

STRATEGIC ROUTES AND CROSS BOUNDARY PLANNING - 7





7 STRATEGIC ROUTES AND CROSS BOUNDARY PLANNING

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Delivering the LTP2 Sub-objectives:

- Improving the efficiency and effectiveness of the transport network;
- Ensuring traffic is controlled and managed effectively;
- Ensuring recovery of the highway network to a steady state;
- Delivering transport improvements to support the County's Economic Development Strategy;
- Improving access to work, learning, healthcare, food shops and other services;
- Reducing traffic accidents with a particular emphasis on killed and seriously injured casualties and rural main roads; and
- Preserving and enhancing heritage centres and areas of historic interest.

This chapter sets out how we are working with partners in the region to manage and develop our strategic routes particularly in the context of freight movements and managing the highway network. It also sets out our passenger rail strategy and explains how we are tackling wider cross-boundary issues such as public transport operations and how our communities access basic services that may lie outside our county.

7.1 THE STRATEGIC NETWORK

Following identification of effective freight routing as a key issue in LTP1, we have taken a strong lead in development of the regional freight map. This has been produced by co-ordinating the existing freight maps produced by transport authorities so that route function is consistent across administrative boundaries. The map aims to:

- give guidance to the haulage industry as to suitable routes;
- guide local authorities to encourage the use of the appropriate strategic and regional routes; and
- influence the Highways Agency and Department for Transport, which uses signing to determine the routes taken by HGVs through the National Primary Route Network.

The map, shown in section 7.2.1, defines routes as national, regional or county, with the definitions set out below:

- **National Routes:** Longer distance freight routes from other parts of the country. Given that many freight facilities are located adjacent to junctions on these routes, they are also likely to act as Regional Routes.
- **Regional Routes:** Routes used for inter-regional travel where national routes are not appropriate and to provide access to major distribution centres from the national routes.
- **County Routes:** Routes used to provide access to freight facilities not served by either national or regional routes. County routes will also form connections between the national and regional routes into these facilities.

The strategic network (national and regional routes) will be promoted for use by heavy goods vehicles rather than county routes or routes of a lesser standard.



STRATEGIC ROUTES AND CROSS BOUNDARY PLANNING 7

7.1.1 National Routes

Bristol to Exeter (M5): The issue of prime concern on this route is to ensure the adequate movement of strategic traffic, avoiding the impact of congestion arising from use of the route and junctions by local traffic. This issue will be tackled in partnership with the Highways Agency.

London to Exeter (A303/A358): Last year the Council set out a successful case for the need for strategic improvements to the A358 between Ilminster and Taunton, which was followed by a decision by the Secretary of State to progress with dualling this section of road as part of upgrading the second strategic route to the South West. The Council is seeking the upgrading and trunking of this route at the earliest opportunity.

The South West Region published its advice to the Government on regional funding allocations in January 2006. The Region's investment priorities for transport include the A358/A303 Ilminster Bypass. The recommendation to the Secretary of State is to include the scheme in the Government's targeted programme of improvements (TPI) including the need to make the route a trunk road. The Region would like to explore options for the scheme to be delivered in stages and have recommended a lower level of funding to reflect this.

The A303/A358 is an extremely important national route and significant improvements are required along its whole length through the South East and South West Regions. As a lengthy route there are strategic advantages to the Government in considering the route in its entirety, however the cost and deliverability of this as one scheme is questionable, particularly when improvements at Stonehenge are included. We therefore consider that it would be more practical to consider the route in sections.

In terms of the A358 section of the route, we are mindful of the scale of the improvement required and are working with the Highways Agency to consider programming options which tackle the most severe problems such as congestion and pollution around Henlade as a priority. There are however significant safety problems along the whole length of the A358, increasing in severity on the length between Thornfalcon and Ilminster which will need to be considered.

7.1.2 Regional Routes

Bristol to South Coast (A37): The A37 is a key route between Bristol and the south coast, including the port of Weymouth as well as serving as a primary access to Yeovil. A key issue to address is the consistency of standard on the route and related safety implications. The level of service provided on this route will need further evaluation in light of the Regional Freight Strategy.

