

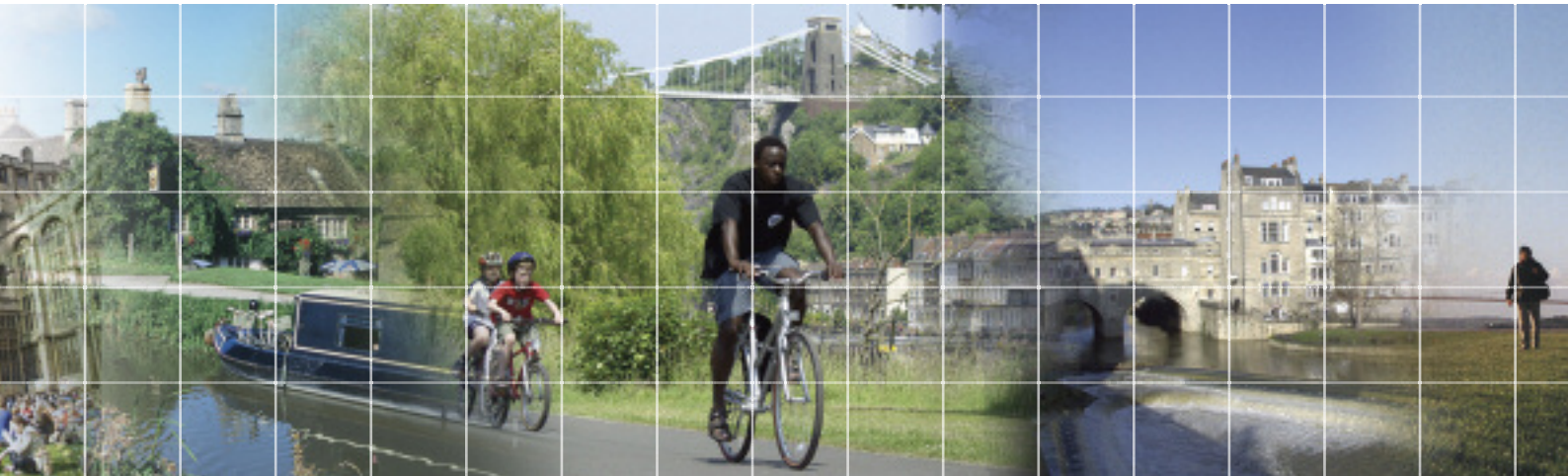


Joint Local Transport Plan

Joint Progress

Report

July 2007



The **West of England** Partnership

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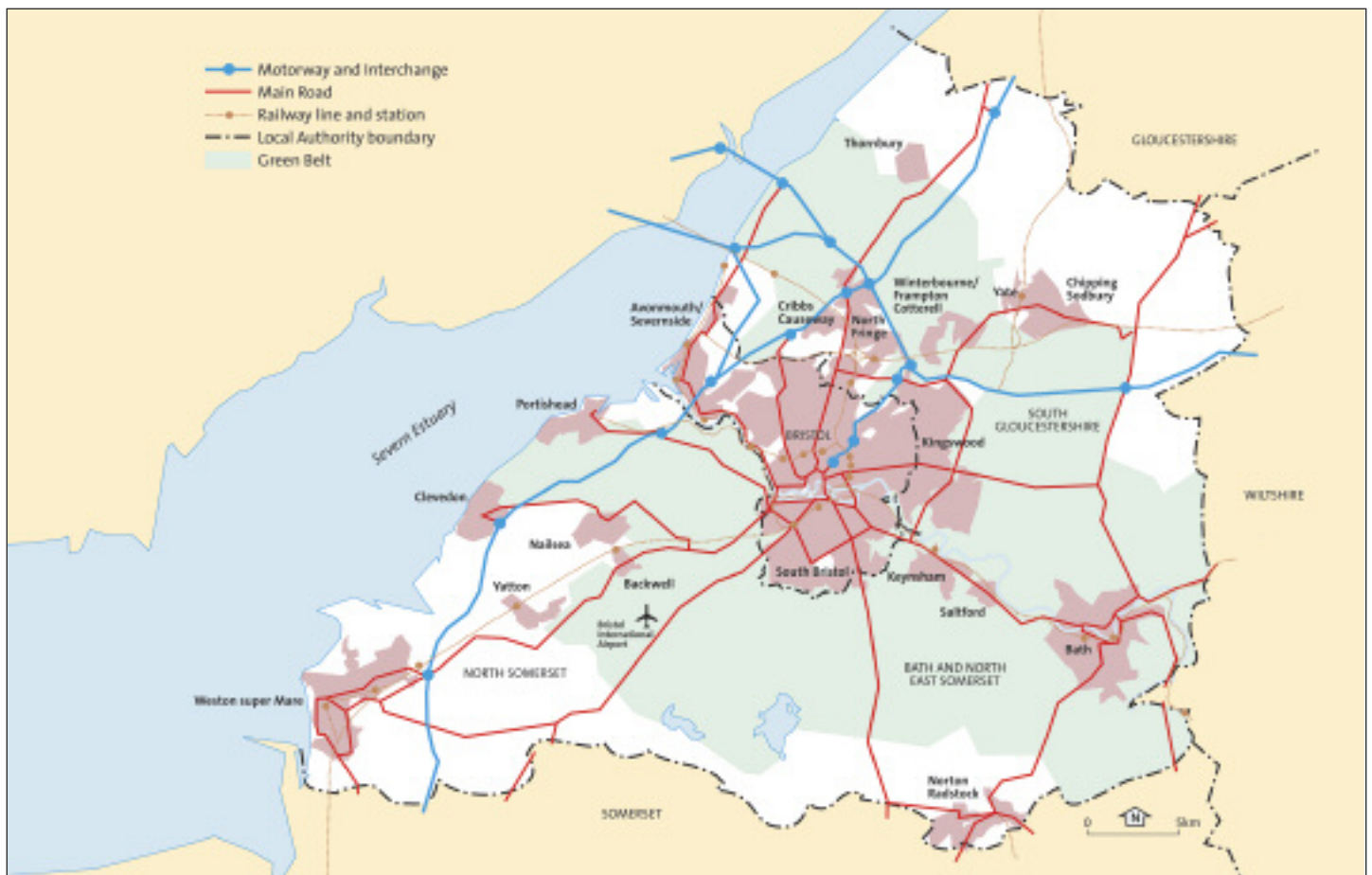
Introduction

The West of England sub-region faces a range of challenges to improve the quality and reliability of its transport network. In April 2006 the four authorities making up the sub-region, Bath and North East Somerset, Bristol City, North Somerset and South Gloucestershire councils, joined forces to produce and submit a new Joint Local Transport Plan (JLTP) to deliver significant improvements over the five years up to 2011.

The sub-region experiences high car ownership and dependency, and average traffic speeds in Bristol, at 16 mph in peak hours, are the lowest of the eight English 'core' cities, and throughout the 1990's the North Fringe of Bristol experienced traffic growth above the national average. Congestion is one of the four transport 'shared priorities' agreed between the Government and the Local Government Association in 2002, together with accessibility, road safety and air quality. The aims and objectives of the JLTP were formulated around these shared priorities together with a further aim to improve quality of life, and have

resulted in the production of a range of integrated strategies to reduce car dependency, improve road safety and enhance air quality and accessibility to employment, education and health services.

The sub-region is already undergoing an unprecedented level of development in terms of major regeneration schemes. In particular, the rejuvenation of Broadmead shopping centre in central Bristol (Cabot Circus), other city centre schemes at Harbourside, Temple Quay North, Courage Brewery, Western Riverside and Southgate in Bath are all progressing rapidly, with Southgate including a new bus station and links with Bath Spa railway station. Although committed employment development is still underway in the North Fringe, joint working between the local authority and key employers continues to achieve real progress in encouraging sustainable commuting patterns. Central area regeneration will also provide further opportunities to redirect trip-making patterns more sustainably with improved accessibility to public transport interchanges and increased reliance on sustainable travel modes.



