

West of England Partnership
Joint Transport Executive Committee
2 July 2010

Joint Local Transport Plan 2 (2006 –2011)

Purpose of Report

1. To approve the 2009/10 Joint Local Transport Plan (JLTP) Progress Report.

Background

2. Following production of the JLTP in 2006, annual progress reports have been produced summarising performance against the trajectories and indicators in the JLTP. These updates have included a formal Progress Review produced in 2008 followed by an informal review in July 2009.
3. In 2010 the opportunity has again been taken to produce an informal review of progress. This is not a formal requirement but a useful discipline in demonstrating to residents, stakeholders and the Department for Transport whether the delivery of our strategies remains on course to achieving the 2010/11 targets in the JLTP. The 2009/10 Progress Report generally follows the structure of last year's report and adopts the same concise form.

JLTP Progress Report 2009/10

4. The main headlines of the report are as follows:
 - Targets for tackling traffic growth, peak hour flows into Bristol and congestion are all well on track.
 - Bus patronage remains above the trajectory for 2009/10 despite a slight fall during the year, not unexpected given the current economic downturn and the extreme winter conditions; bus punctuality has also continued to improve.
 - Rail patronage has increased by a further 8% over 2008/09 levels, with significant increases at Filton Abbey Wood and on the Severn Beach line.
 - The level of cycling, further advanced through the Cycling City project, continues to grow significantly.
 - Access by public transport to key employment sites is significantly better than the JLTP trajectory; access to health facilities is not as good as it was in 2008/09 due to changes in bus timetabling, although this is likely to have been offset by growth in community transport which is excluded from this indicator.
 - Road safety continues to improve substantially; Killed and Seriously Injured (KSI) casualties fell by 18% in 2009 compared with the previous year and Child KSIs fell by 28%, and road safety is now a major success story for the sub-region.
 - There has been a welcome reduction in Nitrogen Dioxide (NO₂) emissions in Bristol's Air Quality Management Area (AQMA) with this target now being on-track for the first time. However, whilst air quality in Bath's AQMA has also improved in the last year, the Bath target remains off-track.

- Records show a deterioration in the condition of our 'A' and 'B' roads in 2009/10. Severe winter weather will have had a major impact on highway condition and the JLTP targets now appear challenging, although prioritisation of funding by the councils and the DfT will off-set this position to some extent and monitoring has also been made difficult by changes in national survey methods. Condition of unclassified roads remains above trajectory.
5. Overall, progress in 2009/10 towards meeting the JLTP targets has been good and the report gives examples of the range of transport schemes and initiatives carried out during the year. Less positive is progress on improving air quality in Bath and the condition of the highway network and these areas need particular attention.
 6. In 2011, a more formal and comprehensive Review will be produced summarising progress over the whole JLTP five-year period. The performance of the JLTP indicators is also being taken into account in the formulation of targets for JLTP3.

Environmental Impact Assessment

7. The JLTP was accompanied by a Strategic Environmental Assessment in 2006.

Recommendation

That Members approve the 2009/10 Joint Local Transport Plan (JLTP) Progress Report.

Appendices

Appendix 1: Draft Joint Transport Plan Progress Report 2009/10

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JOINT LOCAL TRANSPORT PLAN

PROGRESS REPORT 2009/10

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Introduction

1. In March 2006 the four councils in the West of England sub-region joined forces to produce a Joint Local Transport Plan (JLTP). The JLTP covers the period from 2006 to 2011, and includes a range of integrated strategies to tackle congestion, improve road safety, air quality and accessibility, and enhance the overall quality of life of all people living and working in the West of England.
2. Since 2006 progress reports have been produced each year to summarise areas where we have done well and areas where we could do better. A formal, mid-term Progress Review was published in December 2008 which looked back over delivery of the JLTP in 2006/07 and 2007/08 - the first two years of the 5-year plan period. In commenting on the Progress Review the Government Office for the South West (GOSW) said that 'overall we consider that your JLTP strategies are being delivered and that you have made considerable progress in the first two years...'.
3. In our 2009 Progress Report we highlighted transport projects and initiatives undertaken in the third year of the JLTP period. This 2010 report now summarises the progress we have made in 2009/10, the fourth year of our programme. The clear majority of our targets remain on track to be achieved by 2010/11. We have also continued to contribute towards the wider objectives set out in our Local Area Agreements.
4. Cycling continued to grow in 2009/10 and traffic delays in Greater Bristol reduced, suggesting that we are making progress in **tackling congestion**. **Access by public transport** to key employment sites improved although difficult economic conditions were accompanied by a slight drop in **bus patronage**. Bus service reductions unfortunately resulted in a decline in access to health facilities but this may have been offset by a greater role for community transport. We are pleased to report that **road safety** has improved with a considerable drop in casualties in 2009. **Air quality** in 2009/10 is better than the previous year but remains a concern.
5. The condition of our **highway infrastructure assets** has worsened in 2009/10 as a result of adverse winter weather. The amount of potential **funding** set aside for transport grew with the expansion of our **major scheme programme** and we have continued to enhance our **governance** and project management arrangements to ensure better delivery on the ground.
6. We conclude our review of 2009/10 by looking at the work now underway on the next JLTP (referred to as '**JLTP3**') which will replace the current plan as from April 2011.

Progress towards Targets in 2009/10

7. The JLTP set 21 targets to be met by 2011 and we are on track to achieve 17 of them: Table 1. Air quality remains a problem and we have concerns about the condition of our principal (mainly 'A') and non-principal ('B' and 'C') roads. The decline in accessibility to health facilities is also an issue that needs to be addressed. Nevertheless overall progress during 2009/10 has been encouraging.

Table 1: Progress Towards JLTP Targets

Objective & Target	On track?
Tackling Congestion	
<i>Traffic</i>	
Restrict traffic growth across the JLTP area to 12% by 2010	✓
Limit the increase in journey times on the network to 14% by 2014/15	✓
Ensure there is no increase in peak period flow to Bristol City Centre	✓
<i>Public Transport</i>	
Increase bus patronage by 3% by 2011	✓
Increase bus satisfaction from 38% to 44% by 2011	✓
Increase the proportion of buses running on time to 90% by 2014/15	✓
Increase park and ride journeys by 16% by 2011	✓
Increase the number of community and demand responsive passenger journeys by 50% by 2011.	✓
Increase the number of rail trips by 15% by 2011	✓
<i>Cycling</i>	
Increase the number of cycling trips by 30% by 2010/11	✓
<i>Travel to School</i>	
Ensure there is no increase in the number of children being driven to school	✓
Delivering Accessibility	
Increase the proportion of non- car owning households within 30 minutes public transport travel time of health facilities from 66.5% to 69.9% by 2010/11	✗
Increase the proportion of households within 40 minutes public transport travel time of key employment sites from 65.4% to 66.2% by 2010/11	✓
Safer Roads	
Reduce the number of people killed or seriously injured on roads by 20% by 2010	✓
Reduce the number of children killed or seriously injured on roads by 25% by 2010	✓
Ensure there is no increase in the number of slight injury casualties	✓
Better Air Quality	
Reduce the concentration of NO ₂ in Bristol Air Quality Management Area by 4% by 2011	No clear evidence
Reduce the concentration of NO ₂ in Bath Air Quality Management Area by 12% by 2011.	No clear evidence
Asset Management	
Reduce the proportion of the principal road network where structural maintenance is necessary by 8% by 2011	No clear evidence
Ensure no further deterioration in the non-principal road network occurs by 2011	✗
Reduce the proportion of unclassified roads where structural maintenance is necessary by 29% by 2011.	✓
Reduce the proportion of footways where structural maintenance is necessary by 30% by 2011	✓