Glastonbury to Bristol (A39): Linking in with the A37 this is also a key route for North-South intra-regional movement. The freight strategy shares the load in this area between two regional routes. The A39 through Wells northbound and the A37, A361 around Shepton Mallet southbound.

Somerset/Wiltshire border to M5 (A39/A361): This route is a key route serving Mendip towns and stone quarries. Key issues to address are road safety, the impact of heavy goods traffic in local communities, freight movement and better bus access as part of the key public transport network.

7.1.3 County Routes

Wellington/Taunton/Bridgwater/Burnham (A38): This route forms both a local and intra-regional corridor. It experiences high traffic volumes at peak times, particularly in the summer months, and is frequently congested in urban areas. Running parallel to the M5 it also facilitates emergency diversions when the Motorway is closed.



7 STRATEGIC ROUTES AND CROSS BOUNDARY PLANNING

North of the M5 J22, this becomes a regional route to Bristol serving Bristol Airport. Key issues include the need to improve public transport connections between the main settlements on this route, and the need to address congestion within the main settlements.

Taunton & Bridgwater/M5 to Minehead (A358/A39): These are key routes to reduce local peripherality in West Somerset and along the north Somerset coast. Key issues to address are road safety, the impact of heavy goods traffic on local communities and the public transport network.

Taunton/M5 to West Somerset and Exmoor (B3224): Although classified a 'B' road, this route is vital to the rural communities of West Somerset and beyond, into Exmoor. The road currently experiences relatively low traffic volumes but a key issue to address is maintaining a suitable level of service on the route through effective asset management.

Shepton Mallet to Cheddar/M5 (A371): This road connects the settlements and catchment areas of Shepton Mallet, Wells, Cheddar with the M5 and Bristol. Vital to these communities it is important to consider the impact of heavy goods movements, the public transport network and road safety.

A303 Podimore to Bridgwater (A372): This route serves local freight movement for the communities in the area and also links the national A303 and M5 routes. Key issues are the impact of heavy goods traffic on local communities and road safety.

7.2 FREIGHT MANAGEMENT

7.2.1 Road Freight

Involvement in developing our freight strategy:

Our road freight strategy has been developed in partnership with the industry through our Freight Quality Partnership, and local communities with the main objective to direct freight traffic onto the strategic road network for as much of the journey as possible. The use of local roads is legitimate for access to local businesses only. We have had considerable success in reducing HGV traffic using unsuitable roads as discussed in the chapter on 'Challenges, issues and opportunities'. We have also taken a lead role in the Region to develop a regional freight map to bring greater consistency to freight routing.

Key elements in our strategy are:

- Wherever possible HGVs should use the strategic road network;
- The publication of a Somerset Freight Map, which has been distributed to hauliers. This map shows the routes that hauliers should be using in line with the regional freight map and also provides information about lorry parking facilities and HGV restrictions. The map will be regularly reviewed and updated;
- Dialogue with the freight industry through the Somerset Freight Quality Partnership; and
- Explore ways of reaching hauliers that are not members of the FQP.

STRATEGIC ROUTES AND CROSS BOUNDARY PLANNING 7



Figure 7.1 Regional Freight Routes

We also have freight movement management plans which play a key role in delivering the strategy, encompassing:

- An initial assessment of real evidence of congestion, environmental and safety problems;
- Solutions that encourage businesses and freight operators to make HGVs use the strategic road network wherever possible through the use of traffic management schemes, positive signing, and appropriate land-use policies;
- Solutions that discourage the use of unsuitable routes through dialogue and publicity and the use of suitable weight restrictions where necessary;
- Solutions to reduce the impact of goods vehicles on the environment through:
 - Providing environmental enhancement schemes within vulnerable communities where a value for money case can be made;
 - 'Sharing the load' between alternative routes where appropriate;
 - Managing the loading and unloading of vehicles in busy streets within our towns;
 - Encouraging long distance freight movement to transfer to rail; and
 - Integrating our strategy for freight movement and our highway and bridge maintenance strategies.



7 STRATEGIC ROUTES AND CROSS BOUNDARY PLANNING

7.2.2 Rail Freight

Although only a small proportion of the total freight carried within the county is by rail, this is a mode of freight transportation that we wish to promote as a possible means of reducing the growth in the number of HGVs on the road network. We will seek to do this by:

- Developing links with businesses and rail freight companies to promote the use of rail freight; and
- Ensuring opportunities are taken to develop the rail network and freight facilities within the county.

