

**West of England Partnership  
Joint Transport Executive Committee  
18 March 2010**

**Greater Bristol Bus Network (GBBN) – End of Year Report**

**Purpose**

1. To provide an update on the successful progress in delivering the Greater Bristol Bus Network (GBBN) during the second half of 2009, and the end of financial year projection.
2. To inform members of change requests approved at Programme Board level and to seek approval for a number of new change requests recommended by the Board.

**Background**

3. Since funding was approved in May 2008 all four authorities and First have been working to deliver GBBN. The scheme comprises 10 corridors with bus priority measures and improvements involving over £70 million investment. For more information on the background of GBBN including a map of the 10 corridors see Appendix 1.
4. Progress on delivering the task orders has been outstanding and despite a delay in the DfT approval for GBBN, all of the remaining grant funded tasks are programmed to be completed during the 2010/11 and 2011/12 financial years in line with the original programme and many schemes are currently being accelerated to achieve this.
5. At the meeting of the Joint Transport Executive Committee on 24 April members approved a modification to the GBBN project management arrangements whereby decisions under £100,000 could be agreed by the Programme Board subject to the cost being within the overall GBBN scheme budget, the decision not substantially changing the scheme elements and periodic reports being provided to the Committee. Changes to the scheme with a value over £100,000 continue to require the approval of the Committee.
6. An update on progress with delivery of the scheme was provided on 1 October 2009. This meeting approved the delegation to the Programme Board of authority to agree changes to the bus lane length of up to 20% subject to these decisions being reported to this Committee.
7. This report provides the requested six monthly update on scheme delivery, the changes approved by the Programme Board, and requests approval for changes to the scheme with a value over £100,000.

## **Progress to Date**

8. To enable monitoring of the programme the GBBN project has been divided into 89 task orders. To date 29 task orders have been completed and a further eleven are in progress. This is almost half of all the infrastructure task orders and as such significant steps have been made towards delivering the programme during the second half of 2009. Appendix 2 shows the tasks that will be complete by March 2010, those in progress at end March 2010, and the grant funded task orders still to be commenced.
9. For the grant funded infrastructure task orders, by April 2010 over half will be completed.

## **Available Funds, Approved Budgets and Current Estimates**

10. The majority of tasks are being delivered on or under budget due to cost savings, and these savings are returned to the change budget. Whilst there remains a risk of cost increases on schemes at an early stage of development, options are being explored around how any residual funding might be used (subject to DfT approval). This could involve further enhancing existing schemes to provide additional benefits for the travelling public, or deliver additional schemes that could also substantially improve the overall GBBN programme.
11. The budget is regularly reviewed to ensure that spending is on track to meet the DfT targets. Key changes since the last progress report in October include:
  - First have increased their contribution from £20m to £22.45m to enhance the buses
  - Bristol City Council are now providing a further £6,257,709 in local contribution in order to further enhance their schemes and deliver additional benefits for all road users.
  - The total DfT grant spend to end March 2009 was £6,436,720. The predicted DfT grant spend in this financial year is now £10,465,924 (compared with £7,770,996 in the interim report). Hence the total predicted DfT grant spend to end March 2010 is now £16,902,644 (compared with £14,207,716 in the interim report). The grant spend has been increased for a number of reasons including planned acceleration of schemes, advanced orders for materials and advanced utility payments.

## **Change Requests**

12. Change requests are the process whereby amendments are made to task orders from the initial programme. These require approval at different levels as per the Programme Handbook. The changes for which approval is now sought are shown in Appendix 3. Change

requests below the £100,000 threshold are approved by the programme board. Requests approved since the last report are in Appendix 4.

### **Land Acquisition**

13. A number of schemes at Cribbs Causeway, Great Stoke Way and adjacent to the A4174 Ring Road between Coldharbour Lane and the M32 required land to be acquired to enable the works to be undertaken. Following a Compulsory Purchase Order advertised by South Gloucestershire Council in April 2009 a number of objections were raised and a Public Inquiry was held on 3 November 2009. Since the inquiry the outstanding objections have been withdrawn and the Council has successfully negotiated acquisition and licences for all the land required for the schemes. Confirmation of the Order by the Secretary of State is expected in March/April 2010.