Looking into the longer term, the sub-region faces increasing challenges to enable the transport network to successfully and sustainably accommodate additional transport movements arising from new development. In particular, the need to accommodate an additional 92,500 new dwellings up to 2026 will require further step change improvements in public transport provision, and encouraging progress is already being made in moving several major schemes forward towards securing additional funding from the DfT, including the Greater Bristol Bus Network, Bath Package and Bus Rapid Transit.

Overall Progress in 2006/07

The JLTP includes a range of challenging targets and trajectories to meet by 2011 to deliver on these priorities, and this report summarises progress so far towards achieving these targets. Overall, progress is very encouraging indeed. Table 1 below outlines which targets are currently on track:

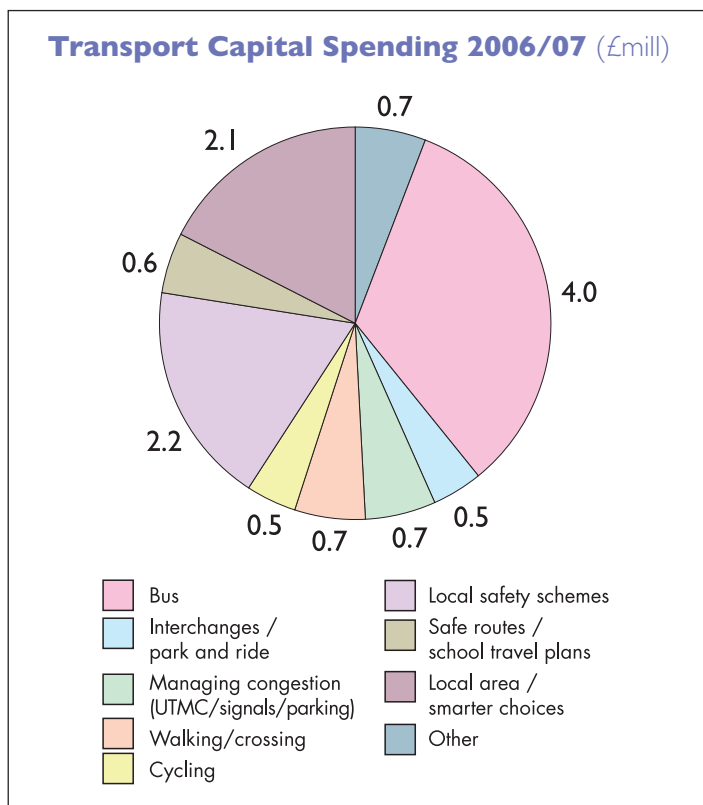
	Objective and Target	On track?
1	To increase bus patronage by 3% by 2011	✓
2	To increase bus satisfaction from 38% to 44% by 2011	✓
3	To increase the proportion of buses running on time to 90% by 2014/15	✓
4	To reduce the number of people killed or seriously injured on roads by 20% by 2010	✓
5	To reduce the number children killed or seriously injured on road by 25% by 2010	✓
6	To ensure there is no increase in the number of slight injury casualties	✓
7	To increase the number of cycling trips by 30% by 2010/11	✓
8	To ensure there is no increase in the number of children being driven to school	✓

	Objective and Target	On track?
9	To restrict traffic growth across the JLTP area to 12% by 2010	✓
10	To ensure there is no increase in peak period flow to Bristol City Centre	✓
11	To increase the proportion of households within 30 minutes public transport travel time of health facilities by 7%	✓
12	To reduce the concentration of NO2 in Bristol Air Quality Management Area by 4% by 2011 and in Bath Air Quality Management Area by 12% by 2011	✗
13	To reduce the proportion of the principal road network where structural maintenance is necessary by 8% by 2011	✓
14	To ensure no further deterioration in the non-principal road network occurs by 2011	✓
15	To reduce the proportion of unclassified roads where structural maintenance is necessary by 29% by 2011	✓
16	To reduce the proportion of footways where structural maintenance is necessary by 30% by 2011	✓
17	To increase the number of rail trips by 15% by 2011	✓
18	To increase park and ride journeys by 16% by 2011	✓
19	To increase the number of community and demand responsive passenger journeys by 50% by 2011.	✓

In particular, key indicators for road safety, bus patronage, cycling and traffic trends are already ahead of trajectory, and show that a combination of joint working between the four authorities, targeted investment and efficient scheme and project management are already paying dividends. Working together maximises our chances for success with opportunities for sharing best practice and more efficient use of funding from the Department for Transport.