Our role in promoting the use of rail as an alternative to road transport for freight movements will develop over the LTP2 period and be achieved through:

- Building on our surveys of the views of Somerset businesses on freight movements and working with them to promote the use of rail freight;
- Ensuring the development of rail freight within the region takes account of Somerset issues;
- Safeguarding land for rail freight use through Local Development Frameworks;
- Declaring interest in land offered for sale by the Rail Property board with rail freight potential;
- Working with rail freight operators and Railtrack to ensure the Somerset rail network develops into a comprehensive rail freight network in the longer term; and
- Through the development control process encourage the development of businesses with good access to rail freight facilities.

7.3 ROUTE MANAGEMENT

We will undertake a route management approach to scheme programme development and maintenance activity on our strategic routes. This will identify the most appropriate measures to address the key issues on each route with an emphasis on value for money solutions, considering:

- The purpose of the route (e.g. freight movement, accessing essential services, tourism etc);
- Road condition;
- Safety record;
- Role in the public transport network; and
- Environmental and community severance issues.

The main aim will be to deliver a consistent level of service along whole routes through:

- Co-ordinated delivery of our maintenance, safety, public transport and freight management programmes;
- Implementing key improvements to the network identified as priorities through the Freight Quality Partnership where these can be demonstrated to offer good value for money;
- Improving and proactively maintaining all assets that may have safety implications;
- Ensuring that signs and notices are clear, unambiguous and relevant;
- Removing roadside distractions where possible by working with the community;
- Identifying suitable alternative routes when accidents or temporary road closures are necessary;
- Ensuring that traffic management by County and statutory undertaker is kept to a minimum when works are carried out; and
- Constructing roads to optimal whole life costing as set out in our Transport Asset Management Plan.



STRATEGIC ROUTES AND CROSS BOUNDARY PLANNING 7

7.4 PASSENGER RAIL

Involvement in developing our strategy for passenger rail:

South West Trains and First Group have been consulted directly on the proposed strategy and both are in support of the proposals.

"We are grateful for the chance to comment and welcome the fact that Somerset CC is well-aligned with us on future development of the line", Peter Brooks, Commercial Timetable Manager South West Trains.

The local rail network in Somerset is relatively small and as such does not currently carry a significant amount of passenger traffic. However strategic rail connections to longer distance destinations from Taunton, and to a lesser extent Yeovil, do result in rail being an attractive option for longer distance journeys (where the greater relative speed of rail is an important factor in terms of mode choice).

Passenger rail schemes and strategies included in the LTP are primarily aimed at delivering both local transport accessibility benefits and reduction in car traffic for longer distance trips out of the county. Our Passenger Rail Strategy addresses these issues and also sets out Somerset County Council's longer term aspirations for rail in the county. The detailed strategy can be found on our website at www.somerset.gov.uk under 'Transport and Streets'.

Our Passenger Transport Strategy envisages rail services providing the strategic 'spine' of our integrated transport network, and helping deliver the Regional Spatial Strategy by enabling longer distance journeys to be undertaken by public transport. We will promote the use of rail at a strategic level with the private car, local bus and taxi services, walking and cycling providing part of the journey. The integration of bus and demand responsive services with train services is covered in detail in the Passenger Transport Strategy.

The priorities for developing railway services in Somerset are to:

- Increase accessibility to and improving facilities at stations;
- Achieve the aims of Salisbury-Exeter Lineside Consortium of Authorities (SELCA) by improving the service on the Exeter to Salisbury/London Waterloo line;
- Achieve clock-face frequencies at Somerset stations;
- Fill gaps in the rail timetable at Bridgwater and Highbridge;
- Promote service improvements on the Bristol to Weymouth line and continue to support the work of the 'Heart of Wessex' partnership;
- Increase the level of rail patronage within the County; and
- Upgrade the signals at the junction of the West Somerset Railway with the main line at Norton Fitzwarren to enable more charter trains.

