order to determine if and when the Traffic Manager needs to be informed of events or incidents on the highway, specific intervention measures need to be set out. The Traffic Manager will also need guidelines setting out if and when action is required, either for investigation, closely monitor or actual intervention. We expect therefore that these guidelines will form the basis of service levels.

Driver intervention measures are unlikely to be set within the urban areas of Taunton, Yeovil and Bridgwater because we have different strategies for dealing with congestion and potential congestion in these towns. We anticipate that some form of time and distance travelled between urban areas may be a workable mechanism for setting intervention levels. Time delays at specific isolated junctions maybe another.

These are simply propositions at this stage and our plan will develop proposals in a robust and meaningful way. It is likely we will use actual information on travel times and delays combined with stakeholder acceptance levels and our knowledge of trends and growth potentials.

Our approach will be informed by nationwide studies and best practice such as the DfT new 'congestion target on strategic roads' methodology.

Making the Best Use of Technology

We see great opportunities for the use of new technology to enhance our ability to manage the highway network at relatively low cost.

We have an urban traffic control system for Taunton, Bridgwater, Wells and Yeovil, based in Taunton. Some signal controlled junctions are covered by SCOOT optimisation technology and there are some traffic cameras in place. The system does not link to other systems, and part of it is old and of limited functionality.

We intend to develop a form of Traffic Control Centre. This will build on our existing systems using advanced information technology to improve our ability to manage existing and future traffic, and enhance functionality to the benefit of all traffic including vehicle, cyclist and pedestrian.

Benefits of a new Traffic Control Centre would include: -

- Public information on a website, e.g. information on journey times, congestion, parking spaces, bus times and network incidents. This would assist the public in planning their journeys;
- Improved network capacity, reduction of congestion and improved safety and air quality through monitoring and coordination of traffic signals on increasingly busy roads using improved and extended SCOOT adaptive traffic flow optimisation technology;
- Automatic number plate recognition to monitor journey times on selected corridors. This data would be used to evaluate the success of changes to the control systems;
- Prioritisation of public transport above general traffic and implementation of Real Time Passenger Information;
- A proactive approach to traffic management through a new internet protocol CCTV system with cameras strategically located across Somerset. Internet transmission makes it easy and relatively cheap to expand the system and potentially to link to other systems;
- Incident management with automated strategies to alleviate the impact of events such as accidents and roadworks, and the possibility of direct communication with other control centres;
- Parking guidance system with the capacity to control all desired car parks in Somerset, including variable message signs;
- The possibility of closer working relationships with local radio networks, the Highways Agency and other local authorities;
- Simulation of traffic scenarios to visually test new traffic control techniques, the impact of new commercial and housing developments, and network incidents such as queues, road works or accidents. We will look at all options for providing this service including UTS / SCOOT output in a Paramic model which gives "live" and real visualisation of traffic on the network;
- Enhance traffic monitoring and control systems; and
- A fault management system, capable of electronic transfer of information to service providers to minimise down time.

ANNEXES

We have made some initial assessments and our current belief is that a full traffic control system will cost in the region of a £1m. Real time passenger information would cost a similar amount again. We are currently evaluating the full costs of our proposals and schemes will need to be incorporated into the LTP2 programme once the Network Management Plan is finalised.

Our existing signal stock and related equipment is in generally poor condition and many of the component parts are obsolete. Capital investment will be needed to replace these items with an appropriate new technology such as Intelligent Traffic Signals.

We will work with Development Control to ensure that developer led schemes create assets in accordance with TAMP ethos. For this purpose we mean installing Intelligent Traffic Signals, so that they contribute to the wider traffic management strategy.

We are pleased to continue to promote the use of SCOOT as it has proved its effectiveness in improving junction capacity which is demonstrated in the example below. A 30% increase was achieved.

