

Somerset County Council

Environment Directorate

Let's make a difference



Local Transport Plan **2006-2011**

March 2006

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1 INTRODUCTION

This report should be read in conjunction with the final Local Transport Plan (2006-2011) submitted to the Government on 31 March 2006.

The report contains the following information:

Assessment Criteria

- A Checklist demonstrating how our LTP meets the requirements set out in the Government's 'Full guidance on Local Transport Plans, second edition', December 2004 and supplementary guidance 'Preparation of final Local Transport Plans: Next Steps', issued in September 2005 which updated the assessment criteria related to performance management and priorities. The checklist provides references to sections in our LTP document where the various assessment criteria are met.
- A table summarising feedback on our provisional LTP2 provided by the Government in December 2005, demonstrating how we have responded to the detailed comments made.
- A table summarising the main changes made to the LTP since submission of the provisional plan in July 2005.

Finance Tables

- Finance Table F11 – Summary of Support Sought from the LTP Capital Settlement.
- Finance Table F12 – Summary of Support Sought from the LTP Capital Settlement for Major Schemes.

2 LTP2 ASSESSMENT CRITERIA

Assessment Criteria	LTP Reference	Comments
Context – The consistency of a plan’s objectives, targets and programmes with the wider policy and planning context. The Government will in particular look for evidence that:		
The Plan reflects the long-term vision of local authorities serving the plan area, and a long term local transport strategy consistent with that vision.	Chapter 1.	Long-Term vision to 2026 as set out in Community Strategy, the Local Area Agreement and the Corporate Plan.
	Chapter 3.	Long-term local transport strategy clearly set out.
The delivery programme, and LTP objectives and targets, are consistent with the full range of local policy aims and objective and the outputs of the wider local corporate planning framework (e.g. corporate plans, community strategies and Best Value performance plans).	1.4	LTP contribution to the community strategy priorities.
	1.4	LTP contribution to the corporate plan aims, together with a summary of wider corporate processes and initiatives, which LTP helps deliver.
	1.1, 1.2, 1.3, 1.6	Shows links between National, Regional and Local policy aims and how these have helped determine the LTP objectives.
The Plan will influence, and will therefore be broadly consistent with, other decisions of local authorities in the area covered by the LTP – for example, in housing, planning, economic development, education and social services.	Chapter 5	IPTU co-ordinating public transport, community transport, social services and education transport.
	5.4	Mainstreaming Accessibility Planning.
	1.4.2	Aim 2 of the Corporate Plan shows delivery of the economic development strategy through partnership with District Councils, the business sector and the LSC.
	1.2.1, 6.1.2, 6.3, 9.1	Sub-regional joint working with District Councils and Regional Assembly on planning Taunton/Bridgwater/Wellington area.
	8.1.1	Transport and new development.
The Plan is broadly consistent with, and will influence the development of, spatial planning and economic development strategies produced at the regional level.	1.2	Role of Somerset in influencing and delivering regional spatial planning and economic development.
	1.4.2	Aims 1 and 2 of the Corporate Plan relate to regional strategy and economic development.
	1.2.1, 6.1.2, 6.3, 9.1	Sub-regional joint working with District Councils and Regional Assembly on planning & economic development of Taunton/ Bridgwater/ Wellington area.
The Plan is consistent with national policies – in particular as related to strategic transport networks and users, environment,	1.3, 1.4.2	Shows consistency with national policy.
	1.1, 8.1, 8.2	LTP2 objectives show consistency with environment, sustainable communities and economic development.

Assessment Criteria	LTP Reference	Comments
sustainable communities, and economic development.	7.1, 7.2	Consistency with strategic transport networks & users.
	3.1.3	Shows consistency with environmental policy – Strategic Environmental Assessment