Transport's Contribution to Wider Objectives

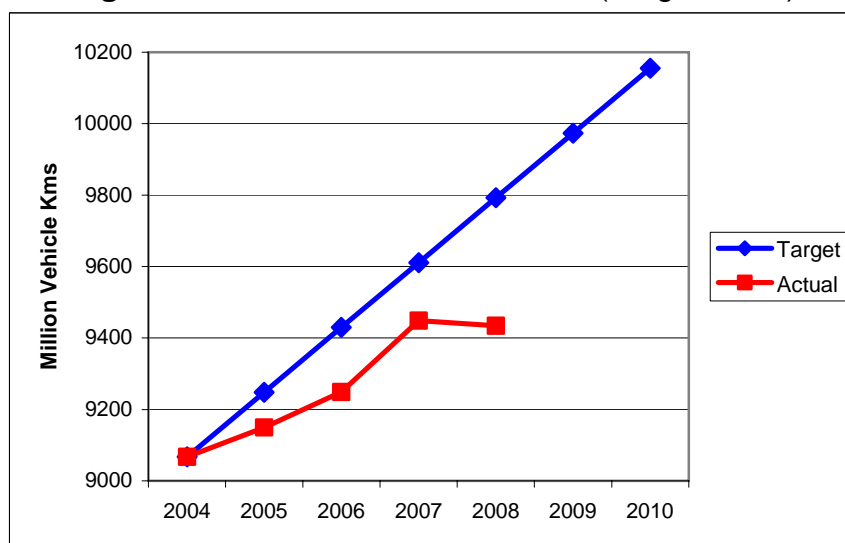
8. Progress in delivering the JLTP targets also contributes to wider objectives. Our work links for example with various national initiatives as well as the West of England's four Sustainable Community Strategies and Local Development Frameworks.
9. During 2009/10 we continued to work with our partners to link transport activities with each council's Local Area Agreement (LAA). Tackling traffic delays and promoting bus patronage are common threads that feature in the Multi Area Agreement between the four authorities. Achieving greater access to services by public transport is also crucial to delivering corporate objectives. We also recognise the need for transport to contribute towards LAA targets for reducing carbon emissions. There is also a relationship between JLTP activities and LAA targets for reducing child obesity through investment in walking and cycling infrastructure and promotion.
10. At national level the Department for Transport's '*Delivering a Sustainable Transport System*' (DaSTS) has set new goals and challenges and these are being reflected in the emerging JLTP3.

Tackling Congestion

Traffic and Parking

11. We are on track to meet all three of the JLTP targets for controlling traffic growth. Target LTP2 seeks to reduce the upward trend in area-wide traffic levels and between 2004 and 2008 (the latest available figure) the increase was only 4% compared to our target trajectory to restrain this growth to 8%: Figure1.

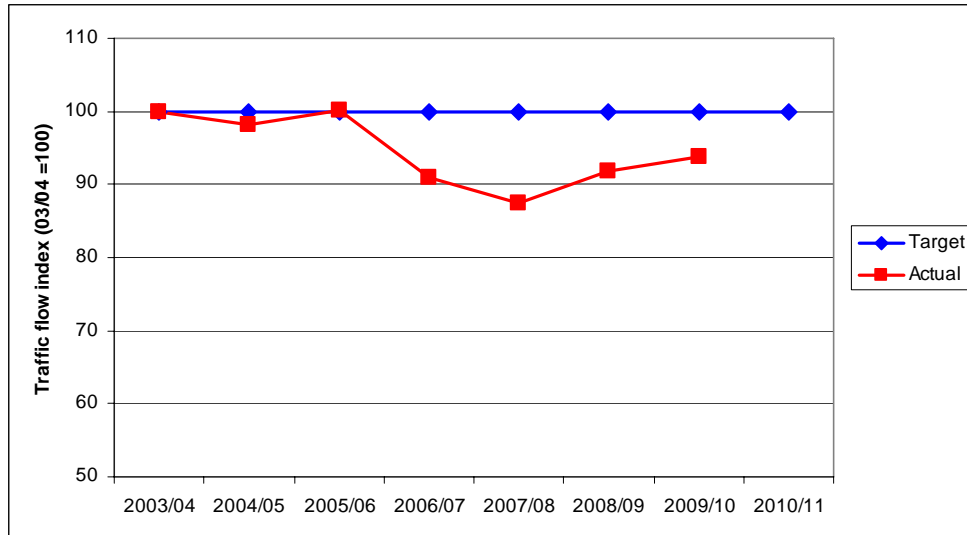
Figure 1: Area-Wide Traffic Levels (Target LTP2)



Note: the lower the figure, the better the performance

12. Target LTP 6 is to stabilise the amount of inbound morning peak period traffic into central Bristol. There was a slight increase in 2009/10 over the previous year but traffic remained well below the 2004 baseline: Figure 2.

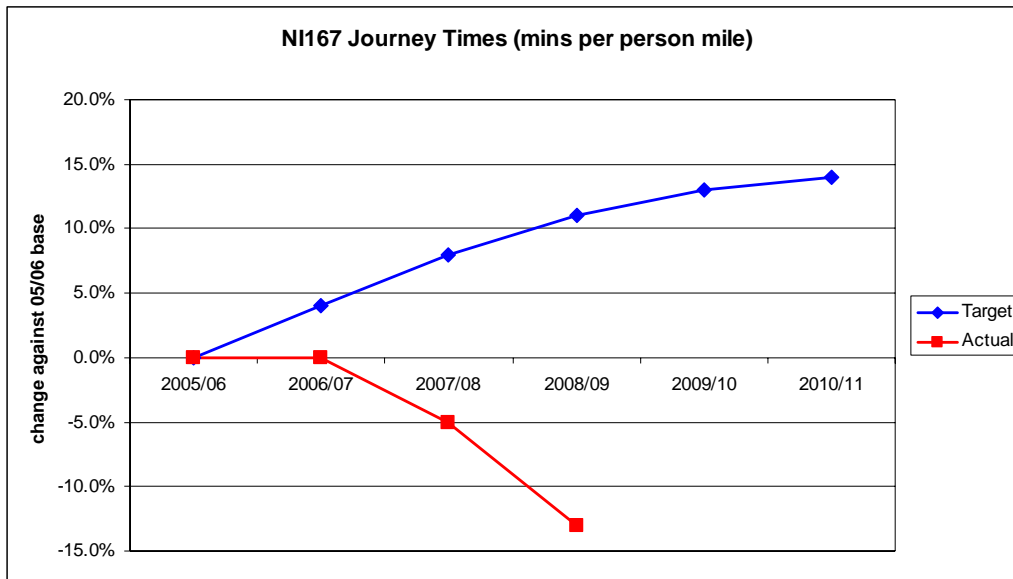
Figure 2: Inbound Morning Peak Traffic into Bristol City Centre (Target LTP 6)



Note: the lower the figure, the better the performance

13. In our **Congestion Delivery Plan** we estimated that there would be a steady increase in journey times as congestion builds up along Greater Bristol's key corridors. In practice the fall in traffic delays in 2007/08 continued in 2008/09 (the latest available figure) dropping to 13% below the 2005/06 baseline. Whilst an improvement in congestion would be expected during the economic downturn the extent of our improvement compared to other core cities demonstrates that our policies for tackling congestion are being rewarded: Figure 3. An update of the Congestion Delivery Plan was endorsed by the Joint Transport Executive Committee in November 2009.
14. On the strength of the Congestion Delivery Plan the DfT allocated us over £500,000 further reward funding in 2008/09 and 2009/10. This funding is being targeted at congestion hotspots on the network, including the York Road/St Luke's Road junction in Bristol, and on network-wide Variable Message Signs. Revenue funding has gone towards our Urban Traffic Control system and day-to-day management of the network, optimising traffic signal performance and minimising traffic queues at key locations.
15. We have been working with the Highways Agency on securing improved conditions for drivers on the motorway and trunk road network and a Memorandum of Understanding has been agreed with the councils to further this aim. An action plan has been prepared with the Agency aimed at further co-operative working.