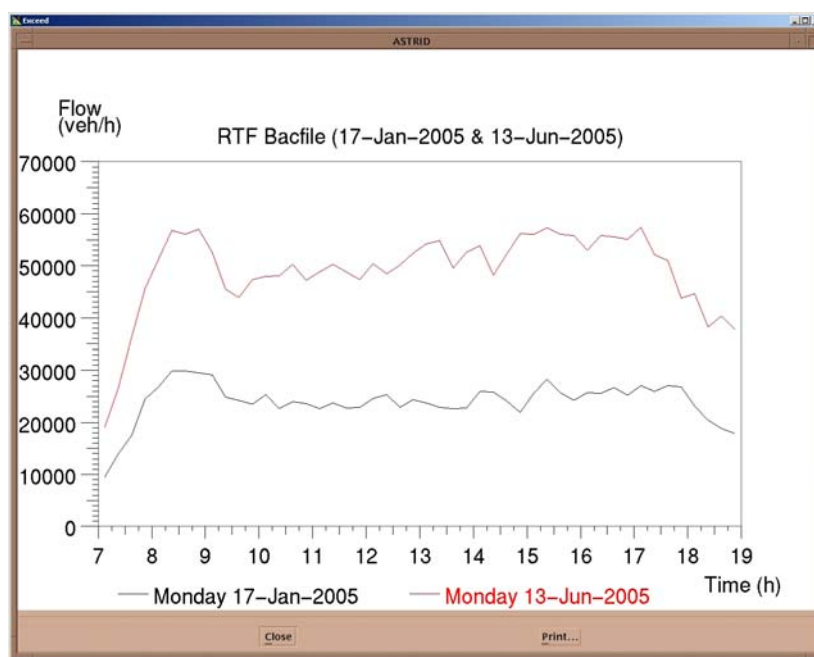


Figure 1 Improved Traffic Flow in East Reach Scoot Region, Taunton

Decriminalised Parking Enforcement Strategy

We recognise that the control of parking is an integral part of retaining the highway in a form that reflects the intended function and usage of all those roads and streets that make up the complete network.

Decriminalised parking enforcement (DPE) has already been introduced throughout the Borough of Taunton Deane and we are working towards an application to DfT to decriminalise parking in the remaining Districts. A scheme of delegation will need to be established to allow each individual District Authority to administer and enforce the schemes in their own areas (including the issue of penalty notices and payment recovery).

As a pre-cursor to the introduction of DPE a survey of waiting restrictions throughout the County has commenced and as part of this process all existing orders will be revoked and new district wide orders will be introduced. This work will be completed within the next two years and form the basis of a complete review of all existing orders.

As part of a strategic route assessment of the A38, A39, A358 and A361 a comprehensive review of all Traffic Regulation Orders (TROs) along these roads has been completed. Speed limits and the quality of driver information signage, in particular, were targeted for review along these stretches of road. The review process itself followed principles developed in association with TRL to determine 'comfortable' driving speeds for the type and function of the road in question. The majority of signs and lines were either replaced or refurbished and the work on the A38, which crosses, at the County boundary, into North Somerset was coordinated with associated works in that Authority area. This process will be continued along other principal roads in the county with work commencing shortly on the A357 which will be coordinated with route planning in Dorset.

As part of the review processes described above all TROs are being recorded on the Parkmap software and all the waiting restrictions in Taunton Deane will shortly be available for viewing on the Internet. This process will be continued over the next two years to provide countywide coverage. Further, all TROs are centrally checked for conformity with County policies and authorised for sealing or referred to a TRO Sub Committee.

Understanding Traffic Flows

Understanding traffic flows and journey times will enable the Traffic Manager to manage the network in a proactive way by planning for the future to slow down or prevent congestion occurring at all. We have outlined some of the options we are looking into for collecting data in the strategy - making best use of technology. There will still be a place for traditional surveys such as counts, origin and destination, journey times and preferred routing. These will include vehicle, pedestrian and cyclists' movements.

The key element to this process is that the data is analysed and made available to the Traffic Manager so that informed decision making can take place.

This analysis will link to other strategy work such as travel plans for schools, business and industry that aim to minimise vehicular traffic during peak times, and increase cycling and bus patronage. This will also inform District Councils' work on Local Development Frameworks (LDFs) to ensure they contain proposals for new development which reflect the need to tackle congestion and improve accessibility.

We already aim to maximise network availability to all users by re-allocation of highway space. Consideration is given to vulnerable users, pedestrians, cyclists, buses and taxis for example. This work will be extended to ensure we link to other parts of the County Council for example Social Services and Education as well as the other LTP2 themes like safer roads that create measures such as traffic calming.