Analysis – The Plan is built on a sound analysis of local transport problems and opportunities. The Government will in particular look for evidence that:		
The Plan contains appropriate analysis relating not only to existing local transport problems, but also to possible emerging problems, and to opportunities to deliver a better quality of life to local communities.	Chapter 2, (Summary table 2.7)	Sets out analysis of existing local transport problems and possible emerging problems and opportunities.
	4.1, (summarised 4.1.2)	Comprehensive problems and opportunities related to safety.
	5.1, (summarised 5.1.5)	Comprehensive problems and opportunities related to accessibility.
	6.1, (summarised 6.1.3)	Comprehensive problems and opportunities related to congestion and air quality.
	6.3.2 & 6.5.1	Opportunities to solve air quality problems in Taunton and Yeovil.
	Chapter 8	Opportunities to deliver a better quality of life to local communities.
The Plan's analysis of problems and opportunities is fully informed by the existing evidence base, including the past experience of the Plan authorities and others.	Chapter 2	Sets out evidence base for existing local transport problems and possible emerging problems and opportunities.
	4.1	Comprehensive evidence base for safety.
	5.1	Comprehensive evidence base for accessibility.
	6.1	Comprehensive evidence base for congestion and air quality.
	Chapters 4, 5 and 6	Each strategy chapter for safety, accessibility, congestion and pollution sets out lessons learned from delivery over LTP1 period & how this will be used to deliver more effective outcomes in LTP2.
	12.1	Scheme prioritisation framework is used to allocate investment according to performance in LTP1.
The Plan's analysis avoids making assumptions that are not necessarily supported by evidence.	Chapter 2, 4.1, 5.1, 6.1.	The evidence base contains full references to the source of the evidence used to support any assumptions subsequently used to develop the plan.
The Plan analysis is informed by consideration of the full range of people, communities, public services and businesses affected by the Plan.	2.7, summary table 2.6	Shows how issues from consultation have influenced the plan.
	1.5.1, ANNEX table 11	Quick reference table showing the range of impact groups that have helped inform the plan analysis.
	4.3	Involvement in developing casualty reduction schemes.

	4.1.1	Involvement in speed management policy.
	5.1	Involvement in developing our passenger transport strategy and accessibility strategy.
	6.3, 6.4, 6.5	Involvement in developing main urban area transport strategies.
	7.2.1	Involvement in developing freight strategy
	7.4	Involvement in developing rail strategy
The Plan addresses problems and opportunities across the full range of transport modes used in the area – including car travel, walking, cycling, public transport, taxis and private hire travel, distribution of freight, the use of public service vehicles, coach travel, motorcycling, wheelchair use and horse riding.	ANNEX Tables 1-7	Quick reference table for each mode of transport showing where the LTP addresses problems and opportunities for that mode. Including car, cycle, people with disabilities, walking, passenger transport (bus, rail, voluntary/community transport, taxi, social services transport, education transport), powered two-wheeler, equestrian (horse rider).
	5.5.1, 6.2.2, 6.2.3	The elements of the passenger transport network all include specific proposals for wheelchair users.
	5.8.1	Accessible environment for wheelchair users.
	5.6	Rights of Way improvement plan objective to improve access for people with mobility problems.
	7.2	Freight distribution.
	5.5.1, 6.2.1-6.2.4	Bus Strategy is included within our accessibility and congestion strategies.
The Plan makes appropriate use of analytical techniques (e.g. modelling and accessibility planning), and air quality assessment.	Table 3.1	Summary of analytical techniques used.
	5.1	Information from accessibility planning techniques.
	6.1	Information from traffic models.
The Plan demonstrates that the environmental impact of Plan schemes and policies has been fully considered and that the LTP will take opportunities to improve the environment (e.g. through the inclusion of selected analysis produced in support of a Strategic Environmental Assessment.)	1.1, 1.4.2	Aim 2 & 3. Environmental objectives and priorities
	2.5, Table 2.7	Environmental baseline
	3.1.3	Summary of SEA process.
	Table 3.3	Alternative strategy options considered.
	Environmental Report	Detailed scoping of environmental impacts of a range of alternative LTP2 strategies.
	6.3.2 & 6.5.1	Improving air quality.