### **Quality bus framework**

14. The MSBC contained a Quality Bus Framework comprising three documents: a Memorandum of Understanding, a draft Statutory Quality Bus Partnership Scheme (QBPS) agreement for each corridor and a supporting draft Quality Bus Partnership Agreement (QBPA) for each corridor.
15. The QBPS as drafted was a statutory scheme made under the Transport Act 2000. The QBPA was a voluntary agreement between the local authorities and First (and possibly others). In the MSBC it was anticipated that the government might enact new legislation and that as and when this occurred, the scope of the QBPS and/or QBPA might be increased and/or the relevant provisions might be transferred across from the (now) Voluntary Partnership Agreement (VPA) to the (now) Quality Partnership Scheme (QPS).
16. These documents are an agreement on the level of service provision along the corridors. They cover a wide range of areas from bus shelters to quality of the buses operating on the route and the frequency of services. This is to guarantee a certain standard of service provision which can be promoted to the public.
17. On 26 November 2008 the Local Transport Act 2008 was enacted. In response, the Programme Board has formed a Public Transport Advisory Sub-Group. This sub-group comprises representatives from each local authority, with representatives from First, West of England Partnership and Government Office for the South West attending as and when required.
18. As the A367 corridor is due to be substantially complete by June 2010 the sub-group have used this corridor as the basis for developing a framework QPS and supporting VPA for all corridors, along with a

robust implementation process. Further information of the emerging A367 QPS is provided in report 7a on this agenda. It is proposed that the framework QPS and supporting VPA are presented to both the Programme Board and the Committee for approval prior to entering the formal consultation phase. As this corridor lies wholly within Bath and North East Somerset, final sign off after formal consultation will then be sought from that Council's cabinet. The QPS can then be made and subsequently brought into force.

### **Real Time Passenger Information**

19. Tenders have been received and will be evaluated during March with a view to awarding a contract once the bus operator agreement is finalised. Work should then commence late spring/early summer.
20. The head agreement with the winning bidder will rest with Bristol City Council and this will in turn be supported by supplementary agreements with the three other authorities and First (and possibly others).

### **Marketing and Communications**

21. The marketing and communications activities are currently being delivered as per the programme. An initial newsletter has been circulated (and a second is now in development), the Travel+ website is live ([www.travelplus.org.uk](http://www.travelplus.org.uk)), a road signage handbook is in use and informal consultation is ongoing. Further, discussions are currently being held with First regarding the use of the Travel+ branding on their buses and on timetables. See Appendix 5 for an example of the Travel+ branding in use for the A4 consultation last year.
22. As the programme now moves towards completion, the marketing and communications effort is focusing on delivering the Corridor Communication Plans and in planning for a final 'Big Bang' launch once the scheme is completed.
23. A piece of work is currently being undertaken to establish benchmarks against other authorities who have good bus satisfaction scores or have successfully implemented marketing campaign for bus improvements similar to GBBN. Also establishing how the benefits of GBBN can be realised through effective marketing.

### **Monitoring and Evaluation**

24. The MSBC included a monitoring framework setting out a range of indicators including satisfaction, patronage and bus reliability.

25. Prior to commencement of the scheme customer satisfaction surveys were undertaken to establish baseline satisfaction and during the work patronage data and bus reliability is being monitored as part of the Joint Local Transport Plan framework. The next step is to complete a series of surveys once each corridor is completed, the first being this year on the A367 corridor.

### **Financial Implications**

26. Spending on grant funded elements of the scheme is planned to use the full DfT Grant Allocation of £42.343m subject to approval of changes to individual task orders being approved by DfT where necessary. This will be supplemented by the allocated Local Authority and Third Party contributions.