7.4.1 General Station Strategy

There are ten railway stations on the national rail network in Somerset, as well as others in neighbouring authorities administrative areas that are used by Somerset residents, notably Bristol Temple Meads, Bath Spa, Tiverton Parkway, Axminster and Westbury. The station is an important part of any journey as it forms the 'interchange' point between rail and other modes of transport for journeys made by train. We will therefore work to improve



7 STRATEGIC ROUTES AND CROSS BOUNDARY PLANNING

facilities at and access to stations as part of the rail and interchange strategies. Our station improvements programme is briefly summarised below and recommended improvements are set out, station-by-station, in our detailed rail strategy:

- Our IPTU will work with bus companies and transport providers to improve integration of services with trains;
- Improving access for those with disabilities where possible;
- Working with neighbouring authorities to improve services and facilities at stations;
- Ensuring railways are taken account of in planning conditions where appropriate; and
- The development of transport interchange facilities, i.e. at Frome.

Land Interests

The Rail Property Board/SRA has put a number of sites in Somerset up for sale. Some of these sites have potential use for developing station access, car parking and transport interchange facilities. We will work with the train operating companies to maximize opportunities to upgrade facilities at stations including car parking, which is land intensive. We have declared an interest in the following sites:

- Frome, former goods yard west: to develop a transport interchange node, including a bus stop, taxi offices and car parking;
- Frome, former goods yard east: access from existing cycle path and potential freight use;
- Templecombe, land at station: ease access for disabled passengers and pram users and transport interchange facilities with car parking; and
- We have also highlighted Castle Cary and Yeovil Junction as stations where car parking improvements are required.

Taunton to Exeter Station Proposals

Wellington to the west of Taunton serves a large rural part of Somerset and has a population of over 12,000. Its railway station was closed in 1964. The town is relatively unconstrained in planning terms and is likely to continue to expand. Road congestion on both the A38 and M5 are increasing which means that the railway line offers a potential alternative. The potential reopening of Wellington station, albeit in a new location, therefore remains an element of our longer-term strategy and should be protected against any proposals that might prejudice this. It is likely that this would be considered as a joint project with Devon County Council in conjunction with their proposal to reopen a station at Collumpton.

Chard Junction Station

We have received a request to re-open Chard Junction station for passenger services. A feasibility study under the auspices of SELCA would be required to ascertain the viability of the proposal. Its opening would add to journey times and stops may not be able to be accommodated within timetables due to infrastructure constraints. The station would also be located some four km south of Chard. Nevertheless road congestion continues to increase and more sustainable alternatives to road transport are expected to be needed in the future. The potential reopening of Chard Junction station therefore remains an element of our longer term strategy and should be protected against any proposals that might prejudice this. South West Trains are supportive of the principle of exploring provision of a station at Chard junction subject to feasibility studies.



STRATEGIC ROUTES AND CROSS BOUNDARY PLANNING 7

7.4.2 Route Strategy

London Waterloo - Salisbury - Exeter line

This is perhaps the most important line in Somerset in respect of its need for improvement and upgrading. It provides a major alternative to the A303 and for a substantial part of the County is the main rail route to London.

SELCA is working with South West Trains and DfT Rail to identify the infrastructure required to achieve an hourly Exeter to Waterloo service frequency. The present service is constrained mainly due to the long length of single track line between Exeter and Salisbury, 71 miles out of the 89 mile section.

We will continue to work with SELCA and the rail industry to achieve hourly services on the route through targeted infrastructure improvements;

Exeter - Taunton - Bristol Line

We have lobbied for many years for a minimum of hourly clock face services from Bridgwater and Highbridge stations, with additional trains in peak periods as at present. Hourly services are scheduled to commence in December 2006 under the new Greater Western franchise discussed in 7.4.3.

Similarly we wish to see current service levels maintained at Taunton to Bristol and Exeter, with minimum half-hourly service intervals throughout the day.

Taunton - London Paddington Line

Taunton currently receives a relatively good level of service to Paddington and the South West that should be maintained. There are gaps off-peak that will be closed when a regular hourly service is achieved in December 2006.

We wish to see service levels maintained at Taunton to Paddington and the South West, strengthened to hourly services, with improved service frequencies at Castle Cary.

Bristol, Castle Cary, Yeovil Pen Mill to Weymouth (Heart of Wessex) line

This line has been identified as a potential route for Community Rail designation by the Strategic Rail Authority over the section between Castle Cary and Dorchester Junction.