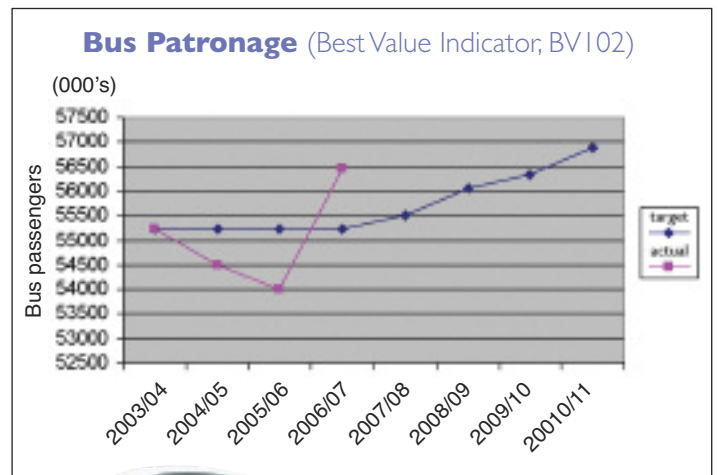
Transport Spending in 2006/07

The JLTP set out proposed spending over each of the five years of the plan period. A total allocation of £11.3 million was provided by the Government in 2006/07 for Integrated Transport but the Councils have put in extra funding resulting in an actual programme of £12 million. The illustration below outlines the types of schemes delivered with this investment. Almost 60% of the total was put into public transport and local safety schemes and this concentration of investment is paying dividends in terms of increasing mode share for public transport and reducing road casualties.



The 2006/07 Government allocation for maintenance totalled £12.7 million and additional spending of almost £4 million was agreed for the A4174 ring road 'Exceptional Maintenance' scheme and £0.4million for the Hinton Hill structural scheme south of Bath. The Councils added to this £1.4million of their own resources resulting in a total budget £18.5 million. A small number of projects had to be postponed to 2007/08 but nevertheless almost £17m was spent on carriageways, bridges, structures, street lighting and other maintenance projects in 2006/07.

Public Transport Progress



Bus patronage across the sub-region has grown by 2% compared with the 2003/04 base line. This progress is ahead of trajectory, is encouraging given the stretching nature of the JLTP target (an increase of 3% by 2011), and significantly exceeds the patronage increase envisaged as a result of the introduction of free off-peak concessionary fare travel. Other contributing factors are likely to include the following:

- The publication, distribution and updating of a joint map of bus services covering both Bristol and South Gloucestershire.
- Entire bus fleet renewal in Bath (involving over 110 new vehicles), together with new buses on the 75 route between Cribbs Causeway and South Bristol.
- The signing of Punctuality Improvement Partnerships with the main commercial operator by both Bath and North East and Bristol City Councils. In addition, North Somerset Council have signed an umbrella Quality Bus Partnership with the operator, which initially focuses on four showcase routes with specific improvement targets for journey times and patronage.