### **Recommendation**

That the Joint Executive Committee:

- (a) Notes the progress made to date
- (b) Approves the change requests with a value over £100,000 outlined in Appendix 3

**Author:** Chris Sane, South Gloucestershire Council  
[chris.sane@southglos.gov.uk](mailto:chris.sane@southglos.gov.uk)

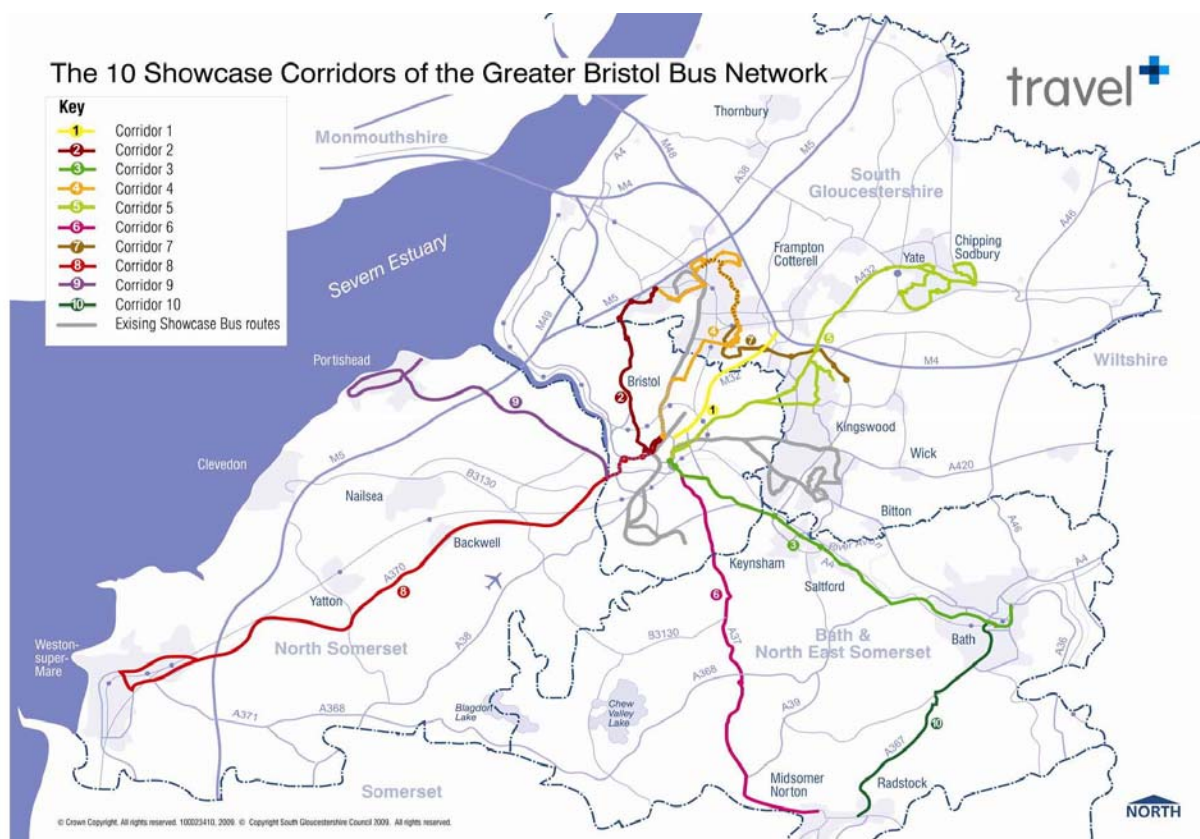
# Appendix 1

## Background on the scheme

The £72m investment comprises of £42.3m from the Department for Transport (DfT), an increased contribution of £22.5m from the bus operator First, £5.7m in developer contributions and £1.8m in local authority contributions.

The scheme introduces ten showcase bus corridors (see map), which will include bus priority measures, improved bus shelters, real-time information (which tells you when the bus is due) and new buses.