**Figure 3: Change in Journey Times on Congested Routes
(NI 167/ Target LTP 7)**



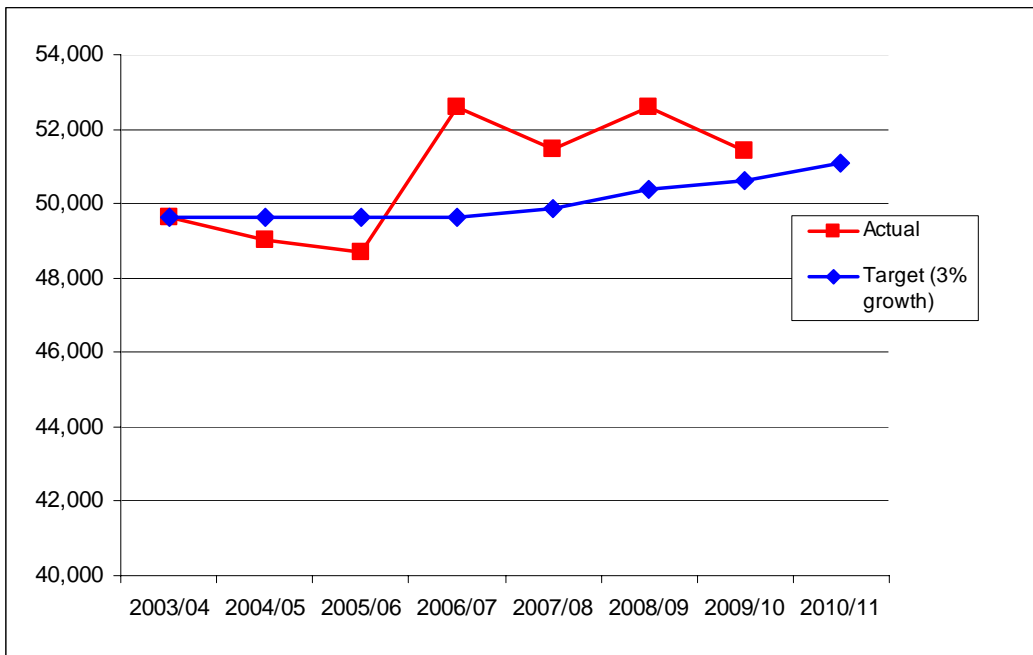
Note: the lower the figure, the better the performance

16. The councils' Traffic Managers have been working together to find better ways of meeting the 'network management duty' set out in the **Traffic Management Act 2004**. Bristol's Traffic Control Centre has continued to provide reliable travel information across a variety of media to assist the planning of journeys in co-ordination with the Highways Agency and Avon & Somerset Police. In 2009 the City Council piloted the use of cameras to discourage drivers from obstructing bus lanes. Peak traffic flow was eased in Weston-super-Mare with the extension of a right turn lane on the A370.
17. In relation to **parking**, consultations took place during the year in Bristol on proposals to introduce residents' parking schemes (RPZ) in residential areas close to the city centre. In Weston-super-Mare town centre the signs and markings for on -street parking controls have been reviewed and updated to ensure appropriate allocations for blue badge holders, taxis, loading bays, limited waiting and loading restrictions. This has helped traffic flows around the town centre and moved toward more efficient use of parking spaces.

Public Transport

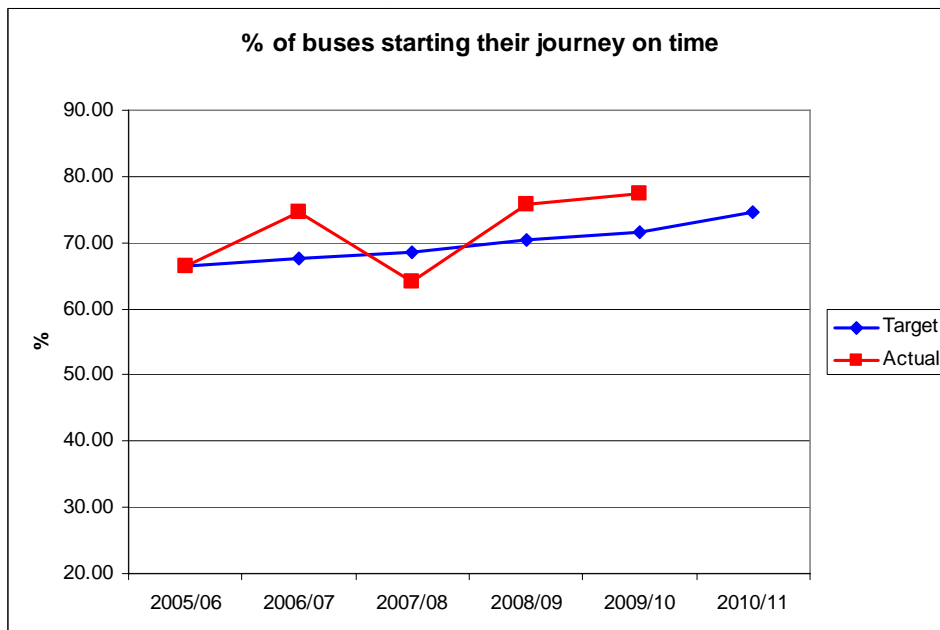
18. In 2008/09 **bus patronage** increased by some 2% over the previous year. Challenging economic conditions and unprecedented winter weather conditions saw a drop in passenger numbers in 2009/10 but nevertheless patronage remains above the JLTP trajectory: Figure 4.

Figure 4: West of England Bus Patronage (NI 177)



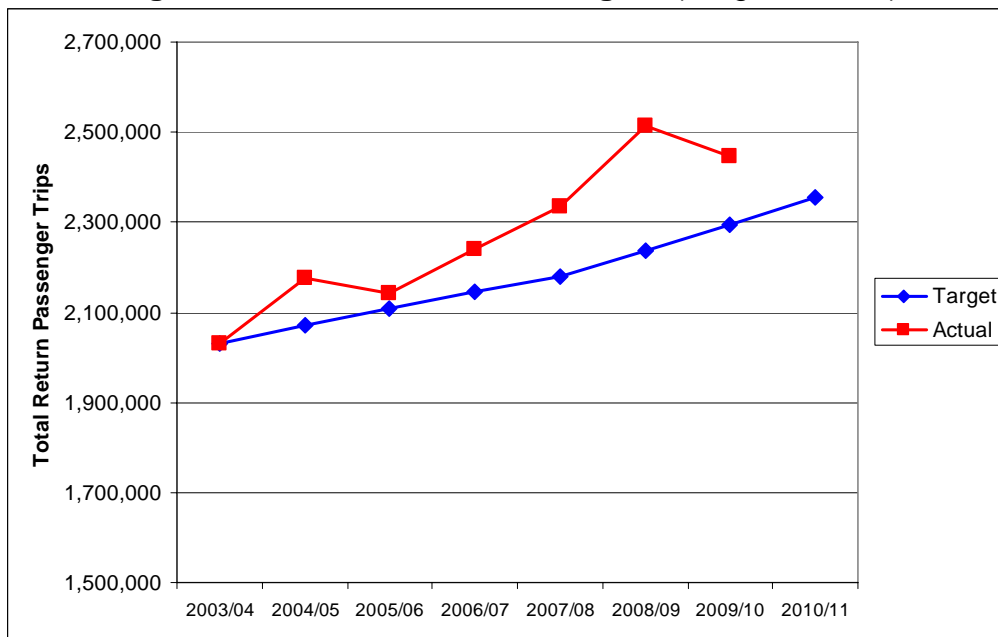
19. In 2009/10 there were significant improvements in **bus punctuality** in the West of England. The proportion of buses starting their journey on time (between 1 minute early and 5 minutes late) was 77.5%, well above the target: Figure 5. The proportion of buses on time at 'intermediate timing points' also increased over 2008/09 and there was a sharp improvement in the punctuality of frequent bus services (6 or more buses an hour). Both these 'sub-indicators' are on track to meet our 2010/11 targets.