We will encourage DfT Rail and First Great Western to improve the frequency on the line and consider the requirement for a South Chord at Yeovil Junction in the longer term. We will also continue to give active support to the 'Heart of Wessex' Partnership.

West Somerset Railway

The West Somerset Railway (WSR), a private heritage line, operates as a tourist and leisure attraction between Bishops Lydeard and Minehead. We will work with West Somerset Railway to:

- complete the upgrade of signals at the junction with the main line network at Norton Fitzwarren;
- encourage increased use of the line by tourists, particularly by encouraging them to use rail instead of the private vehicle to get to the area, with increased marketing of the tourism benefits of the railway;
- continue development of conventional bus and demand responsive services at either end of the line;



7 STRATEGIC ROUTES AND CROSS BOUNDARY PLANNING

- work with partners towards an enhanced Minehead station including the construction of a turntable and interchange facilities; and
- encourage the carriage of cycles on the WSR for use by tourists.

Frome to Radstock line

Proposals have been put forward to re-open the Frome to Radstock line by the North Somerset Railway Company. We support the re-opening of the railway as a heritage Line.

7.4.3 Proposed First Great Western timetable changes

We have recently been consulted on proposed rail timetable changes for December 2006 following the successful bid by First Group to operate the Greater Western Franchise.

We feel strongly that the proposed timetable is a retrograde step particularly in delivering the local, regional and national aims for tackling road congestion and improving access to basic services such as jobs and healthcare. Commuting services from our towns, particularly Frome and the regionally significant settlement of Yeovil, will be most affected.

The proposals would result in more trains stopping at Taunton, which is to be welcomed but also results in very poor connections at Castle Cary, which is a key point of interchange in the region.

These proposals mean that Frome and Bruton have very poor London connections all day, and regional connectivity using these services is much reduced. We have serious concerns about the impact of these arrangements for residents in the Mendip area, and Frome in particular. This area is expected to accommodate significant housing growth within the regional spatial strategy, and many people need to travel to Bristol, Bath, Wiltshire and beyond for work and, importantly, healthcare. This relatively localised travel by rail in the sub-region will be significantly reduced under the proposed timetable with knock-on effects in terms of increased car travel or even social exclusion for those without access to a car.

The withdrawal of most off-peak calls at Westbury by London to West-of-England services will effectively sever regional and inter-regional connections from Taunton to West Wiltshire, Salisbury and the Solent.

Changing at Castle Cary is important for providing Yeovil (and Weymouth/Dorchester) with connections to/from Taunton and the West. These will be very poor under the proposed timetable.

Taunton and Yeovil are identified as regionally significant settlements and as such will be expected to accommodate significant new growth over the next few years. It is particularly important to maintain strong public transport links between these towns and the rest of the Region to reduce the impact of traffic congestion and pollution on the strategic road network, which includes the A303 and A358.

We welcome the improved service on the Taunton to Bristol line for Bridgwater and Highbridge.

7.5 CROSS BOUNDARY PLANNING

There are a number of cross-boundary transport issues that we are currently progressing in partnership with the region as a whole, and our adjacent local authorities: Devon, Dorset, Wiltshire, Bath & North East Somerset, and North Somerset. These initiatives are referred to throughout the LTP and the table below summarises the current activity.