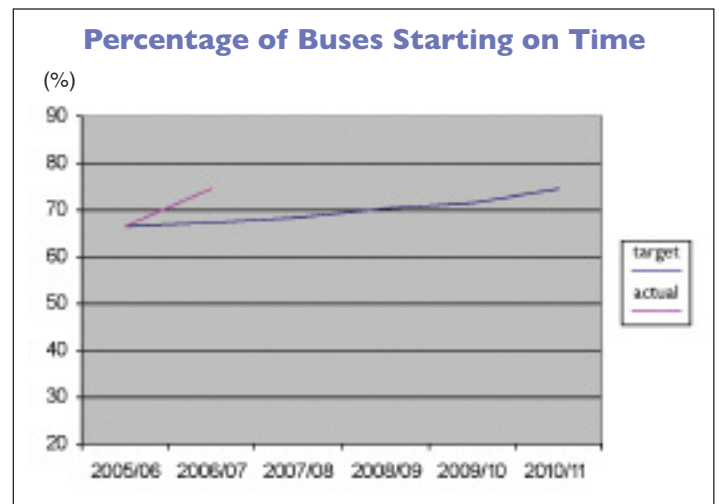
- Continued increases in city centre parking charges in both Bath and Bristol as part of an integrated strategy.
- Following a series of bus fare increases (three in 2005), bus fares were held constant in 2006.
- Inclusion of First in joint meetings to discuss the Traffic Management Act and prior notification of roadworks will have enabled better service management to improve reliability in the face of unforeseen delays.
- Continued programmes to improve accessibility to bus services through the provision of raised kerbs at stops.



A420 Showcase Bus Route

The A420 Showcase bus route is currently being implemented in partnership with First. This features an integrated package of bus lanes and signal upgrades, with pedestrian enhancements in the local shopping centre and new, high quality accessible vehicles provided by the operator. The anticipated completion date is October 2007, and a significant increase in bus patronage is expected as a consequence on this route similar to that delivered by the 76/77 showcase bus route launched in December 2003. In addition, rapid progress with city centre regeneration schemes will have a further positive impact on bus patronage with key developments being located in areas with strong public transport accessibility.

Bus Punctuality (National LTP5 Indicator)



Monitoring of bus service reliability by the four councils has shown an increase in bus punctuality between 2005 and 2006, and this is very encouraging, as improving the attractiveness of local bus services is a key element in achieving many of the other objectives of the JLTP. The significant steps taken in providing bus priorities and working in partnership with operators should see this improvement continue.

Punctuality is measured against the Traffic Commissioner's standards of buses being on time if they are within one minute early and five minutes late of schedule, and for frequent services (more than six per hour) a measure of the excess waiting time for passengers is used. The target for this indicator is to increase the proportion of buses on time to 90% (by 2014/15) and to reduce the excess waiting time to only 1.25 minutes. Surveys in 2006/07 show all four sub-indicators monitored are ahead of their target trajectory.

Although the improvement in bus punctuality is welcome, this is a new indicator and has only been monitored for two years. Although the improvements seen in 2006 are expected to continue, longer term trend data is needed before the natural variation in these surveys is fully understood.

Bus Satisfaction
(Best Value Indicator, BVI04)

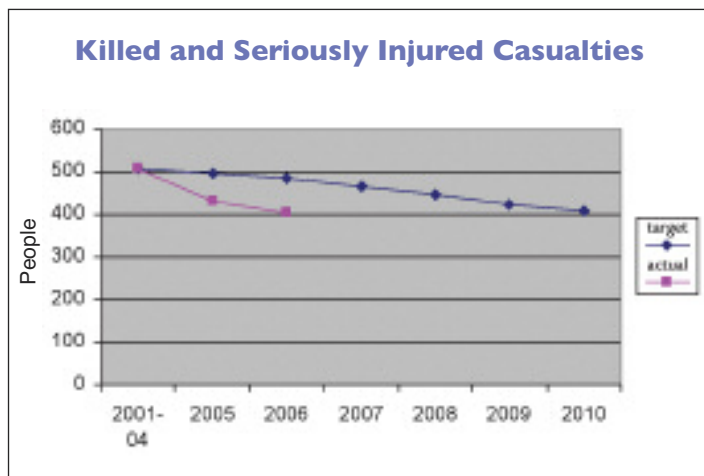
Satisfaction with bus services in the sub-region has risen from a base line of 36% in 2003/04 to 45% in 2006/07. This exceeds the 2010 target of 44% in the JLTP. Notwithstanding an expected increase in bus satisfaction arising from a rise in passenger numbers benefiting from free fares, this improvement is particularly encouraging. Again, potential reasons for this improvement are likely to include improved information, bus fleet renewal in Bath, a holding back of fare increases and improved information and promotion work by the four councils and bus operators.