The outturn of this analysis is likely to lead to a number of possible solutions which may include network management through the mechanisms described in previous strategies or through constructing traffic management schemes such as right turn lanes. All options will be compared through a scorecard priority ranking system.

This work will help to understand where our key locations are that will require more detailed monitoring.

Traffic Management Implementation Strategies

The Traffic Manager will be a key member of the LTP implementation team.



ANNEXES

Any new build will be designed to reduce traffic disruption during construction, maintenance and decommissioning. The TAMP will provide more detailed guidance on how this can be accomplished, such as designing out the need for gullies on main road carriageways and creating hard-standings off the carriageway in front of large signs so the sign can be maintained without the need for traffic control. The assets will be created with whole life costing considerations and therefore designers will use the TAMP as a design reference tool. Whole life cost will enable the maintenance and upgrading of assets to be planned for their life thus providing opportunities for reducing the occasions of maintenance and traffic control.

We recognise that capital funding is limited and therefore we aim to maximise revenue funding by closely aligning revenue funded programmes with the LTP2 objectives and targets. This can be achieved by undertaking any required maintenance works in conjunction with capital improvement works, for example combining a footway improvement scheme with replacement of old traffic light controllers and ducting. The maintenance scheme could also include additional provisions for pedestrians, disabled people and cyclists if this is needed.

The preferred method for maintaining assets will be set out in the TAMP and this will involve the need to reduce traffic disruption. For example, we undertake first time repairs when dealing with safety defects such as potholes, so that second visits with additional traffic delays are removed.

Works and pro-active campaigns derived from the other strategies will need to be implemented in a co-ordinated and organised way. The implementation strategy for traffic congestion alleviation works and campaigns in Taunton, for example, will be aligned to fit in with the whole of the works in Taunton needed for other LTP2 strategies of safer roads, accessibility and highway maintenance. This section will describe these interactions.

Programmes to be delivered during this LTP:

- Deliver traffic management solutions highlighted in the Transport Strategy Reviews for Taunton, Yeovil and Bridgwater; appoint a dedicated Traffic Manager;
- Prepare and implement a Network Management Plan;
- Prepare and implement a Traffic Manager Communication Strategy;
- Set out agreed service levels relevant to traffic management and congestion;
- Upgrade existing signal stock in accordance with the TAMP moving towards Intelligent Traffic Signals as appropriate; ensure developers install ITS equipment that contributes to the Network Management Strategy;
- Introduce a Real Time Passenger Information system (RTPI) where appropriate;
- Work towards developing a Traffic Control Centre;
- Investigate making improvements at locations on the network where constraints are preventing optimal use of the network;
- The TAMP will set out design and maintenance guidelines for minimising traffic disruption.

Until recently our Traffic Manager was Acting Highway and Transport Manager who reports to the 2nd tier officer Head of Service - Operations. Somerset chose to accept that the appointed Traffic Manager has other roles and responsibilities within the Authority. Much of the day to day duties of the Traffic Manager have been delegated to key managers in the Environment Department but the Traffic Manager retains any specific decision making that is outside the currently accepted levels of ensuring expeditious movement of traffic.

This arrangement has worked well because:

- Many of the known congestion locations are being addressed through the LTP and the strategy work on Taunton, Yeovil and Bridgwater;
- Co-ordination of highway works is taking place to a high standard;

- Liaison with our neighbours takes place at regular intervals and over a variety of related topics such as South West (SW) Traffic Managers, SW TAMP, SW Highway Authority and Utilities Committee (HAUC), SW Highway Managers and Winter Maintenance - planning and operational;
- Our incident management arrangements work well;
- The Traffic Manager is responsible for the development of our Transport Asset Management Plan;
- A detailed scoping exercise was commissioned to evaluate our current position and make recommendations for the future. The result of this work is demonstrated in this LTP2 and will now lead to the development of a Network Management Plan;
- We identified many areas for improvement and some of these have been actioned, such as collating a list of all planned events; some are more significant and require full plans which are now being prepared by our expert managers.