	8.2	Environmental improvement.
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Maximising Value from Resources – The Plan will deliver the best possible results, given the likely availability of public funds and the current state of infrastructure and transport services. The Government will in particular look for evidence that:		
The Plan analysis has sought to identify and prioritise the local transport policies and schemes that would deliver the best possible value for money.	3.1.2, 12.1 11.3, 13.1, 10.3, 11.2, 12.2, 12.3	Scheme prioritisation framework based on value for money. Schemes prioritised according to contribution to LTP 2 objectives and targets, as well as ratio of scheme benefits to scheme costs.
Every opportunity will be taken to make the best use of existing assets, both to avoid the need for new or upgraded infrastructure and to maximise the benefits of new or upgraded infrastructure.	3.1.2	Brief summary as to where in the document it is demonstrate that this approach is taken.
	6.2	Sequential approach to congestion strategy, making best use of existing assets.
	6.2.6, ANNEX	The network management duty - making best use of existing assets
	5.7.4, 5.8.2, 6.2.5 (walking and cycling surveys)	Cycle strategy seeks to make best use of existing infrastructure through a hierarchical approach to provision with off-road routes as a last resort.
The Plan would maintain assets in a cost-effective way, and that asset maintenance will be informed by LTP objectives/targets.	10.3	Our approach to asset management.
	Chapter 10	Maintenance strategy informed by LTP objectives and targets.
The Plan adequately considers (in the context of local circumstances) a range of potential options for delivering congestion, pollution and road safety benefits through managing demand for travel by road and influencing travel behaviour.	1.1	Our LTP objectives include delivering congestion, pollution and roads safety benefits through managing demand and influencing travel behaviour.
	3.1.1 (Figs 3.2 & 3.4)	Outlining the elements of our strategies for safety and congestion & pollution. Includes managing demand for travel and influencing travel behaviour.
	3.1.3	Alternative LTP strategies considered.
	6.2.5	'Smarter choices' measures to influence travel behaviour.
	6.2.7	Use of demand management through parking policy.
	4.1.1, 4.2.6	Role of influencing behaviour in delivering safer roads.

The Plan demonstrates how the Network Management duty will be implemented in a way that will maximise the value of existing transport networks.	6.2.6, ANNEX	Implementing the network management duty to maximise use of existing networks.
The Plan is not just a capital investment plan, but demonstrates how opportunities will be taken to improve transport outcomes through the effective use of revenue budgets.	Table 4.21, Table 5.10, Table 6.8, 7.6	Revenue funding supporting capital programme for safety, accessibility and congestion.
	10.4.1	Revenue funded maintenance activity.
	11.4	Use of revenue budgets as an 'input' discussed under 'Evidence of realism and ambition' within each target table.
	12.2.2, figure 12.3	Revenue funding integrated with overall capital programme.
	12.3	Integrating capital and revenue resources.
The Plan is framed in a way that is consistent with a realistic view of funding from all sources – including the 'planning guidelines' provided by the Department – and does not contain unfunded aspirations.	Table 12.6	Planning guideline broken down into broad investment priorities to deliver the LTP2 outcomes.
	12.3	Supporting revenue proposals.
	12.4	Other sources of funding.
The Plan will implement a robust and effective approach to budgeting, the control of costs, and the securing of partnership funding from non-LTP sources.	11.3	This section sets out how Somerset Highways delivers effective budgeting and cost control.
	12.4	Partnership funding.
	5.1.5	Partnership funding delivered through accessibility planning.

Involvement – The effectiveness of consultation and involvement of stakeholders in local transport. The Government will in particular look for evidence that:		
The Plan has been developed with the full and active participation of all relevant tiers of local government and all relevant departments or divisions within local authorities.	ANNEX Table 11	Quick reference table setting out involvement of various groups in developing the plan.
	1.5.1	Approach to involvement.
	2.7	Approach to consultation.
	1.5.1, 4.3, 5.1, 6.3, 6.4, 6.5, 7.2.1, 7.4	Involvement of tiers of local government and all relevant departments.
	1.5.1	Involvement of regional partners.
	1.5.1, 6.3	Involvement of Highways Agency.
	1.5.1, 3.1.3	Involvement of statutory environmental bodies.
	1.5.1, 5.4.1	Involvement of departments and divisions within Somerset County Council.
The Plan has been developed in a way that fully addresses local transport needs and opportunities across administrative boundaries.	7.5	Cross-boundary opportunities.
The Plan has been developed with the active involvement of a wide range of interested local stakeholders - including companies delivering transport services, other local businesses, local public services, local communities and special interest groups - and where possible makes use of existing consultative and planning bodies (e.g. Local Strategic Partnerships, Rural Transport Partnerships).	ANNEX Table 11	Quick reference table setting out involvement of various groups in developing the plan.
	1.5.1	Approach to involvement.
	2.7	Approach to consultation.
	4.1.1, 4.3, 5.1, 6.3, 6.4, 6.5, 7.2.1, 7.4	Involvement of a range of partners and planning bodies.
	5.4.1	Involvement of partners in accessibility planning, including LSPs and RTPs.
	3.1.3	Involvement of Statutory Environmental Bodies.
The Plan's policies and schemes with impacts on strategic transport networks have been developed with the other responsible agencies (e.g. the Highways Agency, other DfT delivery agencies, rail industry bodies, freight	1.5.1, 3.1, 6.3, 7.1	Evidence on joint working with Highways Agency (e.g. Taunton Traffic Model & second strategic route).
	7.4	Evidence on joint working with Train Operating Companies.
	7.2	Evidence of working with freight operators.