Road Safety

(Best Value Indicator, BV99)

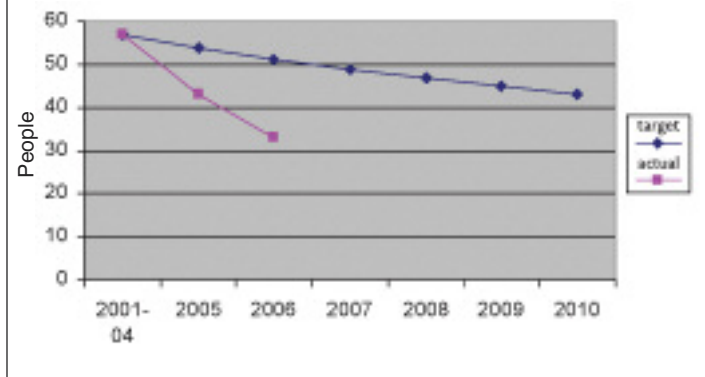
Road safety has shown a significant improvement in 2006/07. A revised target for killed and seriously injured casualties (KSI) of a 20% reduction by 2010 (from a 2001 – 04 base line) was adopted in the Joint LTP, with a 25% reduction for children. BV Road Safety indicators show reductions from 2001 – 04 base of:

- A 20% reduction in KSIs (already met 2010 target).
- 1.5% reduction in slights (already met 2010 target).
- Child KSIs reduction of 42% (already exceeded 2010 target).



This progress is very encouraging and suggests that the current and past investment in the previous plan period is now bearing fruit. In addition, through the

Child Killed and Seriously Injured Casualties



West of England Road Safety Partnership the authorities have placed a great emphasis on joint working, education and training initiatives, together with smaller scale speed management measures.

The improvement is consistent across all user classes. In particular, vulnerable users show significant reductions in casualty rates, with the KSI reductions from 2004 to 2006 for pedestrians, cyclists and Powered Two Wheelers being 25%, 22% and 16% respectively.



The four councils are working together through the West of England Road Safety Partnership, to save lives, reduce casualties and ensure that the Road Safety Strategy in the JLTP is delivered. This initiative draws together road safety professionals from a range of organisations including the emergency services, NHS Primary Care Trusts and the Highways Agency, with the establishment of a formal partnership framework including Executive Member and Head of Service representation. The partnership considers joint targeting of investment and publicity, sharing best practice, cross-boundary route action schemes, improved enforcement and integration of safety camera activities into the wider road safety delivery process, and includes sub-groups dealing with engineering, Education, Training and Publicity, data management and safety cameras. The partnership is undoubtedly playing a key role in delivering the reduction in casualties and the potential for a more stretching target for casualty reduction will be considered in 2008 if this encouraging trend continues.

In addition, recent initiatives have included working with the police to provide additional coaching for motorcycle riders, and presentations to learners and newly qualified drivers with Avon Fire and Rescue to raise awareness of the implications of dangerous driving.