STRATEGIC ROUTES AND CROSS BOUNDARY PLANNING 7

Table 7.1 Cross Boundary Issues

Theme	Cross Boundary Working
Freight	The Regional Freight Forum led by Somerset County Council has reached agreement with all authorities in the South West to use the regional freight map as a basis for freight management and investment. The primary route network signing strategy now needs updating to ensure it is consistent with the freight map and Local Authority signing strategies will also need to be reviewed.
Strategic Routes	The A37 and A35 are identified as regional routes in the regional freight map. The A37 is identified in the Regional Transport Strategy as corridor to be managed to ensure regional connectivity. We will continue to work with Dorset County Council to manage the route and will work with the Region to secure longer-term improvements. The A358 between Ilminster and Taunton has been recommended for improvement and trunking as part of the regional funding allocation process, in order to deliver the Regional Transport Strategy objective for a second strategic route to the South West. We will continue to work with the region and local authorities such as Dorset who this would directly benefit.
Rail	We support proposals from the Salisbury to Exeter Lineside Consortium of Authorities (SELCA) to work with the rail industry and other agencies to achieve hourly services on the London-Salisbury-Exeter railway line. We are actively involved in promoting use of the Bristol to Weymouth line through the 'Heart of Wessex' partnership which comprises most of the local authorities on the route. We continue to work closely with Bath and North East Somerset Council on the future development of the Frome to Radstock line.
Accessibility Planning	Far from being simply a local issue accessibility to both employment opportunities and important services often involves a journey across a local authority boundary. The position of parts of Somerset in relation to the large urban centres of Bristol and Bath means that Somerset residents have to travel to a number of facilities in these areas most notably the large hospitals.
Bus Routes	We continue to work with North Somerset Council, Bath and North East Somerset Council, Wiltshire, Dorset and Devon County Councils on a number of cross boundary quality partnership routes. <ul style="list-style-type: none"> Service 375 (Bridgwater - Street - Wells - Bristol), and 267 (Frome - Midford - Bath) and 58 (Yeovil - Wincanton - Sharnbury) will be improved over the LTP2 period to include upgrading waiting facilities and stops along the route matching input from First who are providing new vehicles and higher operational standards. Work is already underway on the section between Street and Bridgwater. The remainder of this route was completed earlier in the LTP1 period under a quality partnership for route 376 (Yeovil - Street - Wells - Bristol). Once the work for route 375 is completed a combined 375/6 quality partnership will be signed off between First and all local authorities concerned. There is joint support for the extension of the existing quality bus partnership route 22 (Taunton - Wellington) to Honiton in Devon. Services 126 (Wells - Cheddar - Weston-super-Mare) and 173 (Wells - Radstock - Bath) are currently planned for the LTP3 period but will be brought forward should funding enable this. <p>We are working jointly with Devon and Dorset to expand Demand Responsive Transport to cover Chard and surrounding cross-boundary areas in the LTP2 period. We have undertaken early discussions with Devon to develop Sunday leisure links between the north of Somerset and the south coast which will need improved services between Chard in Somerset and Axminster in Devon.</p>
Smart Cards	Stagecoach, South-west Coaches, Webberbus and Cooks will all have ITSO compatible smartcard reading equipment from September 2005. An existing smartcard pilot on further education routes in South Somerset is then likely to be expanded. Our long term aim is to convert concessionary bus passes and scholars passes to the system. Smartcard will facilitate expansion of a county-wide system for inter operator ticketing and thus allow the network to be viewed as one network with a single point of access. Co-operation with adjacent local authorities is a vital part of this project as there is a need to ensure compatibility between the systems being used on cross border services in particular.
Concessionary Fares	We are currently working closely with the Government Office for the South West and other authorities in the region to develop a regional concessionary fares scheme.
Coach Operations	In preparing this plan we have consulted the Somerset Coach Operators Association (SCOA) which represent the views of coach operators in Somerset and through their links with similar groups elsewhere have provided valuable input into the strategy. They have indicated a desire to be heavily involved in the national level of route coordination in Somerset. The ability for seamless interchange between national coaches and local bus services is important to Somerset because of the need to meet tourist demands. Similarly the increasing demands upon regional travel is important for local business. National Express have expressed a strong interest in servicing the proposed facility at Cambria Farm although it is acknowledged that this may bring concerns as well as opportunities.



