

West of England Partnership  
Partnership Board  
13 July 2010

## Joint Local Transport Plan 2 (2006 –2011)

### Purpose of Report

1. To note the 2009/10 Joint Local Transport Plan (JLTP) Progress Report and give views.

### 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 (NO<sub>2</sub>) 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 note the 2009/10 Joint Local Transport Plan (JLTP) Progress Report and give views.

### **Appendices**

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

Author: Bill Davies, Joint Transport Team, West of England Partnership  
Tel: 0117 922 4928. Email: bill.davies@westofengland.org