Early on we identified one shortfall with this arrangement. The Traffic Manager also has responsibilities for delivering maintenance works and therefore may not be totally impartial. The risk that this scenario would occur was considered extremely low as there have been no conflicts of this nature in the past. We have decided that, should this occur, the independent Street and Traffic Manager would be the arbiter.

The Traffic Managers Supporting Team:

Asset Manager:

- *Identifying and managing different road types:* The highway maintenance networks (road, footway and cycleway) have been designed based on the Code of Practice of which 'use' is an important element and includes all highway users. This network will be developed so that future development traffic demands can be added and we will be able to 'Actively' manage the networks.
- *Regular reviews of the network:* traffic management and growth, for each user type, signalling, maintenance, fault reporting and rectification.

The Street and Traffic Manager:

- *Co-ordination, inclusive of all related NRSWA functions, and direction of works:* HSPR for all works, planned events, alternative routes, dissemination of information;
- *Making best use of technology:* UTMC & ITS, Traffic Signals & driver information;
- *Managing parking and other traffic regulation:* Decriminalised Parking Policy;
- *Enforcing road traffic regulation:* parking enforcement and unwarranted works;
- *Provision of travel information to road users and the community:* web, signs, media;
- *Liaison with neighbours;*
- *Area Traffic Managers;*
- *Strategic Traffic Management.*

Highway Manager:

- *Manage the existing highway network in accordance with the Asset Management Plan and the strategies of the LTP2 taking into account best practice and local requirements;*
- *Dealing with planned events:* full listing is being collated;
- *Management of incidents:* we already react to incidents, we will make contingency plans for 'what if?' scenarios in addition to emergency plans;
- *Minimise traffic delays during construction, during life and during all maintenance works.*



ANNEXES

Strategic Planning Manager:

- *Carry out strategic reviews and make recommendations for strategy implementation: pass to Scheme Implementation Manager*
- *Monitoring the road network: surveys including journey times, surveillance;*
- *Identifying locations where regular congestion occurs: analysis and recommendations by ranking;*
- *Accommodating essential service traffic: work with stakeholders to determine suitable freight and abnormal load routes;*
- *Consultation and engagement with stakeholders;*
- *Traffic data and growth predictions.*

Scheme Implementation Programme Manager:

- *Ensure that schemes that meet the LTP2 objectives are commissioned through an objective priority ranking system;*
- *Prepare feasibility studies;*
- *Programme management;*
- *Report to programme board;*
- *Scheme evaluation through agreed ranking system;*
- *Scheme brief for preliminary designs;*
- *Scheme brief for detailed designs;*
- *Design for maintenance;*
- *Minimise traffic delays during construction and during life.*

Development Control Manager:

- *Ensure that developments will be built in accordance with the Asset Management Plan and they assist with meeting the LTP2 objectives;*
- *Rewrite the Estate Roads Manual and ensure developments are built as above;*
- *Design for maintenance;*
- *Minimise traffic delays during construction and during life;*
- *Respond to Planning Applications.*

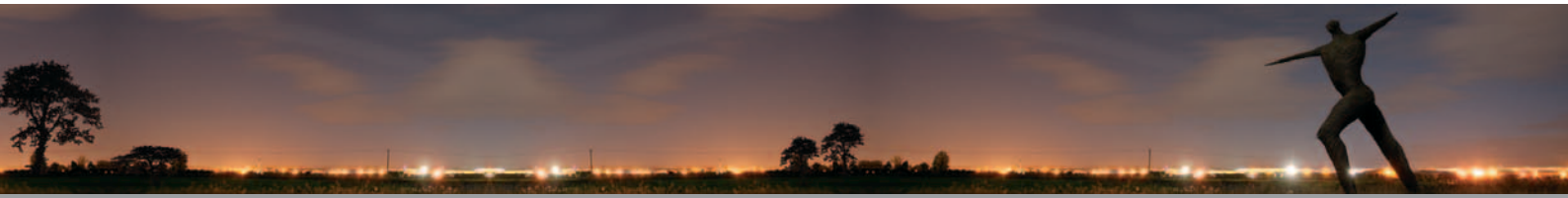
Example of our gap analysis: Identifying and managing different road types

The County has identified maintenance hierarchies for roads, footways and cycleways in accordance with the new Code of Practice and these take into account most type of highway users and different travel needs. This network is considered to be a very good starting point for traffic management purposes but we aim to add 'future desired' road space needs so the Traffic Manager can proactively manage the network. The TAMP will identify all networks that are currently being used such as NRSWA road categories, TS streets, Bus Quality Partnerships, freight routes, development plans, etc to assess the most suitable way forward.