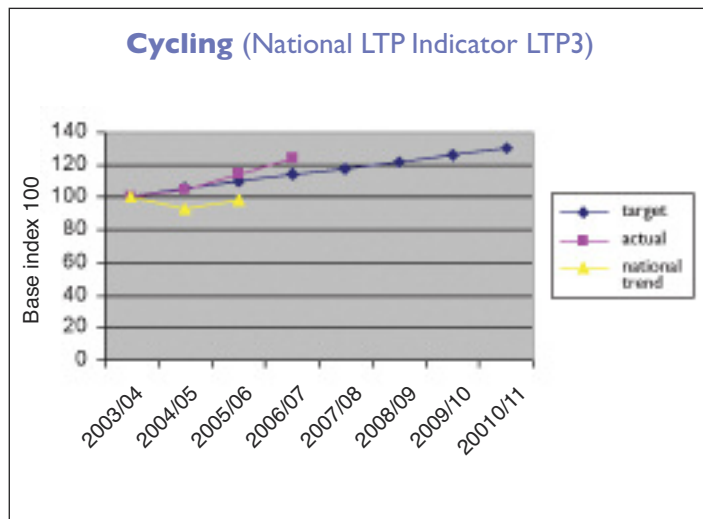


Vehicle Actuated Sign



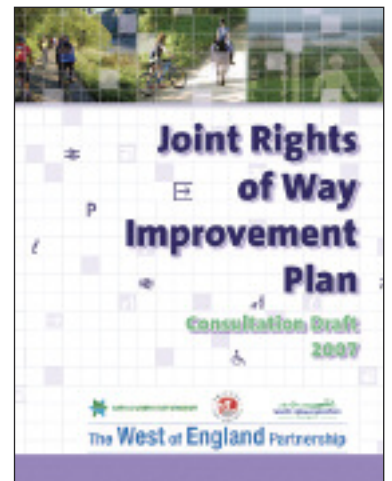
This indicator reinforces the impression that a strong cycling culture is being established in the sub-region, with a sustained emphasis being placed by all four authorities on the contribution cycling can make to reducing traffic congestion. In particular, an emphasis has been placed on plugging gaps in the strategic segregated cycle network together with education and promotional activities including 'Jam Busting June' and Travel Smart initiatives.

Cycling and Walking (National LTP Indicator LTP3)



Cycling levels in the sub-region are demonstrating a consistent encouraging upward trend. An increase of 24% has been demonstrated in 2006/07 compared to the JLTP 2003/04 base line compared with a pro-rata trajectory of 14% over this period. The graph also illustrates the national cycle trend which is still downward overall (Transport Statistics Great Britain (2006)).

In May 2007 the draft Joint Rights of Way Improvement Plan was produced for consultation. A strategic and far reaching document, the plan is envisaged to significant enhance opportunities to access both urban and rural areas for all users, and will be used to co-ordinate future investment in the network according to a consistent set of objectives and provide further alternatives to reliance on the private car.



Substantial improvements to pedestrian accessibility continue to be achieved through upgrades to pedestrian crossings including on the back of new developments (such as the Broadmead expansion) and the A420 Showcase bus route.

School Travel

(National LTP Indicator, LTP4)

The JLTP includes a provisional target to ensure that the proportion of pupils travelling to school by car does not increase over the plan period, compared to a base line established in 2007. The current mode share for school (primary and secondary) travel by car has been established at 32%, which forms the new base line. The background trend since 2002 is of a relatively steady decline in car use. However, given the low base line figure for 2007 and Government parental choice policy, it is considered appropriate to retain the provisional target of no increase in car mode share for school travel, although opportunities for a more stretching target may be considered if the background trend continues further.



Travel to School Roadshow, Hillside Primary School, Weston-super-Mare

The four councils have continued to concentrate resources on educational initiatives to promote cycling, walking and public transport usage for school-children. Significant progress is being maintained in implementing physical measures and on-site improvements as part of safer routes to school programmes, and promotional events have included roadshows and walk and bike to school days organised by the councils' school travel advisors.

Traffic Growth

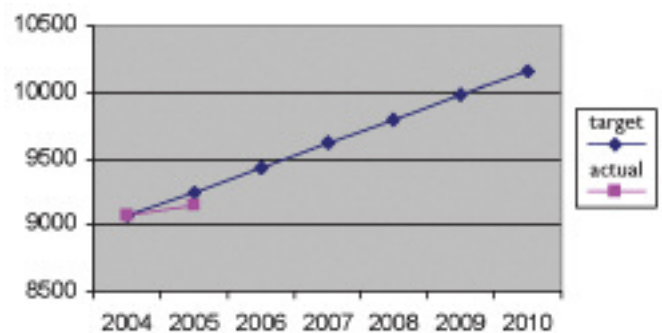
(National LTP Indicators LTP2 and LTP6)

The LTPJ target is to restrict the level of traffic growth in the sub-region between 2004 and 2010

to 12% across the JLTP area. Progress again is very positive with traffic growth of 0.9% up to 2005 across the sub-region. This progress is indicative of success in the JLTP strategies for encouraging alternative modes to the private car and smarter choice initiatives. A more stretching target has been formulated associated with the implementation of the Greater Bristol Bus Network and the Bath Package.