## Map – The 10 GBBN corridors



## Appendix 2

**Table 2.1 – Task orders to be completed by end March 2010**

Corridor	Corridor Name	Task Name
1	M32	M32 Junction 2 to Houlton Street
2	A4018	A4018/Lysander Road Roundabout
2	A4018	New Buses - Corridor 2
3	A4	A4 Hicks Gate
3	A4	A4 Twerton Fork
4	Route 73	Filton Avenue/Lockleaze Road
4	Route 73	New Road Bus Link
4	Route 73	Filton Avenue Northbound Bus Lane
5	A432	New Buses - Corridor 5
6	A37	Bus Stops – A37 B&NES
6	A37	A37 Haverstock Road to Three Lamps
6	A37	A37 Staunton Lane Signals
6	A37	New Buses – Corridor 6
7	A4174	A4174 Westbound to B4058 Frenchay
7	A4174	A4174/M32 Junction 1 Roundabout Works
7	A4174	Abbey Wood Roundabout Signalisation
7	A4174	A4174 Abbey Wood Eastbound Bus Gate
7	A4174	New Buses - Corridor 7
8	A370	A370 Plimsoll Bridge
8	A370	B3440 Locking Road/New Bristol Road
8	A370	M5 J21 Westbound Approach
8	A370	A370 Congresbury Bus Lane
8	A370	New Buses - Corridor 8
9	A369	A369 Bridge Road Signals
9	A369	New Buses – Corridor 9
10	A367	A367 Odd Down
10	A367	A367 Midford Road to Red Lion
10	A367	A367 Wellsway Lower
10	A367	A367 Bear Flat

**Table 2.2 – Task orders in progress at end March 2010**

Corridor	Corridor Name	Task Name (and percentage complete)
3	A4	Bus Stops - Hicks Gate to Callington Road (50%)
2	A4018	Bus Stops - The Mall (80%)
2	A4018	Bus Stops - A4018 South Gloucestershire (80%)
3	A4	Bus Stops - Callington Road to City Centre (25%)
3	A4	Callington Lane to Stockwood Road (10%)
4	Route 73	Bus Stops - Route 73 South Gloucestershire (80%)
4	Route 73	Bus Stops - Route 73 Filton Avenue (80%)
4	Route 73	Aztec West Roundabout (10%)
4	Route 73	Great Stoke Way Southbound Bus Lane (20%)
8	A370	Bus Stops - A370 North Somerset (60%)
9	A369	Bus Stops - A369 North Somerset (70%)

**Table 2.3 – Grant funded task orders still to be commenced**

<b>Corridor</b>	<b>Corridor Name</b>	<b>Task Name</b>
2	A4018	Bus Stops - A4018 Henbury to Whiteladies Rd
2	A4018	Bus Stops - A4018 Triangle to Park Street
2	A4018	A4018 Westbury Road
2	A4018	A4018 Whiteladies Road (Blackboy Hill)
2	A4018	A4018 Park Street and The Triangle
2	A4018	A4018 Whiteladies Road
2	A4018	Lysander Road (Pegasus Road to Retail Park)
2	A4018	Lysander Road (Retail Park to Merlin Road)
3	A4	Bus Stops - A4 B&NES
3	A4	A4 Twerton Fork
3	A4	A4 Newbridge Road
3	A4	A4 Upper Bristol Road
3	A4	A4 Totterdown Bridge to Three Lamps
4	Route 73	Route 73 Pegasus Road
4	Route 73	Route 73 Signal Priority
4	Route 73	Filton Avenue A4174 Junction Works
4	Route 73	Standing Stone Roundabout, Highwood Road
5	A432	Bus Stops - A432 Staple Hill to Royate Hill
5	A432	Bus Stops - A432 Royate Hill to Muller Road
5	A432	Bus Stops - A432 Muller Road to City Centre
5	A432	A432 Staple Hill to Lodge Causeway
5	A432	A432 Muller Road Junction
5	A432	A432 Coombe Road to Robertson Road
5	A432	Bus Stops - A432 South Gloucestershire
6	A37	Bus Stops - A37 Whitchurch to Airport Road
6	A37	Bus Stops - A37 Airport Road to City Centre
7	A4174	Bus Stops - A4174
7	A4174	A4174/M32 Junction 1 Roundabout Works
7	A4174	A4174 Coldharbour Lane to M32
7	A4174	Coldharbour Lane Bus Lanes
9	A369	Bus Stops - A369 Bower Ashton to City Centre
9	A369	St Georges Hill/Portbury High Street HOV Lane
9	A369	A369 Beggar Bush Lane HOV Lane
10	A367	Bus Stops - A367 B&NES
All	All	Real Time Passenger Information

## Appendix 3

### Change Requests for Approval

The change requests in table 3.1 have all been approved at Programme Board level however as they are all above the agreed £100k threshold level approval is now being sought from the Joint Committee.