We have worked with our neighbouring authorities to ensure that our Winter Maintenance Regime and our road maintenance categories are seamless across boundaries.

Traffic Management - Strategy outcome requirements pertinent to maintaining the highway are:

- Provide appropriate traffic management facilities in accordance with national best practice
- All works on the highway will be coordinated to minimise disruption to traffic



ANNEXES

- Traffic delays due to planned events to be reduced as reasonably practical
- The County shall be prepared to manage unexpected incidents on the highway to minimise delays to traffic
- Asset management will take into account traffic use
- Traffic Control Systems will be reviewed to assist with the expeditious movement of traffic in accordance with national best practice
- Assets relating to the Decriminalised parking strategy will be maintained.

ANNEXES

QUICK REFERENCE TABLES

Table 1 Private Car Quick Reference Table

Private Car Issue	Reference
Congestion in urban areas	1.3.3, 2.6.1, Table 2.6, 2.9, 3.2.1, Figure 3.4, Chapter 6, Chapter 9, Annex
Road Maintenance	Chapter 10
Parking	6.1.1, 6.2.7, 8.1
Safety	1.3.1, 2.6.1, Table 2.6, 2.9, Figure 3.2, 3.2.1, Chapter 4, 7.3,
Tourism	2.3, Table 2.7, 5.5.4, 5.6, 5.8.1, 5.9, 5.7, 6.2.7, Table 7.1 (Bus routes entry), 7.3, 7.4.2, 8.1.2, 8.2.3, 8.2.4
Air Quality	1.3.3, 2.6, Figure 6.5, Figure 6.6, 6.3.2, 6.5.1
Cross Country and Long Distance car travel	1.2.3, 7.1, 7.3

Table 2 Cycling Quick Reference Table

Cycling Issue	Reference
Urban cycle infrastructure proposals	2.6.1, 5.8.2, 6.2.5, 6.3, 6.4, 6.5
Cycle parking guidelines	8.1
Rural cycle proposals	5.5.4
Cycling in Market Towns	5.7.3
Cycling and new development	8.1

Table 3 Facilities for People with Disabilities: Quick Reference Table

Facilities	Reference
Wheelchair accessible public transport	5.5.1, 6.2.2, 6.3.3
Ease of use of Rights of Way	5.6
Wheelchair accessible routes in urban areas	5.8.1
Accessible information & information for people with learning difficulties	5.9
Equalities assessment of the LTP and the LTP development process	1.5.2

Table 4 Walking Quick Reference Table

Walking Issue	Reference
Walking in urban areas	Table 2.7, 3.1.3, 3.2.1, 3.2.2, Table 5.4, 5.8.1, 6.1.1, 6.1.2, 6.1.3, 6.2.5, 6.3, 6.4, 6.5, 9.1
Walking in rural areas	Table 2.7, 5.6
Walking and new development	8.1
Walking and Health	Table 1.2, 1.4.2 (Aims 4 & 5), 2.4, 5.1.2, 5.5.2, 8.3
Walking & Safety	Table 4.6, Table 4.14

Table 5 Passenger Transport Quick Reference Table

Passenger Transport Mode	Reference
Bus	2.6.1, Table 2.6, 5.3, 5.5.1, 5.7.2, 5.9, 6.2.1, 6.2.2, 6.2.3
Rail	2.6.1, 7.4
Voluntary & Community Transport	2.6.1, 5.5.1
Taxi	5.1.1, 5.1.5, 5.5.1, 6.2.3, 7.4
Social Services Transport	5, 5.1.2, 5.1.6
Education Transport	5, 5.1.4, 5.1.6