7 STRATEGIC ROUTES AND CROSS BOUNDARY PLANNING

Theme	Cross Boundary Working
National Cycle Network	We are working with Sustrans, North-Somerset Council and Devon County Council to prioritise and deliver proposals which will continue to develop and improve the National Cycle Network, including the Wessex Way coast to coast cycle route running from Weston-Super-Mare in North Somerset, to Seaton in Devon.
Highway Network Management	<p>South West meetings have been set up to ensure there is consistency in Network Management, and to discuss specific issues. These will be developed to include regular network reviews:</p> <ul style="list-style-type: none"> ● Co-ordination for the New Roads and Street Works Act (NRSWA) and diversion planning takes place with our neighbours; ● Bridge strengthening and upgrading is coordinated across boundaries; ● Diversion routes are agreed with the Highways Agency and neighbouring authorities when the Motorway or Trunk Roads are closed; and ● Our west Somerset Highways Office regularly liaise with Devon County Council regarding work in Exmoor National Park.
Winter Maintenance	<ul style="list-style-type: none"> ● Our winter salting routes are discussed with all our neighbours; ● Contact lists are maintained; ● Salting actions are shared; and ● Some salting routes go across into neighbouring authorities and vice-versa.
Highway Maintenance	<p>Road hierarchies across boundaries have been compared for consistency and we will shortly be undertaking cross-boundary comparisons on the following issues to agree a consistent approach:</p> <ul style="list-style-type: none"> ● Maintenance levels for the strategic and main distributor roads; ● road condition; and ● condition of other important features like road markings and signs. <p>We have recently utilised a neighbouring authority's procurement strategy for the purchase of six new highway maintenance vehicles for winter maintenance which provided savings for both authorities in line with those identified by the Gershon report. A good example of integrated working is Public Rights of Way maintenance which is undertaken in partnership with two District Councils and Exmoor National Park on our behalf. This delivers significant financial benefits to Somerset.</p>
Asset Management	<p>We are working with several regional working groups such as the South West Transport Asset Management Plan (SW TAMP) working group which includes Industry, Unitary Authorities and Local Authorities to:</p> <ul style="list-style-type: none"> ● Share data needed for asset valuation purposes in accordance with the national guidance; and ● share ideas and practices to develop common sense whole life maintenance regimes for highways. <p>Initial work indicates that repairing the worst roads first may not be the best practice to get on top of the back-log of work required and to reach a steady state. To assist further, the County Council has a formal partnership with a leading consultant in pavement management.</p>

STRATEGIC ROUTES AND CROSS BOUNDARY PLANNING 7

7.6 PROGRAMME & TARGETS

Table 7.2 LTP2 Programme Related to Strategic Routes

	Total Capital Estimates 2006-2011 (£000's)	Number of new Schemes 2006-2011	2006/07	2007/08	2008/09	2009/10	2010/11	2006/07 Revenue Budgets £000's	Forecast Revenue Funding 2006-2011 ⁽ⁱ⁾ (£000's)
Route Strategies	291	4			2	1	1		
Schemes carry forward from LTP1	92	N/A							
Casualty Reduction ⁽ⁱⁱ⁾								552	2,760
Routes	2,418	33	25	5	3				
Schemes to be identified following detailed assessment of future casualty problems and priorities	3,407	To be determined following assessment							
Urban Strategies								601	3,005
Urban passenger transport:								17,994	89,970
Quality Bus Partnership	574	2					2		
Interchange improvements	230	3			1	1	1		
Yeovil - Taunton fastbus	1,071	1		1					
Rural Passenger Transport									
Rural interchange improvements	307	6		2	1	1	2		
Quality Bus Partnership routes	459	4	1	1	1	1			
SW TRIP database	316	Funding contribution to regional database, not scheme based							
Real-time passenger information	895	Comprehensive implementation programme not broken down into individual schemes.							
'One-network' marketing concept	162	Comprehensive marketing programme not broken down into individual schemes.							
Safety Camera Partnership	1,130	Integration of funding within safety strategy to be determined.						1,347	5,084
Maintenance block	86,115	Programme determined through condition surveys.						22,702	113,510

i Subject to annual budget setting process

ii Safety Camera Partnership funding on separate line



7 STRATEGIC ROUTES AND CROSS BOUNDARY PLANNING

Table 7.3 Key Targets Relating to Strategic Routes

Indicator	Description	Baseline Data	Target or Outcome
BVPI 99a	Total killed and seriously injured casualties	1994-98: 380	35% reduction by 2010
BVPI 99b	Child killed and seriously injured casualties	1994-98: 33	50% reduction by 2010
BVPI 99c	Total slight casualties	1994-98: 2190	No increase on recent levels
BVPI 223	Principal road condition	2004/05: 30.26% ⁽ⁱⁱⁱ⁾	28% by 2010/11
BVPI 224a	Classified non-principal road condition	2004/05: 6.66%	Not required
BVPI 224b	Unclassified road condition	2004/05: 10.94%	Not more than 15% by 2010/11
LPI4	HGV's on non-strategic routes	2003: 118,640	6% reduction by 2010

iii % of the network in need of further investigation