Figure 5: Bus Punctuality: Buses Starting on Time (Target LTP5/ NI 178)



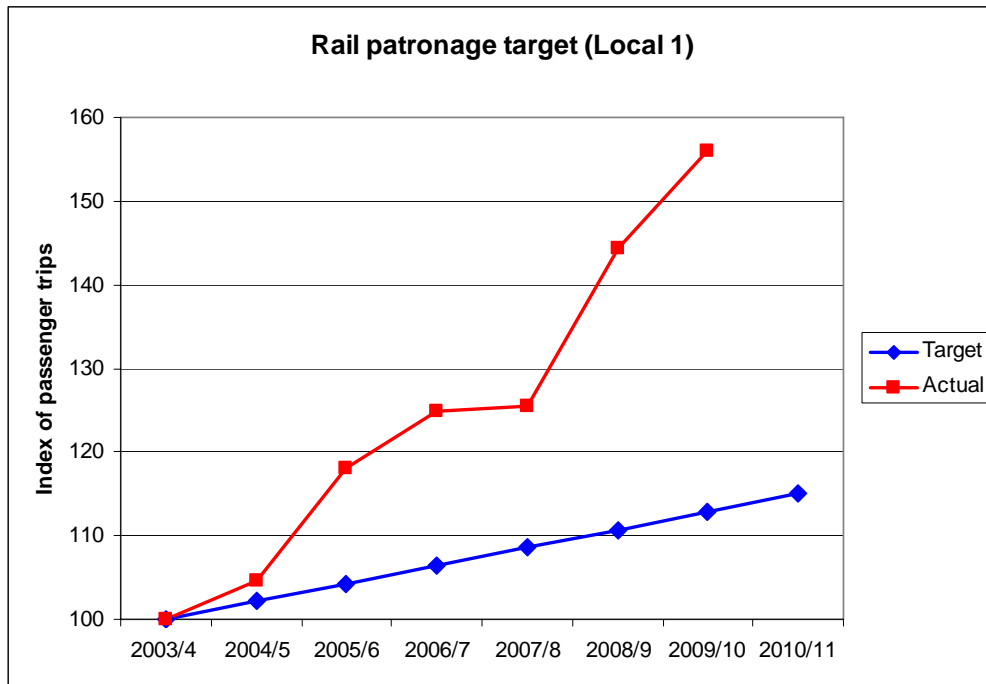
20. Infrastructure schemes for buses in 2009/10 were dominated by those delivered as part of the Greater Bristol Bus Network project. These included new bus lanes (e.g. at Cribbs Causeway, Filton, Odd Down and Congresbury), new and enhanced traffic signals, roundabout enhancements (e.g. A4 Hicks Gate), real time information and new shelters. These were complemented by the introduction by First of new, high quality buses. Other initiatives during the year included:
- Opening of the new state-of-the-art bus station at Bath;
 - The high profile 'Use It' campaign carried out by South Gloucestershire Council to promote the X27 linking Yate and Bristol;
 - Multi-operator BathRider bus ticket scheme introduced by Bath & North East Somerset Council for residents in Bath and the immediate vicinity;
 - Continuing support for non-commercial bus services including those withdrawn as a result of the recession in Weston-super-Mare and rural North Somerset;
 - A review of non-commercial bus services in North Somerset to offer longer term contracts to enable the operators to provide new, high quality, branded buses.
21. In 2009/10 the overall number of people using **park and ride** services fell by about 3% but remained well above the trajectory for target Local 2: see Figure 6. Whilst patronage on city centre services was down – no doubt reflecting the wider economic situation – there was encouraging growth on Bath's service to the Royal United Hospital. As a result of the partnership between the hospital, Bath & North East Somerset Council and the operator this service benefited in 2009 from new, liveried buses.

Figure 6: Park and Ride Passengers (Target Local 2)



22. **Rail** patronage in 2009/10 was up 8% on the 2008/09 figure and 56% higher than the 2003/04 baseline total: Figure 7. Growth was experienced across most of the local rail network but with significant increases at Filton Abbey Wood, Lawrence Hill, Yate and on the Severn Beach Line (which has recorded a 41% increase in patronage since 2006, suggesting that the increased service supported by local authority funding is continuing to prove attractive to passengers).

Figure 7: West of England Rail Patronage (Target Local 1)

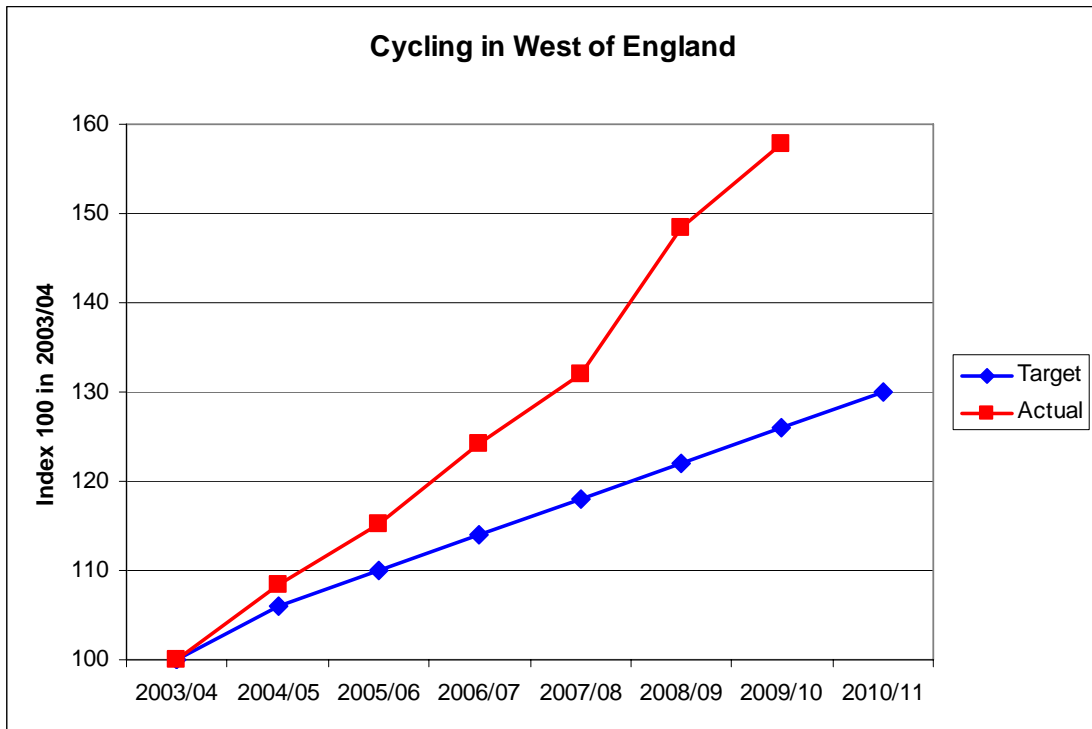


21. The award winning **taxi** marshal pilot scheme in Bristol city centre was extended with support from local night clubs. A similar marshal scheme was successfully trialled in Bath city centre.