**Table 3.1 – Change Requests for Approval**

Change Request Number	Partner	Task Name	Total Cost Impact	Call on Change Budget	Major Change	DfT Approval Required
2-001	BCC	M32 Junction 2 to Houlton Street Bus Lane	£224,000	£100,000	Yes	Yes
2-002	BCC	A4 Callington Road to Stockwood Road	£672,000	£370,000	No	No
2-012	BCC	A4 Totterdown Bridge to Three Lamps	£695,000	£160,000	No	No
2-018	BCC	A4 Totterdown Bridge to Three Lamps	£185,000	£185,000	No	No
1-008	B&NES	A4 Newbridge Road	-£196,500	-£196,500	Yes	Yes
1-009	B&NES	A4 Upper Bristol Road	-£169,900	-£169,600	Yes	Yes
1-010	B&NES	A367 Odd Down	-£1,309,479	-£782,961	Yes	Yes
4-008	SGC	Coldharbour Lane Bus Lanes	-£819,000	-£819,000	Yes	Yes
4-029	SGC	Lysander Road (Pegasus Road to Retail Park)	£0	£0	Yes	Yes

**Change request 2-001** relates to the reduction in bus lane length provided. It was originally proposed to provide a bus lane on the M32/Newfoundland Way from the Junction 3 off-slip to Houlton Street. BCC constructed the non-motorway section in the summer of 2008 but, due to unexpected issues with realigning the central reservation the cost, at £2.2m, was as much as originally budgeted for the whole scheme.

The Highways Agency (HA) subsequently prepared a cost for providing the motorway section. This cost was also significantly more than budgeted. The scheme was therefore reviewed. The review concluded that the level of benefits from the motorway section would not justify the increased cost. On 9 December 2009 the Programme Board agreed an exception report recommending deleting the motorway section. The Programme Board also agreed a change request bid for £100,000 so that the correct bus lane advance warning signs can be installed on the motorway by the HA.

The M32 section will be required as part of the North Fringe to Hengrove Major Scheme and has now been included as part of that project which was endorsed by JTEC at its meeting on 4 February 2010. It is therefore necessary for the JTEC to formally approve this change request prior to the

submission of the North Fringe to Hengrove Package at the end of March to ensure this infrastructure is not included in 2 major scheme bids.

Change requests 1-008 and 1-009 are requests to remove the bus lane provisions from each task order. The provision of an eastbound bus lane on **Newbridge Road (1-008)** was intended to reduce delay to bus journey times caused by peak time traffic queues approaching the Combe Park junction. However, traffic queues rarely reach back to the bus lane as proposed therefore little benefit to bus priority would be achieved. Introducing a bus lane nearer to the junction has been discounted on the basis of significant increased costs and high likelihood of local resistance to the loss of private gardens and property.

Re-evaluation of the proposal to introduce a bus lane within existing road space on the **Upper Bristol Road (1-009)** indicates that bus priority benefits will be negligible due to the resulting reduced capacity of Windsor Bridge Junction. Also, the change of lane configuration is anticipated to generate significantly longer queuing which will result in bus journey times being extended.

**Change request 1-010 (A367 Odd Down)** relates to the removal of a new signal controlled access to the existing Park & Ride from the current task order. Re-evaluation suggests that the envisaged benefits are unlikely to be realised, hence the associated cost cannot be justified. Also, the timescale needed to obtain planning permission and other statutory consents necessary for the new junction could not be accommodated within the GBBN programme.