operators, operators of coach services).	2.7, 5.1, Table 7.1 (row for coach operations)	Evidence of working with coach operators.
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Performance Management - The robustness and quality of the process for setting and monitoring local targets and trajectories. The Government will in particular look for evidence that:		
The strength of the evidence, including comparative analysis, to demonstrate that the proposed targets and trajectories are both challenging and realistic in relation to the final planning guidelines.	3.2, 12.1	Showing how broad investment priorities linked to LTP objectives have been developed.
	3.2.2	Showing how Somerset's investment priorities deliver against particular indicators.
	11.4	Showing how challenging and realistic targets and trajectories have been derived in relation to the final planning guidelines.
The extent to which the authority has set out key interventions and a balanced programme in the Plan to achieve the targets.	11.4.1	Key inputs and actions required to achieve the targets.
	12.1	Prioritisation of the programme to achieve the targets.
The strength of evidence, including analysis, demonstrating that the targets support, flow from and encapsulate a plan's objectives.	1.6	Figure showing alignment between targets and national/regional/local aims and objectives.
	3.2.2, Table 3.5	LTP2 targets flowing from our investment priorities and objectives.
The extent to which the key risks to achievement of the targets have been identified and the authority has realistic plans for managing those risks.	11.4.1	Identifies key risks to achievement of each target and how the risks will be managed.
The robustness of systems for reviewing targets, monitoring progress against trajectories and taking corrective action.	Chapter 11, 11.2.1, 11.2.2	Robust corporate and service level systems for monitoring progress against trajectories.
	11.3.3	Procedures and programme board to monitor progress and take corrective action.

Priorities - The extent to which the identified shared priorities, and the identified quality of life issues, have driven the development of the LTP delivery programme, objectives and targets. The Government will in particular look for evidence that:		
The Plan contains evidence that the developing accessibility strategy will deliver accessibility objectives, and will ensure those strategies and objectives are addressed by the wider local policy and planning agenda. The Department will expect the final plans to include completed accessibility strategies as outlined in paragraph 2.6 of the accessibility planning guidance.	Chapter 5	Accessibility strategy.
	5.4	Setting out how accessibility planning is being mainstreamed.
	Chapter 5 and Appendix 1	Completed accessibility strategy contained in chapter 5, and more detailed evidence base included in Appendix 1.
The Plan convincingly addresses current and emerging congestion problems using a range of policy tools (or provides convincing evidence that there are no such problems), and ensures that the need to address congestion levels is addressed by the wider local policy and planning agenda.	Chapter 6	Congestion & Pollution strategy
	Chapter 9	Major Scheme proposals
	ANNEX	Tackling congestion through the traffic management act.
The Plan convincingly addresses current and emerging air quality problems - especially those in Air Quality Management Areas - that are related to local transport (or provides evidence that there are no such problems), and ensures that local transport related air quality problems are addressed by the wider local policy and planning agenda.	Chapter 6,	Congestion & Pollution strategy .
	Figure 6.5, Figure 6.6, 6.3.2, 6.5.1	Addressing Air Quality Management Areas in Taunton and Yeovil.
	Appendix 2	Air Quality Action Plans.
The Plan will convincingly deliver better road safety outcomes, especially for vulnerable road users, through a range of policy tools, and ensures that the road safety objectives are addressed by the wider local policy and planning agenda.	Chapter 4,	Safer Roads Strategy.
	4.1.1, 4.2.5	Vulnerable Road Users.
	1.4.1	Safer communities as a key outcome from our Local Area Agreement.
	4.2.1	Developing a safety culture to deliver road safety objectives.