Cycling and Walking

22. In June 2008 the DfT appointed Greater Bristol as the UK's first official **Cycling City**, a £22 million project involving the delivery of a major package of schemes to encourage cycling. This initiative has helped us to achieve a further significant increase in **cycling trips** in the sub-region in 2009/10. These are now more than 50% above the level in 2003/04: Figure 8.

**Figure 8: Cycling in West of England
(Target LTP3)**



23. We see these Cycling City schemes and initiatives having a positive impact on the level of cycling in the sub-region as a whole. A range of measures took place in 2009/10 including:
- New routes between UWE, Parkway station and Frenchay Hospital and the start of work on schemes for Bradley Stoke;
 - First section of the New Northern Link off-road route completed in Bristol from St Werburghs to Muller Road;
 - Re-surfacing and new signs for the Flax Bourton Greenway between Nailsea and Bristol;
 - Biggest Bike Ride event held in June 2009 to celebrate the end of Bike Week;
 - South Gloucestershire Council is leading a national pilot looking at cycle-based solutions to 14-19 transport in light of changes to secondary education;
 - Somer Valley Wheels showcased in Bike Week 2009, a scheme to promote cycling in the Norton-Radstock area.
24. The JLTP sets out an action plan for promoting **walking** although there is no specific target. In 2009/10 we carried out a range of schemes to make walking a safer and more convenient travel option including:
- 'Park and stride' scheme at Tickenham involving widening and resurfacing of a footway to the local primary school;
 - Four extra Walking Buses launched in Bath & North East Somerset bringing the total number to 21.

- Bike and Walk Breakfast event held in Bristol in collaboration with Bristol Primary Care Trust, the Soil Association and the University of Bristol;
- New guide to Bristol's harbourside published for walkers and cyclists as part of the Bristol Floating Harbour 2009 celebrations;
- Improvements to pedestrian crossings including formal crossing points as part of the seafront enhancement works in Weston-super-Mare.

Smarter Choices

25. During 2009/10 we continued our promotion of **Workplace Travel Plans**. Green Commuter Clubs met regularly with good support from the major employers in Bristol and the North Fringe and acting as a focal point for sharing good practice in relation to travel planning. The opening of the new South Gloucestershire Council offices at Yate has been accompanied by 370 staff signing up to car share, bus services enhanced, video conferencing expanded, facilities extended for working from home and promotion of the national 'cycle to work' guarantee scheme.
26. North Somerset Council has been developing a Supplementary Planning Document (SPD) for Travel Plans to add clarity and strengthen its existing travel plan policies as well as offer general guidance to developers. It is planned that this be adopted as part of the Local Development Framework during summer 2010.
27. In 2009 Bath & North East Somerset Council hosted the West of England Travel Plan Awards Ceremony on Tuesday 22nd September to coincide with 'In Town Without My Car Day', marking the end of European Mobility Week. A total of 15 employers received awards. The prestigious 'Employer of the Year' award was won by the Avon and Wiltshire NHS Mental Health Partnership for the innovative "Zero Petrol Team" project at their central Bristol offices.
28. Continued partnership working has increased the number of schools with approved **School Travel Plans**. In North Somerset all schools have plans and all but 10% of schools in Bristol have them. Numerous promotional and travel awareness events were held in Bristol in 2009/10 as part of the city's Healthy Schools Initiative to promote more sustainable and healthy modes of travel to school. Similar events took place in locations across the sub-region.
29. Our aim is to see no increase in the proportion of pupils who **travel to school by car**. In fact, the fall in car usage that occurred in 2008 continued in 2009.
30. **Travel+** is the branding we are using on transport improvements in the West of England. This was initially being used in support of our major

schemes but was rolled out more widely in 2009/10. The second Travel+ newsletter was published in March 2010.

- 31. The 2009 **Jam Busting June** event to encourage environmentally friendly ways of getting to work attracted more than 3400 commuters from around 275 employers across the West of England.
- 32. The **car share scheme** [www. 2CarShare.com](http://www.2CarShare.com) which covers the West of England now has over 7000 members.

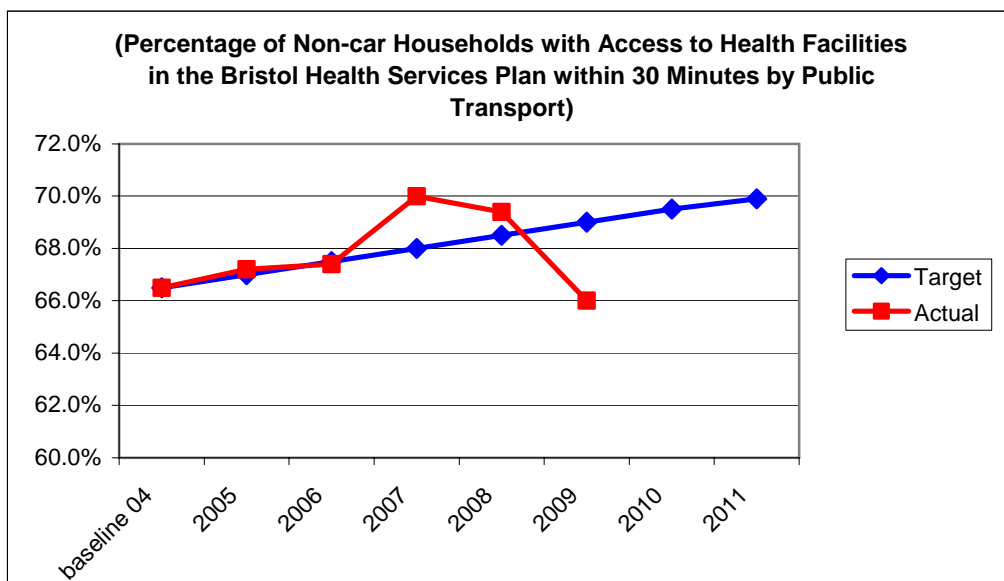
Freight

- 33. The Bristol Freight Consolidation centre has continued to provide services to Cabot Circus and other city centre retailers. The setting up of a similar facility for Bath has been pursued in 2009/10 as part of the EC CIVITAS Renaissance project.

Delivering Accessibility

- 34. JLTP target LTP1a is aimed at achieving better public transport **access to health facilities** covered by the Bristol Health Services Plan. In 2009 66.0% of non-car owning households could reach these facilities within 30 minutes: Figure 9. This was down on the 2008 figure and has dropped below the trajectory, the result of changes in bus service timetabling. The modelling for this indicator does not currently allow for any increase in access by community transport or Cycling City schemes and therefore may not reflect the broader accessibility picture. This issue is being pursued in the JLTP3.