**Change requests 2-002/12/18** all relate to the A4 Bath Road within Bristol. On 12 February 2010 the Programme Board asked North Somerset to undertake a peer review and, in discussion with the Chair, to agree a recommendation to JTEC:-

**Request 2-002** concerns the **Callington Road/West Lane to Stockwood Road** section extending the scope to Tramway Road. It is proposed that between West Town Lane and Stockwood Road, 44m of the planned 287m of outbound bus lane (15%), as well as the associated carriageway widening, is not progressed. Instead, the A4 would be widened from just east of the Stockwood Road junction to a point east of the vehicle exit from the P&R site (which itself would be widened). Extensions would be made to the operating hours of existing bus lanes and other improvement work undertaken to the west of West Town Lane particularly in Brislington Village. The new end date is nine months later than planned. The estimated cost has increased by £672,000, of which £370,000 is sought from the Change Budget.

Reduced congestion levels resulting from the amendments are forecast to be in excess of £4m pa for bus passengers alone (based on one morning peak hour). Further benefits from bus reliability and casualty reductions are also probable.

**Request 2-012** concerns the **Three Lamps to Totterdown Bridge** section, expanding the scope to cover the area from beyond Totterdown Bridge to Tramway Road.

On the new section the proposed measures include extending the operating hours on 725m of existing AM peak bus lane from Eagle Road to Sandy Park Road to AM and PM peak; the construction a new footway to Arno's Vale Cemetery from a new bus stop outside the ITV studios; improved pedestrian and cycling access to the new crossing and bus stop facilities around Totterdown Bridge through widening the existing pavement to become a shared use path. Significant improvements would also be made to the Sandy Park Road/St Phillips Causeway junction to reduce in bound traffic queues, and the environment of the Tramway Road junction enhanced through the removal of out-dated guard rails and resurfacing of pedestrian islands.

On the Three Lamps to Totterdown Bridge section the proposed 24hr bus lane would be amended slightly by shortening to 270m (a reduction of 5m or 2%), to provide a break in it between Totterdown Bridge and Angers Road, full refurbishment of the Totterdown Bridge signal junction to improve cycling as well as pedestrian facilities by providing toucan crossings, and to install bus priority equipment would also take place. Refurbishment and upgrading of these signals will then permit the removal of the existing signalised pedestrian crossing near Angers Road.

The works would be integrated with the Cycle City project to provide an outbound cycle lane from Three Lamps to the existing PM peak bus lane approaching the Sandy Park Road junction, and then from Sandy Park Road to the existing 24-hour bus lane at Eagle Road (the former funded through additional local contributions to GBBN, the latter by Cycle City).

Work would start in March 2010 but the end date would be extended to April 2011 a thirteen-month extension. Costs would increase by £695k of which £160k is sought from the change budget.

**Request 2-018** concerns the **Three Lamp Junction** expanding the scope of the original signal priority scheme to give additional benefits to inbound bus lane users on the A37 Wells Road.

The recent need for resurfacing presented an opportunity to review the design of the junction to provide significant bus and cycle priority for the inbound Wells Road arm while retaining full capacity on all the other approaches. The islands were amended to provide a 'Give Way' approach for inbound bus lane traffic on Wells Road, only stopping it if the pedestrian crossing was called.

The junction upgrade had to be designed and implemented in a very short time. This was to allow it to be installed before the s58 agreement for the resurfacing work was in place, which would have meant no changes could be made to the junction for up to five years.

The new arrangement provides an average time saving of 15 seconds per bus. It cost an additional £185,000 and was implemented in October 2009. As it provides significant extra benefits to buses on a GBBN corridor, it is suggested that the cost is met by the GBBN project.

Change request **4-008** is a request to make a number of changes to the **Coldharbour Lane Bus Lanes** scheme, including the removal of 510m of southbound bus lane (and associated carriageway widening), retention of the northbound HOV lane and the addition of a northbound bus gate at the A4174 junction. The changes to the scheme have been introduced as a result of the expansion of the University of the West of England (UWE) campus and proposals to construct the Cheswick Link bus lane in conjunction with the Wallscourt Farm (now Cheswick) housing development. These developments will involve resiting of the existing UWE bus station, and corresponding changes in the routes taken by existing and new bus services, thus negating the need for a southbound bus lane. Northbound bus services from UWE can still utilise the existing High Occupancy Lane on Coldharbour Lane, but will have a dedicated bus gate at the junction with the A4174 Ring Road. The revised scheme will involve an estimated saving of £819,000 compared to the original Task Order budget.