<p>The Plan policies and schemes will demonstrably take all reasonable opportunities to deliver:</p> <ul style="list-style-type: none"> • Sustainable and prosperous communities • Enhanced, 'people-friendly' public spaces • Protection and enhancement of landscapes and biodiversity • Enhanced personal security • Healthier communities • Fewer transport-related noise problems • Progress towards climate change objectives. 	1.1, 1.3.4	Local environment (landscape and biodiversity) and economy objectives included alongside the shared priorities as core LTP2 objectives for Somerset.
	1.6	Figure showing how 'wider quality of life' objectives align with other national, regional and local aims and objectives.
	Chapter 8	Showing how we will deliver other quality of life issues.
	8.1	Sustainable communities.
	8.2.1	Climate Change.
	8.2.2	Biodiversity.
	8.2.3, 8.2.4	Landscape, historic environment.
	8.3	Healthier communities.
	Table 1.2	Improved personal security and healthier communities through the Local Area Agreement.
2.5	Noise problems.	

3 OUR RESPONSE TO FEEDBACK FROM THE LTP SETTLEMENT LETTER DECEMBER 2005

Settlement Letter Comment	SCC Response
Context (Promising)	
IPTU - Given that this initiative is active now we would expect to see some reference to it in the final delivery report for LTP1 next July.	This will be included in the LTP1 Delivery Report.
The measures in the final LTP should reflect the focus of the LAA, adopted by the council.	The final LTP measures play an important role in helping deliver many of the LAA outcomes as set out in section 1.4.1 of the LTP.
The plan has an underlying weakness caused by the lack of rigor of the analysis used to support it. For example there is a lack of fit with the measures for the National Transport network (M5 and A303/A358 - set out on p.46-6) and the extent of the analysis to support them.	Much more rigorous overall analysis undertaken and included as Chapter 2. LTP now fully compliant with agreed measures for the national transport network as set out in a new chapter (Chapter 7: Strategic Routes and Cross Boundary Planning).
Work is needed to provide a greater emphasis on accessibility (including tackling rural poverty).	Greater emphasis on accessibility now included, flowing from better analysis in Chapter 1 (Vision, Objectives & Priorities), and Chapter 2 (Challenges, Issues & Opportunities). Rural economic regeneration issues now discussed in 5.7.1.
The plan is... less well linked to the Council's plans for housing and economic growth.	Stronger links with housing and economic growth included. i.e. 1.2.1, 1.2.2, 1.4.1, 1.4.2, 2.3, 2.4, 2.8.1, 6.1.2.
Although reference is made to the RTS, the plan reads slightly as standing in isolation as it does not link into work being undertaken by neighboring authorities.	Delivery of the RTS now discussed in 1.2.3, 6.1.2, 6.1.3, 6.3, 6.4, 6.5, 7.1, 7.2 and Chapter 9. Improved section on cross boundary planning now included as section 7.5.
Analysis (Promising)	
Too limited analysis of some modes such as coach and some of their aspirations for rail in the PT Appendix are unrealistic – no evidence of support from the rail providers.	Letters of support for our rail strategy now obtained from rail providers, and included in section 7.4. Coach issues included in Table 7.1 on cross boundary planning.
Some of the information is ...hard to read e.g. p.112.	All diagrams and maps replaced with new versions that can be easily read.
Limited analysis does not allow the linkages to be made between the problem and the measure chosen to correct it.	Improved analysis set out in Chapter 2 with summary of linkages between problems and proposed measures included in 2.9. Each chapter has an improved analysis of the evidence base and linkages to proposed strategies (4.1.2, 5.1.5, 6.1.3).
Given the drive for improvements within the PUA there is limited consideration of innovative ways of looking at demand management.	Discussed with Government Office for the South West and agreed that proposed measures are a suitable