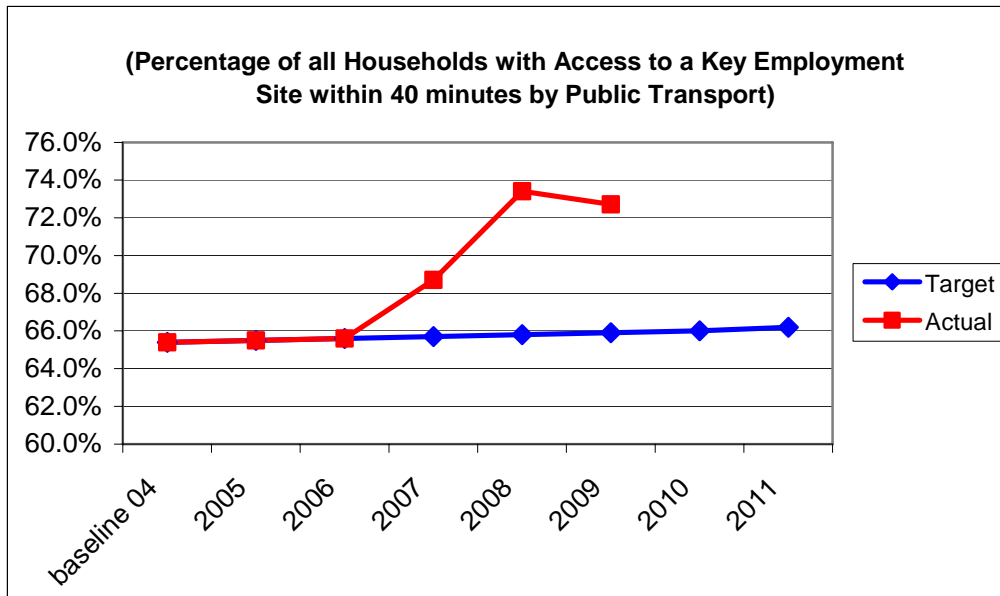
Figure 9: Access to Health Facilities (Target LTP1a)



- 35. The object of target LTP1b is to improve **public transport access to key employment sites**. The introduction of new services in the North

Fringe in 2008/09 offset cuts elsewhere and resulted overall in a significant increase in the proportion of households able to reach key sites within 40 minutes by bus or train although there was a slight reduction in 2009/10: Figure 10.

Figure 10: Access to Key Employment Sites (Target LTP1b)

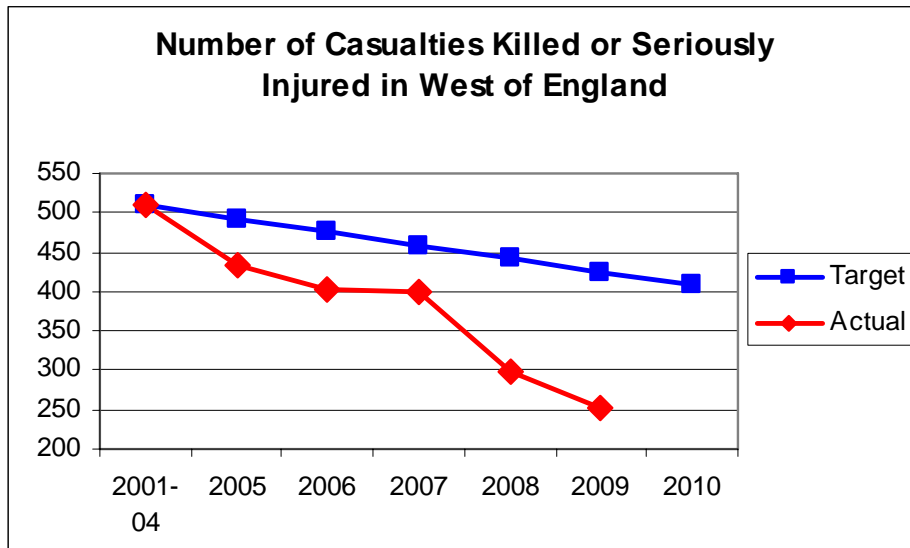


36. Our accessibility action plan for **public transport information** aims to improve its quality, consistency and format. The **travel⁺** brand has been introduced with this in mind and is featuring widely on publicity material, vehicles and elsewhere to promote West of England transport improvements.
37. In 2009/10 passenger numbers on **community transport** in the sub-region are estimated to have gone up by at least 6% over the previous year and total patronage is far ahead of our trajectory. Features of 2009/10 included:
 - Introduction of new minibuses for the Midsomer Norton Ring-and-Ride and Keynsham & District Dial-a-Ride with financial support from Bath & North East Somerset Council;
 - Some 280,000 people carried by schemes in South Gloucestershire, up from 240,000 in 2008/09;
 - Widening of travel opportunities for rural young people at Peasedown St John through partnership with Bath-based St Phillips and St James Community Minibus group;
 - Marketing work to raise awareness of community transport schemes in North Somerset.

Safer Roads

38. In 2008 there was a substantial drop in the number of people **killed or seriously injured** on the West of England's roads and there was a further decrease in 2009 indicating that the target we set for 2010 in the JLTP should easily be met: Figure 11. There was a welcome drop in the number of fatalities from 40 in 2008 to 31 in 2009. Fewer pedestrians and powered two wheeler riders were injured compared to 2008 but there was an increase in cyclist casualties, underlining the need for continuing efforts to enhance road safety for this vulnerable group.

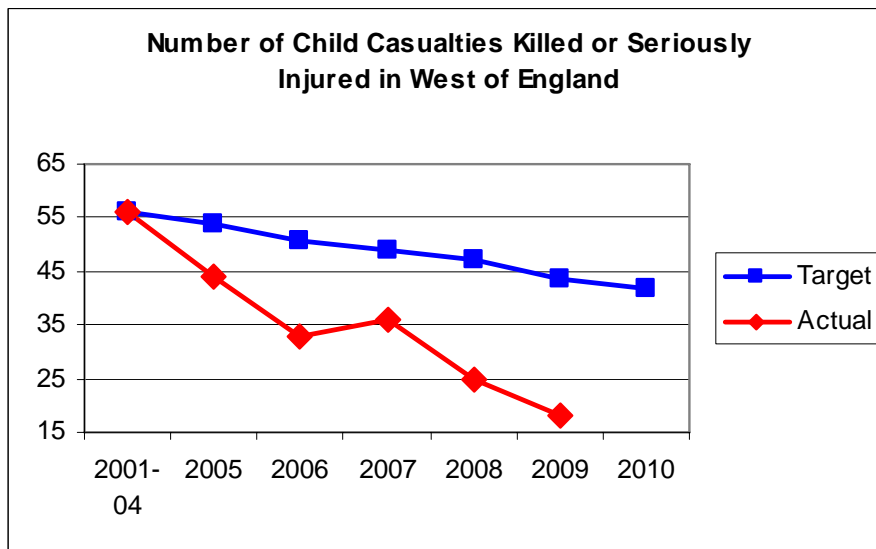
Figure 11: Number of Casualties Killed or Seriously Injured



Note: the lower the figure, the better the performance

39. The number of **children killed or seriously injured** has also continued its downward trend after a slight increase in 2007: Figure 12.

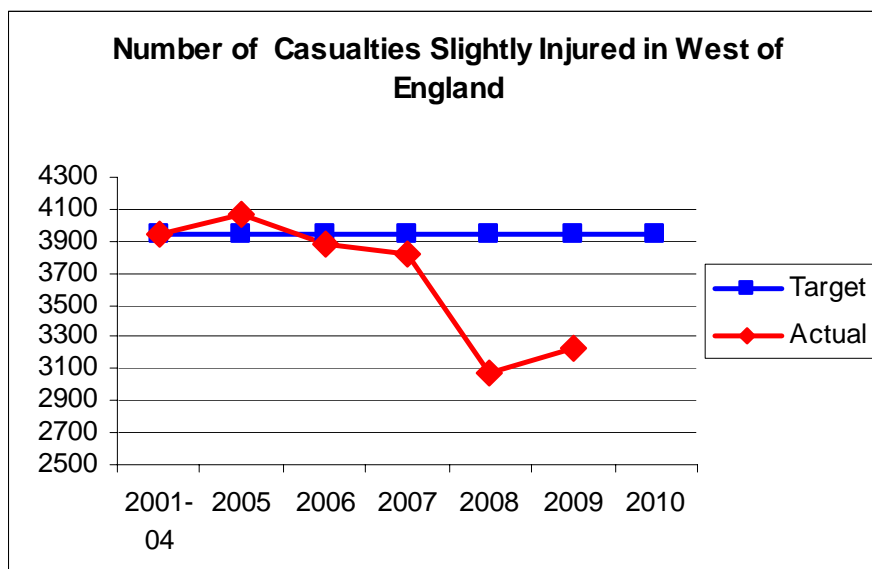
Figure 12: Number of Children Killed or Seriously Injured



Note: the lower the figure, the better the performance

40. Last year also saw a slight increase in the number of people **slightly injured** in collisions compared to 2008 but the figure remains well below our trajectory: Figure 13.