Table 6 Powered Two Wheeler Quick Reference Table

Powered Two Wheeler Issue	Reference
Safety	5.1.1, 4.2.5
Parking	8.1, 5.5.5, 6.2.7
Congestion	6.2.5
Rural accessibility	5.5.5

Table 7 Equestrian Quick Reference Table

Equestrian issue	Reference
Riding on the Highway	5.6
Equine tourism	5.6
Bridleways	2.1, 5.6
Safety	4.1, 5.6

Table 8 Transport and Health Quick Reference Table

Health Issue	Reference
Health benefits of physical activity	1.3.4., 1.4.1, 2.4, 3.1.3, 6.2.5, 8.3
Access to healthcare facilities	5.1.2, 5.1.6, 5.2
Health impacts of transport schemes	3.1.3
Improving Air Quality	1.3.3, 2.6.1, 3.1.3, 6.1.1, 6.3.2, 6.5.1
Access to healthy food	5.1.5

ANNEXES

Table 9 Transport and Economy Quick Reference Table

Economic Improvement Issue	Reference
Delivery of Taunton/ Bridgwater / Wellington area as a Regionally Significant Settlement	1.2.1, 2.9, 3.2.1, 6.1.2, 6.3, 6.4, 8.1, 9
Delivery of Yeovil as a Regionally Significant settlement	1.2.1, 2.9, 3.2.1, 6.1.2, 6.5, 8.1
Regeneration in Market and Coastal Towns	2.7, 5.1.1, 5.7.1, 5.7.3, 5.7.4, 12.2.2
Transport network efficiency	6.2.6, ANNEX
Second strategic route to the South West	1.2.3, 7.1
Freight movement	7.2
Sustainable tourism	Table 2.7, 5.5.4, 5.6, 5.7,5.8.1, 5.9, 6.1.1, 6.2.7, 7.3, 7.4.2, 8.1.2

Table 10 LTP2 Rural Transport Strategy

Strategy Element	Reference
Accessible rural transport	5.5.1
Rural bus network	5.3
Access to services	Chapter 5
Safer rural roads	Chapter 4, Particularly 4.2.3
Rural access routes for all modes	5.5.4, 5.6
Sustainable tourism	Table 2.7, 5.5.4, 5.6, 5.7, 5.8.1, 5.9, 6.1.1, 6.2.7, 7.3, 7.4.2, 8.1.2
Freight traffic using appropriate routes	7.2

Table 11 Impact Groups Quick Reference Table

People Involved in Developing the LTP
<p>Local Government:</p> <ul style="list-style-type: none"> ● Government Office South West ● Regional Assembly ● County Council ● District Councils ● Town Councils ● Parish Councils ● Neighbouring authorities
<p>Local Public services:</p> <ul style="list-style-type: none"> ● Avon and Somerset Constabulary ● Dorset and Somerset Health Authority ● Primary Care Trusts ● Somerset Fire and Rescue Service ● Local Education Authority
<p>Local businesses</p>
<p>Local communities and special interest groups such as:</p> <ul style="list-style-type: none"> ● Accessibility groups ● Disability groups ● Environment groups ● Cycling, motorcycling, equestrian groups ● Chambers of Commerce ● Transport Groups ● Other user groups
<p>Consultative and planning bodies such as;</p> <ul style="list-style-type: none"> ● Somerset Strategic Partnership ● Local Strategic Partnerships ● Rural Transport Partnerships ● South West Regional Assembly ● South West Regional Development Agency
<p>Agencies such as:</p> <ul style="list-style-type: none"> ● Highway Agency ● Environment Agency ● English Nature ● English Heritage ● Countryside Agency ● Learning and Skills Council ● Connexions ● Jobcentre Plus
<p>Transport operators:</p> <ul style="list-style-type: none"> ● Bus operators



ANNEXES

People Involved in Developing the LTP

- Coach Operators
- Accessible transport operators
- Railway operators
- Freight operators

Members of the public:

- Somerset Influence Panel
- Questionnaire/ survey respondents
- Customers

GLOSSARY

2WMV - Two-wheeled motor-vehicle (see also P2W)