	and proportionate response to the scale of the problems. Somerset County Council as an employer now considering workplace charging (6.2.7).
Work is needed to rationalise the results of the analysis to present a clearer and more succinct explanation of the reasoning behind intended programmes of action.	Improved analysis set out in Chapter 2 with summary of linkages between problems and proposed measures included in 2.9. Each chapter has an improved analysis of the evidence base and linkages to proposed strategies (4.1.2, 5.1.5, 6.1.3).
Maximising Value from Resources (Promising)	
Asset management has taken major strides over the last few years (p.234) and the plan sets out what it will do, but not how this will be achieved or what overall outcomes are expected in terms of efficiency benefits.	Improved section 10.3 on asset management now includes further information on how this will be delivered and what the current and future benefits are likely to be.
Value for money feels 'tacked on' rather than fully integrated into the plan.	'Value for Money' chapter now deleted and integrated within the document as a whole. Overall principles of how our LTP delivers value for money set out in 3.1.2, with sections 6.2, 10.3, 11.3, 12.1, 12.2, 12.3 & ANNEX containing the detail.
Congestion Strategy ... still uses large standard measures rather than innovative ideas to address problems.	Discussed with Government Office for the South West and agreed that proposed measures are a suitable and proportionate response to the scale of the problems.
Not provided any fall back position should the Taunton 'Third Way' scheme not be progressed.	Scale of possible re-development in Taunton without major schemes is now included in Chapter 9 'Major Schemes'. All programmes and targets assume no major scheme as set out in the LTP guidance.
Tends to make reference to developing initiatives... e.g. Congestion Protocols (p.60 – 61) without setting out what such initiatives will bring to desired outcomes and improved delivery.	Improved overall narrative to better link initiatives with outcomes. Relevant outcome targets now included within each chapter to demonstrate the linkage between the measures discussed and the targets. Chapter 11 on performance management includes detailed tables setting out the activities required to bring about the desired outcomes.
Further development of a scheme prioritisation framework is needed for final LTP2.	Scheme prioritisation framework fully developed and over £100m worth of schemes prioritised to develop a programme within the £23m planning guideline. Set out in detail in Chapter 12.
The prioritisation framework should incorporate the Accessibility Planning process and Network	These requirements are included in the framework as set out in table 12.1.

Management Duty Strategy.	
Involvement (Promising)	
Evidence to show how the process of consultation has influenced other areas of the plan such as congestion and road safety ... show that stakeholders/the public have flagged up that this is a significant issue	Chapter 2 (2.7) now includes a thorough analysis of how consultation outcomes have influenced the strategy. This clearly identifies congestion and safety as significant concerns alongside accessibility.
It is unclear if the areas considered to address local needs are the main areas of concern for residents.	
No mention of coach operator consultation.	Coach operator consultation outcomes now included in 2.7 and Table 7.1 setting out operational coach issues under cross boundary planning.
Little evidence of significant discussion of problems common to neighbouring LAs. [e.g. a joint promotion with Dorset of the A37/A358 agenda) or with Devon on rural issues related to the Exmoor NP.	Further cross-boundary meetings held with Bristol/ North Somerset/ BANES/ Wiltshire, and Devon/Dorset.
Tighter consultation with major stakeholders would provide a sounder base for the results of consultation to be assessed and integrated into the final plan – Dorset & Devon.	Comprehensive table of cross-boundary planning issues and discussions now included as table 7.1.
Performance Management (Very Promising)	
Road condition as a proxy for safety. Might this be better as a direct outcome of asset management?	Road condition <u>not</u> now included as a proxy for Safety.
Indicators need to be either merged into a single measurable figure or separated out	Indicators put forward to GOSW as separated out figures. GOSW subsequently requested some be merged into a single figure. Final set of targets now agreed with GOSW. (Specific requests noted in detailed tables in section 11.4.1)
The authority is not planning to stretch much over the life of LTP2 and this should be considered again.	Discussed with GOSW. Targets now benchmarked with other authorities and agreed as an appropriate set of measures for LTP2 period.
Give assurance that the performance levels of LTP1 have now been examined and that evidence supports the proposed way forward.	Performance levels in LTP1 now assessed and have been used to allocate appropriate resources to address areas of poor performance over LTP2 period, as set out in 12.1.
Lack of overall analysis across the plan needs to be developed to ensure that the performance in the final plan will be monitored and managed effectively.	Chapter 11 sets out how the plan will be monitored and managed effectively following the improved analysis across the whole plan.
Greater information on how risk to target delivery will be mitigated against and where there is achievement of targets, how they will be future stretched would benefit the overall assurance the plan is developing.	Tables in 11.4.1 discuss risks and appropriate mitigation.
Priorities (Promising)	
Road safety has been identified as a priority and allocated additional financial resources within the delivery plan – it would benefit from better risk analysis	More well developed road safety strategy now included as Chapter 4, setting out how the additional

of how these additional resources will correct the weaknesses experienced over LTP1 and raise it to the prominence needed.	resources will be targeted, and potential risks to delivery. Risks also discussed in the detailed tables for the casualty reduction targets in section 11.4.1.
Ensure that the SEA topics and objectives, out to consultation, are fully reflected in the final plan.	The SEA environmental report has been published for consultation and responses received. The plan has been amended to take account of the findings of the environmental report. The outcome of this process is discussed in section 3.1.3.