Figure 13: Number of Casualties Slightly Injured



Note: the lower the figure, the better the performance

41. Contributing to this downward trend in casualty statistics is the combination of educational programmes, engineering measures and enforcement. On the education front we have continued to cooperate through the West of England Road Safety Partnership to run extensive programmes of training and publicity. Examples include:
- Temporary signs installed at 21 locations in Bristol that have seen clusters of motorcycle accidents; similar signs erected in North Somerset at Portbury Hundred;
 - Training courses for motor cyclists in partnership with the Avon & Somerset Police;
 - Thematic publicity campaign www.madeulook.tv developed using social marketing techniques to change behaviour and attitude;
 - The Wheels Project delivering a series of targeted road safety sessions to students from socially disadvantaged areas mainly aimed at potential moped riders in the 15-17 year age group;
 - Child pedestrian training across the West of England with almost 1200 Year 2 and 3 children trained in Bath & North East Somerset alone in 2009/10;
 - Expansion of Bikeability cycle training (over 3000 children took part in South Gloucestershire in 2009 and the scheme was extended to 12 more schools in Bath & North East Somerset).
42. In 2009/10 we carried out engineering schemes ranging from pedestrian crossings and traffic signals to vehicular activated speed signs and high

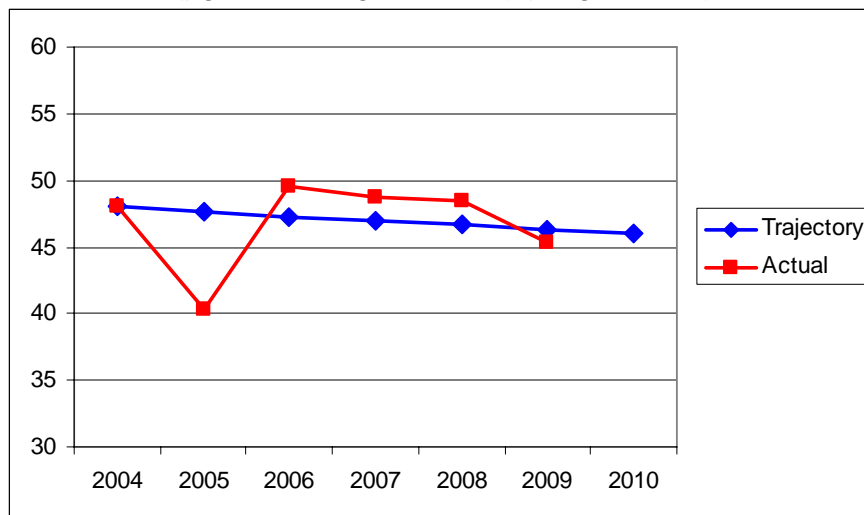
friction surfacing. A rolling programme of advisory 20 mph signs was implemented outside 10 schools in North Somerset during the year. A multi-agency safety scheme carried out in a residential area of North Worle included new crossings, signs and junction improvements as well as road safety education in schools. In Bristol preparations were completed for the introduction of a pilot 20 mph speed limit for Inner South Bristol, developed as part of the Cycling City project. In South Gloucestershire the Safer Routes to School programme included funding for four crossing facilities and a range of pedestrian safety improvements.

Better Air Quality

Bristol Air Quality Management Area

43. There was a welcome decrease in the level of **Nitrogen Dioxide (NO₂) emissions** in the Bristol Air Quality Management Area (AQMA) between 2008 and 2009 and it is now about 4% below the trajectory required to achieve the target for 2010: Figure 14.

Figure 14: Air Quality in Bristol Air Quality Management Area
($\mu\text{g}/\text{m}^3$ of nitrogen dioxide) (Target LTP 8)

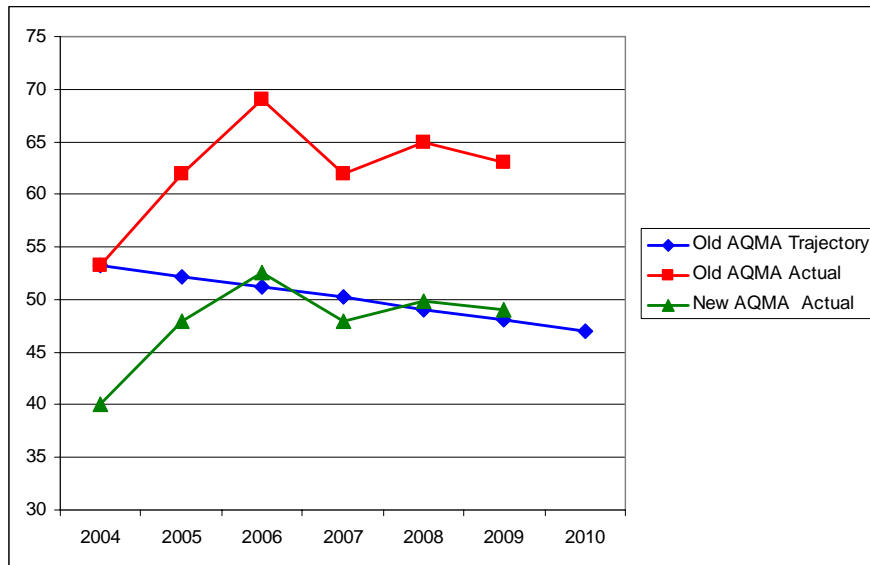


Note: the lower the figure, the better the performance

Bath Air Quality Management Area

44. When the air quality target for Bath was set in the JLTP it was based on the A4 London Road corridor which was the focus of the AQMA at that time. The level of **NO₂ emissions** in 2009 in the London Road area was lower than in 2008 but remains significantly above the JLTP trajectory: Figure 15. The AQMA was extended in July 2008 to embrace a much larger part of central Bath and the average level of emissions across this wider area in 2009 is significantly lower.

Figure 15: Air Quality in Bath Air Quality Management Area
($\mu\text{g}/\text{m}^3$ of nitrogen dioxide) (Target LTP 8)



Note: the lower the figure, the better the performance

45. Emissions for the extended AQMA are also down on the previous year. An action plan is being developed which will set out a range of measures for tackling air quality issues.
46. Consultations took place in 2009 into the 'declaration' of 4 more Air Quality Management Areas:
 - Keynsham High Street (to be declared in July 2010);
 - Staple Hill at the Broad Street (A4175), High Street (B4465), Victoria Street and Soundwell Road (A4017) crossroads (since declared);
 - Kingswood along Regent Street (A420) (since declared); and
 - Cribbs Causeway adjacent to the M5 Roundabout at Junction 17 (since declared).

Asset Management

47. The first phase of the Joint Transport Asset Management Plan (JTAMP) was completed in 2008/09, a long term plan setting out how the four highway authorities will manage the West of England's transport infrastructure in the most effective way. The JTAMP was developed further in 2009/10 with the aid of additional funding of £162,000 from the DfT.