AADT - Annual Average Daily Traffic

AONB – Area of Outstanding Natural Beauty

APR – Annual Progress Report

AQMA – Air Quality Management Area

BANES – Bath and North East Somerset Council

BOATS – Byway Open to all Traffic

Bio-diversity – a range of plants

Biofuel – a fuel made from plant material (usually ethanol)

Brownfield – a development site that has been previously used for other use

BTS – Bridgwater Transport Strategy

BVPI – Best Value Performance Indicator

CARS – Casualty/Accident Reduction Strategy

CDRP – Crime and Disorder Reduction Partnership

CPA – Comprehensive Performance Assessment

CPRE – Council for the Preservation of Rural England

CT – Community Transport, County Council backed initiative to provide public transport with the aid of voluntary labour

CRoW – Countryside Rights of Way Act

DDA – Disability Discrimination Act

DETR – Department of the Environment and Regions

DEFRA – Department for Environment, Food and Rural Affairs

DfT – Department for Transport

DRT – Demand Responsive Transport, pre-bookable transport provided by the County Council (such as the Slinky bus)

District Councils – The councils within Somerset; Mendip, South Somerset, Sedgemoor, West Somerset and Taunton Deane



ANNEXES

Dualling – Conversion of highways from single to dual carriageway (rail or road)

DPE – Decriminalised Parking Enforcement

ESA – Environmentally Sensitive Area, agriculture classification

ENP – Exmoor National Park

FFV – Flexible Fuelled Vehicle, a vehicle that can run on more than one fuel such as petrol and bioethanol

FTA – Freight Transport Association

FQP – Freight Quality Partnership

GOSW – The Government Office of the South West

Greenfield – Development sites on land previously not used for any built use – i.e. agriculture land

HA – Highways Agency

HGVs – Heavy goods vehicles

IMD - Index of Multiple Deprivation, Government assessments of level of deprivation/poverty. Takes into account seven forms of deprivation based on: income, employment, health and disability, education/skills and training, barriers to housing and services, living environment, and crime.

HNMP – Highway Network Management Plan

HSPR - Highway Scheme Proposal Register

IPTU – Integrated Passenger Transport Unit, a County Council group that co-ordinates the public and community transport along with transport for education and social services

IRS – Integrated Regional Strategy

KSI – Killed and Seriously Injured

LAA – Local Area Agreement

Land-use – The identification/classification of land for development

LAS – Local Accessibility Study

LEA – Local Education Authority

LTP – Local Transport Plan

LGA – Local Government Association

Low-floor/kneeling bus – a bus that can lower its suspension in order to provide easier access

LSC – Learning and Skills Council

MCPI – The Market Towns and Coastal Towns Initiative, a RDA regeneration process that provides funding

MTFP – Medium Term Financial Plan

NIDR – Northern Inner Distributor Road (Taunton)

NO_x – Nitrogen Oxides, a groups of pollutants commonly emitted by motor vehicles

ODCG – Other Designated Centre for Growth

ODPM – Office of the Deputy Prime Minister

P2W - Powered two wheelers (see also 2WMV)

Park and Ride – Sites for parking cars, primarily on the outskirts of town, from which access is gained to the town by public transport

Passenger Transport Network Hierarchy - A tiered approach to provision of core bus routes with demand responsive transport serving deeper rural areas

PRoW - Public Rights of Way

PSA – Public Service Agreement

PUA – Principal Urban Area

GIS – Geographical Information System

QBP - Quality Bus Partnership, co-operative arrangements between the County Council and commercial transport providers

QFP – Quality Freight Partnership, co-operative arrangements between the County Council and commercial freight providers

RDA – Rural Development Agency

RES – Regional Economic Strategy

RoWIP – Rights of Way Improvement Plan

RPG – Regional Planning Guidance

RSS – Regionally Spatial Strategy

RTPI – Real Time Passenger Information

RTS – Regional Transport Strategy

SALC – Somerset Association of Local Councils

SCOOT – Split Cycle Offset Optimisation Technique, a traffic management tool



ANNEXES

SEA – Strategic Environmental Assessment

SELCA - Salisbury to Exeter Line-side Consortium of Authorities

SOA - Super Output Area, small geographical area (based on population size) used for comparison of national statistics such as the Index of Multiple Deprivation (IMD)