Change request **4-029** will be a request to significantly reduce the bus lane length provided at **Lysander Road** between Pegasus Road and the Cribbs Causeway District Centre from 120m to 30m to allow sufficient room for other entering vehicles from Centaurus Road into Lysander Road to make lane changes. This reduction in length of bus lane will however enable the scheme to continue to act as a bus priority measure in that the short length of bus lane will create priority for buses by allowing free movement at the expense of joining traffic. The additional lane created will increase capacity for all traffic and reduce congestion during peak periods

## Appendix 4

### **Change requests approved by the Programme Board**

In addition, there have been a number of minor cost and programme changes that have been approved by the Programme Board since the last report. Those with a call on the change budget are listed in the table below:

**Table 4.1 – Change requests approved by the Programme Board**

<b>Change Request Number</b>	<b>Partner</b>	<b>Task Name</b>	<b>Total Cost Impact</b>	<b>Call on Change Budget</b>
3-002	NSC	A370 Congresbury Bus Lane	£55,000	£55,000
3-004	NSC	M5 J21 Westbound Approach	£10,352	£10,352
3-005	NSC	B3440 Locking Road / New Bristol Road	£8,796	£8,796
4-016	SGC	A4174/M32 Junction 1 Roundabout Works	£52,629	£52,629
4-026	SGC	A4174 Westbound to B4058 Frenchay	£1,000	£1,000
4-027	SGC	A4018/Lysander Road Roundabout	£15,000	£15,000
4-028	SGC	New Road Bus Link	£10,000	£10,000
4-031	SGC	Filton Avenue Northbound Bus Lane	£45,000	£45,000
4-034	SGC	Abbey Wood Roundabout Signalisation	£4,000	£4,000
<b>Total in period</b>			<b>£201,777</b>	<b>£201,777</b>

## Appendix 5

### A4 consultation leaflet (example of first two pages)



## Greater Bristol Bus Network linking **Bristol** to **Bath**

Your opportunity to  
comment on options

travel+

Bristol City Council is leading on this scheme, working with Bath & North East Somerset, North Somerset and South Gloucestershire Councils to improve your local public transport

**Starting from outside Temple Meads station, the route extends to the boundary with Bath & North East Somerset near Hicks Gate roundabout.**

**What is proposed?**

Starting outside Temple Meads station, the route extends to the boundary with Bath & North East Somerset near Hicks Gate roundabout. The proposals include measures to improve bus reliability in both directions together with road safety improvements and enhancements for pedestrians, cyclists and car drivers.

The proposed improvements include:

**Travelling environment**

- 24 hour / peak inbound and outbound bus lanes along sections of the route (see map)
- Upgraded traffic signals to allow priority for buses
- Parking and loading restrictions to support bus priorities and assist the improvement of traffic flow
- Improved frequency and reliability of buses
- Alterations to traffic signals and approach lanes to improve capacity for general traffic

**Bus stop infrastructure**

- Raised kerbs to assist the mobility impaired and facilitate access to buses

- Longer bus stop platforms to accommodate multi access vehicles
- Longer bus stop bays to improve passenger access to vehicles
- New, high quality bus shelters with an improved waiting environment

**Buses**

- New, low floor vehicles to allow access for wheelchairs, parents with buggies and shoppers with trolleys

**Cycle facilities**

- Cycle Lanes
- Advance Stop Lines

**Pedestrian facilities**

- Wider pavements along sections of the route
- Improved pedestrian crossings
- Additional pedestrian crossings
- Kerb build-outs to improve safety at junctions

**Information**

- Clear, full colour information displays with an audio function for people with a sight impairment

*Visual impression of bus stop at Totterdown Bridge junction*