Principal and Non-Principal Roads

48. Changes in DfT survey methodologies make it difficult to compare the current condition of our principal (mainly 'A') roads with the situation in 2004/05, the JLTP baseline. The JLTP foresaw a gradual improvement

but between 2006/07 and 2007/08 we identified a worsening in the condition of these roads. During 2008/09 there was a further slight deterioration in these roads and this trend continued in 2009/10, although the proportion of the network in need of early attention was low (about 5%).

49. For non-principal ('B' and 'C') roads the JLTP target is to prevent any deterioration in condition in the period to 2010/11. However changes in DfT survey methodologies make it difficult to compare today's picture with earlier data. Road condition deteriorated in 2009/10 but not at the fast rate experienced in 2008/09. About 13% of the non-principal road network is now in potential need of structural maintenance works.
50. Although disappointing, the decline in highway condition was not unexpected bearing in mind the impact of adverse winter weather. Further investment in maintenance schemes in 2010/11, enhanced by more cost effective delivery through our JTAMP work, should improve the situation to some extent but road condition will need to be closely monitored. In view of changes in survey methodologies we are reviewing these targets as part of our JLTP3 work.

Unclassified Roads and Footways

51. The year on year improvement in the condition of our network of unclassified roads had a set back in 2009/10 but remains above the trajectory. Whilst comprehensive data on the condition of our footway network is not available for 2009/10 because of doubts about survey methodologies the information available suggests that we are broadly in line with the JLTP trajectory.

Other Maintenance Schemes

52. A number of retaining wall schemes were carried out in 2009/10 including those at Lower Langford, A 431 at Kelston, Ralph Allen Drive (Bath). Work began on the important Bridge Valley Road retaining wall scheme in Bristol. Lighting schemes delivered during the year included one at Widcombe in Bath.

Investing in Schemes

53. In 2009/10 we invested almost £45m of **capital funding** on a range of transport schemes. Some 40% went on highway maintenance and 29% on public transport: Figure 16. About half of this funding came from DfT 'block allocations' for integrated transport and maintenance schemes. The remainder came from a variety of sources including:
 - Greater Bristol Bus Network major scheme funding;
 - Cycling City;
 - Council funding;

- Congestion Performance Fund;
- Road Safety Grant;
- S106 developer contributions.

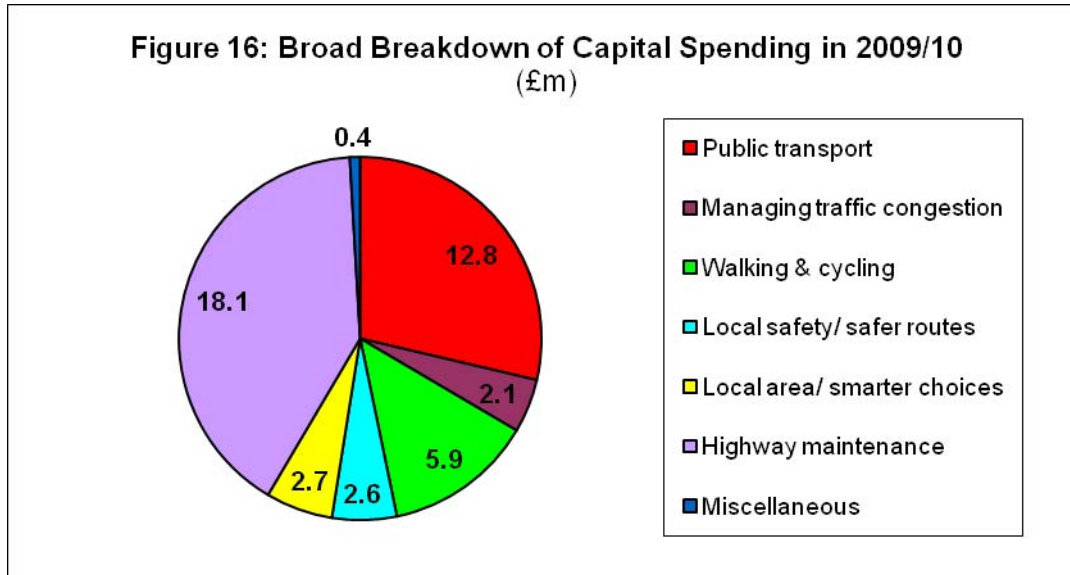


Figure 16: Broad Breakdown of Capital Spending in 2009/10 (£m)


Major Schemes

54. In February 2009 the South West submitted its Regional Funding Advice 2009-2019 (RFA2) to the Government, which set out the recommended priorities for major transport investment. The RFA includes 11 major schemes in the West of England representing a total potential investment of over £600m. The Government's response to the RFA2 submission in July 2009 gave broad support to the region's transport programme (see Table 2).
55. Key achievements this year with the development and implementation of the major schemes programme have included:
 - The continued implementation of the **Greater Bristol Bus Network (GBBN)** scheme with all grant funded tasks planned for completion by March 2012;
 - Obtaining planning permissions and progressing land acquisition for parts of the **Bath Transportation Package**;
 - Funding bids for the **Rapid Transit Ashton Vale to Temple Meads** and **Weston Package** schemes obtained 'Programme Entry' (approval in principle) status from the DfT in March 2010;
 - Consultation on the **South Bristol Link** and **North Fringe to Hengrove Package** preferred schemes in Winter 2009 leading to the submission of bids for Programme Entry in March 2010;

- Work has continued with Network Rail to progress an engineering study and to assess passenger demand for the **Portishead rail corridor**.

Table 2: Major Schemes Programme

Scheme	2008/ 2009	2009/ 2010	2010/ 2011	2011/ 2012	2012/ 2013	2013/ 2014	2014/ 2015	2015/ 2016	2016/ 2017	2017/ 2018	2018/ 2019	2019/20 Onwards
Greater Bristol Bus Network												
Bath Transportation Package												
Weston Package Phase 1												
Rapid Transit Ashton Vale to Temple Meads and Bristol City Centre												
North Fringe to Hengrove Package												
South Bristol Link Phases 1 & 2												
Portishead Rail Corridor												
Greater Bristol Metro Rail Project												
M5 Junction 21 Bypass												
Callington Road Link/Bath Road Improvements												
Rapid Transit Emerson's Green to Temple Meads												

 Technical work to support funding bid to DfT

 DfT assess and approve bid/ Planning and Other Consents/ Procurement

 Implementation

Governance

56. 2009/10 saw a further, major step forward in sub-regional governance through the formation in April 2009 of the Joint Transport Executive Committee (JTEC). Meeting at regular intervals, JTEC manages and endorses the strategic direction of our transport strategy including the progress of our current Joint Local Transport Plan and major schemes and the development of our third Joint Local Transport Plan. It has pushed forward an ambitious programme including the submission of the bids for both the South Bristol Link and the North Fringe to Hengrove Package. JTEC is complemented by the joint governance of the assessment and production of our major scheme bids and the implementation of schemes such as GBBN and Cycling City.

Review of the JLTP

57. We are working on the **Third Joint Local Transport Plan (JLTP3)** that will replace the current plan from 2011. The Plan will be in two parts with a Strategy document looking ahead to 2026 backed up by a Delivery Plan setting out a programme of schemes to be implemented in the 3 years 2011/12, 2012/13 and 2013/14.
58. Formal engagement on the draft Plan will take place between July and October 2010. We are also working on supplementary documents to support both the Strategy and Delivery Plan covering the following:
- Cycling;
 - Network Management and Freight;
 - Parking;
 - Public Transport;
 - Road Safety;
 - Rural Transport;
 - Smarter Choices; and
 - Walking.
59. Our aim is to produce a clear, concise and accessible Joint Local Transport Plan, addressing new challenges and supported by a new set of targets and performance indicators. The Plan must be published by the 31st March 2011.