Somerset Structure Plan – County document allocating development and Transport Strategy

Smartcard – A card that allows travel on a range of transport and routes within a defined area

Smarter Choices – a range of mainly revenue funded initiatives for influencing people’s travel behaviour towards more sustainable options

SRTS – Safe Routes to School

SSP – Somerset Strategic Partnership, a partnership that including local councils, public service agencies, the voluntary sector and the business sector that works together to help deliver the community strategy

SSPC – Somerset Strategic Planning Conference, a partnership organisation with District Council, SWRA, SWRDA, SALC, GOSW and Somerset Chamber of Commerce to discuss planning, transport and economic issues in the region

STC - Somerset Total Communication, a group that provides alternative communication methods such as the use of symbols or sign language

Sustainability – Change that can be implemented in the future without detriment to the environment or the well-being of the community

Sustrans – Bristol based charity promoting sustainable transport

SWARMMS – South West ARea Multi Modal Study, a study recommending a long term strategy for transport between London, the South West and South Wales

SWRA – South West Regional Assembly

SWRDA – South West Regional Development Agency

TAMP – Transport Asset Management Plan

Taunton Vision

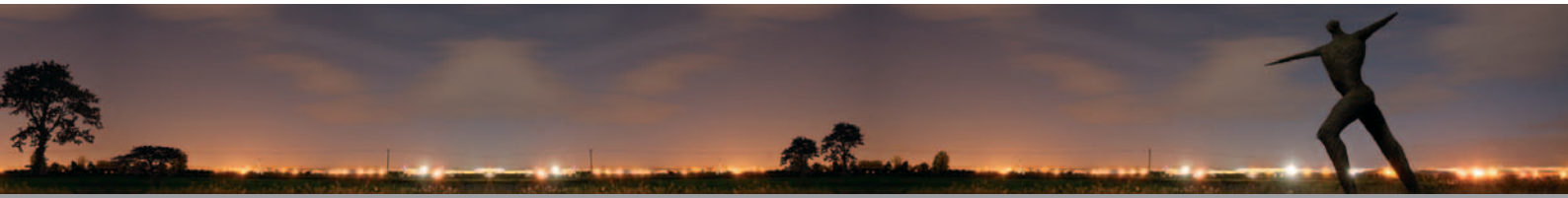
– A long term proposal (up to 2025) for the development of Taunton

Third Way – A development proposal for new transport infrastructure in Taunton

Town and Corridor Studies – a series of transport studies throughout Somerset

TTS – Taunton Transport Strategy

USM - Urban Safety Management



UTC – Urban Traffic Control

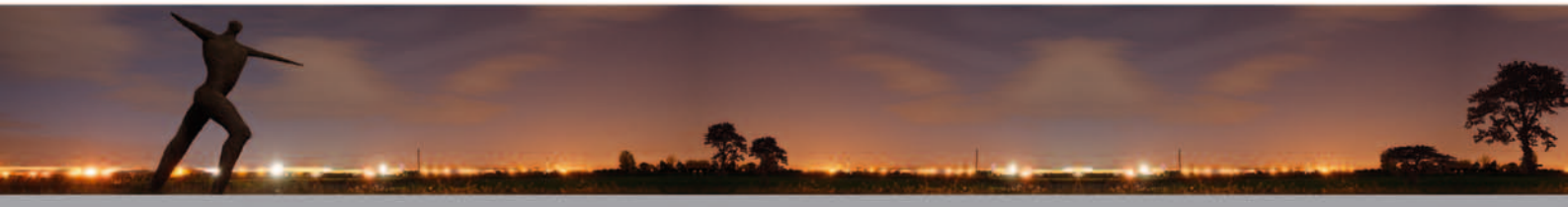
VASRS - Vehicle Activated Safety Reminder Signs

VMS – Variable Message Signs

WSR – West Somerset Railway

YCRT - Yeovil Community Review of Transport

YTS – Yeovil Transport Strategy



ANNEXES

Notes:



Local Transport Plan 2006-2011
Let's make a difference

If you would like to discuss policy issues in more details please contact:
Transport Policy Manager Mike O'Dowd-Jones
Tel: 01823 356238 or email modowdjones@somerset.gov.uk