4 HOW THE FINAL LTP HAS CHANGED SINCE SUBMISSION OF THE PROVISIONAL DOCUMENT IN JULY 2005.

The main LTP document has been substantially re-written following feedback from the Government Office for the South West (GOSW) and the Department for Transport (DfT) in December 2005.

Appendices:

These have been substantially reduced in number following GOSW feedback and are now available online as a supporting library of information. Key material from the appendices has been brought into the main document to make it a stand-alone document. The remaining appendices published with the LTP are those referred to in the LTP guidance:

- Appendix 1: Detailed Accessibility Strategy;
- Appendix 2: Air Quality Action Plans (Prepared by the District Councils in partnership with us);
- Appendix 3: Assessment Criteria and Finance Tables (this document); and
- Appendix 4: Draft Rights of Way Improvement Plan.

Graphics:

All maps, diagrams and graphs updated to bring a more consistent feel and to make them easy to read. New diagrams and maps prepared to replace some sections of text.

Summary:

Re-written to make it more comprehensive and easy to read.

Introduction:

Deleted and text subsumed in other chapters.

Chapter 1: Renamed as 'Vision, Objectives and Priorities':

- More succinct vision, objectives and priorities;
- LTP2 objectives brought to the front of the chapter;
- LTP Contribution to the Community Strategy re-formatted into a table;
- Role of transport in delivering the Local Area Agreement (LAA) added;
- Short section on developing the LTP, and involvement added;
- Equalities assessment added; and
- Table showing alignment between national, regional, local priorities and CPA/LTP targets added.

Chapter 2: Renamed as 'Challenges, Issues and Opportunities':

- Comprehensively updated with expanded evidence base;
- Issues from consultation moved into this chapter and new table added summarising key issues from consultation and how we have responded; and
- New table added summarising the conclusions from the evidence base and opportunities for LTP2;

Chapter 3: Renamed as 'Long Term Strategy and Investment Priorities':

- Replaced narrative on analytical techniques used to develop the LTP, with a table linking studies and analytical techniques with our sub-area strategies;
- New diagrams included, summarising the elements of our main themed strategies, linking with our sub-area definitions;

- New short summary of how the LTP delivers value for money;
- Narrative discussing outcomes of the SEA process included;
- More succinct section on investment priorities for LTP2 and how these have been influenced; and
- Revised summary table of LTP2 targets showing how delivery of our investment priorities and objectives will be measured.

Chapter 4: Road Safety, moved from Chapter 8:

- Comprehensively updated with much clearer evidence base and summary of opportunities for LTP2;
- Section on involvement in developing the strategy added;
- Road safety strategy elements clearly defined;
- Programme added following scheme prioritisation; and
- Final targets agreed.

Chapter 5: Accessibility, moved from Chapter 6:

- Updated with clearer evidence base broken down by accessibility theme;
- Summary of opportunities for LTP2 added;
- New section on prioritisation of local accessibility assessments added following from completion of our strategic assessment;
- Initial scoping work for our first local accessibility assessment included;
- Section on involvement in developing the strategy added;
- Accessibility strategy re-structured around our sub-area definitions;
- Bus information strategy added;
- Rights of Way Improvement Plan section updated;
- Programme added following scheme prioritisation; and
- Final targets agreed.

Chapter 6: Congestion & Air Pollution, moved from Chapter 7:

- Updated with clearer evidence base including material previously only found in technical appendices;
- Summary of opportunities for LTP2 for each main urban area;
- Congestion strategy re-written and narrative greatly reduced;
- Achievements during LTP1 added;
- Traffic Management Act section updated;
- Sections on involvement in developing the strategy added;
- More consistent and comprehensive key diagrams for each main urban area added;
- Programme added following scheme prioritisation; and
- Final targets agreed.

Chapter 7: New Chapter: Strategic Routes and Cross Boundary Planning:

- Strategic routing issues and freight management moved here from congestion chapter;
- Passenger Rail Strategy moved here from accessibility chapter;
- Cross Boundary Planning issues rationalised into one comprehensive section;
- Programme added following scheme prioritisation; and
- Final targets agreed.

Chapter 8: New Chapter: Other Quality of Life Issues:

- New section on sustainable communities setting out transport requirements of new development added;

- Previously disparate sections on climate change, biodiversity, landscape and historic environment rationalised into one comprehensive section; and
- New section on public health added.

Chapter 9: Major Scheme Bid, moved from Chapter 5:

- Updated to add indication of level of development possible if major schemes unsuccessful;
- Updated to reflect progress with Regional Funding Allocation process; and
- Financial profile updated to conform to profile shown in major scheme bid documents.

Chapter 10: Maintenance, moved from Chapter 9:

- Minor updates to the narrative; and
- Section on 'Value for Money Through Asset Management' moved from 'Value for Money' chapter, which has now been deleted. This section also comprehensively updated, adding details of implementation and expected benefits.

Chapter 11: Performance Management:

- Updated and narrative reduced;
- New information on monitoring processes included;
- Detailed targets and trajectories reviewed including performance in LTP1, realism, ambition, required actions and risk management, and agreed with GOSW; and
- Suggested stretch targets deleted as per revised LTP guidance in September 2005.

Chapter 12: Five Year Programme and Funding:

- Section on 'Value for Money Through Scheme Prioritisation' moved from 'Value for Money' chapter, which has now been deleted. This section also comprehensively updated, adding details of our scheme prioritisation framework;
- Final overall programme added following completion of scheme prioritisation process; and
- Revenue funded programme added and integrated with capital programme.

ANNEXES:

- Detailed response to the Traffic Management Act Network Management Duty added; and
- Quick Reference Tables updated.

5 FINANCE TABLE F11- SUMMARY OF SUPPORT SOUGHT FROM THE LTP CAPITAL SETTLEMENT.**FINAL SECOND LOCAL TRANSPORT PLAN****LTP-F11: Summary of support sought from local transport capital settlement**

Plan: Somerset County Council

Contact Name: Steve Rose

Telephone Number (with extension): 01823 355691

	All figures in £000			
	2007-08	2008-09	2009-10	2010-11
Maintenance block expenditure (up to provisional planning guidelines)	16684	17518	18395	19314
Primary route bridges and emergency works	0	n/a	n/a	n/a
Individual major schemes	1273	9414	10206	1529
Exceptional maintenance schemes each costing less than £5 million	0	0	0	0
Integrated transport block expenditure (up to final planning guidelines)	4486	4683	4888	5102
Further integrated transport block expenditure (up to 25% of final planning guidelines)	1121	1171	1222	1275
Total (local transport capital settlement)	23564	32786	34711	27220

6 FINANCE TABLE F12 –SUPPORT SOUGHT FROM THE LTP CAPITAL SETTLEMENT FOR MAJOR SCHEMES.

FINAL SECOND LOCAL TRANSPORT PLAN

LTP-F12: Summary of support from local transport capital settlement for major schemes and exceptional schemes

Plan : Somerset County Council

Authority
No. 102

All figures in £000

Scheme name	Type	DfT Ref/ Pry	Start of main works		End of main works		2005/06 and before	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14 and after
			mm	yyyy	mm	yyyy									
TOTAL LTP-F12 - ALL							18274	1308	1273	9414	10206	1529	1800	0	0
TOTAL LTP-F12 - MAJOR SCHEMES							18274	1308	1273	9414	10206	1529	1800	0	0
Bridgwater Northern Distributor Road	RD1	7476	Aug	2000	Jan	2002	4914	0	0	0	0	0	0	0	0
NW Taunton Package	PR1	9328	Jul	2002	Mar	2007	13360	540	0	0	0	0	0	0	0
Taunton Third Way	RD3	1	Sep	2005	Nov	2010	0	369	369	4149	1105	900	0	0	0
Taunton Northern Inner Distributor Road	RD3	1	Sep	2005	Feb	2012	0	399	904	5265	9101	629	1800	0	0
TOTAL LTP-F12 - EXCEPTIONAL MAINTENANCE SCHEMES							0	0	0	0	0	0	0	0	0



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

If you would like to discuss policy issues in more details please contact:
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