Annual Area-Wide Vehicle Kilometres (million)



Progress on the LTP6 indicator, to ensure no increase in peak period flow to Bristol City Centre, is also below trajectory, with a reduction of 4.1% being recorded for the number of AM peak period inbound cars and vans entering the city's central cordon. Given that modelling undertaken as part of the formulation of the JLTP indicated that this target was unlikely to be met, progress to date is all the more encouraging. Traffic patterns will be affected in future by the successful regeneration of city centre development sites which, whilst clearly sustainably located in terms of maximising mode share by walking, cycling and public transport, will still be likely to increase car trips to the city centre to some extent.

Congestion

(National LTP Indicator LTP7)

The sub-region's Congestion Delivery Plan has been submitted to the Department for Transport, setting out in greater detail how the JLTP schemes and strategies will minimise increases in congestion whilst accommodating future transport movements, and would not only meet but exceed the LTP7 target. The Plan has been endorsed by the DfT and additional reward funding has been made available for decongestion measures including targeted investment to unlock congestion at key junctions to improve journey times for both bus and car passengers.



Traffic Management Act

The four councils have been working closely together with other SW authorities on a joint approach covering our network management obligations under the Traffic Management Act 2004. These include close liaison with emergency services and the Highways Agency, improved information and co-ordination of key events, and better management of service utility works. A comprehensive Network Management Plan has been developed and will be subject to consultation. The Plan details all the 'intervention criteria' to meet our obligations efficiently and minimise future disruption on the highway network.

Accessibility

(National LTP Indicator LTP1)

Since submission of the JLTP, significant new data has been made available by the DfT to more accurately clarify the base line position for access to health and employment. The base line positions have therefore been reassessed to incorporate enhanced national public transport data collection techniques, and targets revised in line with the proportional change

attributable to the revised base line. Progress towards revised trajectories as follows:

Access to Healthcare

The revised 2004 baseline is 57% of households being within 30 minutes journey time by public transport of health facilities in the Bristol Health Service Plan, with a revised target to increase this proportion to 61% by 2011. In 2006, 58.6% of households have been modelled as being within the 30 minute threshold which is significantly ahead of the trajectory for this year.

Access to Employment

The revised 2004 baseline is 65.4% of households being within 40 minutes journey time by public transport of major employment centres, with a revised target to increase this proportion to 66.2% by 2011. In 2006, 65.6% of households have been modelled as meeting this criterion which is on trajectory to meet the 2011 target.

Access to Further Education

The revised baseline for this indicator for 2004 is 56% of 16 – 19 year olds being within a 30 minute public transport journey time of an establishment offering a designated range of courses. The JLTP includes a commitment to set a target for this indicator within the plan period, and it is envisaged that an appropriate target will be determined by Autumn 2007.

Air Quality

(National LTP Indicator LTP8)

The JLTP indicator is based on Nitrogen Dioxide levels in both Bath and Bristol Air Quality Management Areas (AQMAs), with a target to reduce the concentration in Bath from 53.3 $\mu\text{g}/\text{m}^3$ to 47 $\mu\text{g}/\text{m}^3$, and in Bristol from 48 $\mu\text{g}/\text{m}^3$ to 46 $\mu\text{g}/\text{m}^3$. Unfortunately, in both locations concentrations have risen, to 69 $\mu\text{g}/\text{m}^3$ in Bath and 49.5 $\mu\text{g}/\text{m}^3$ in Bristol.

The most likely reasons for this situation include weather patterns discouraging dispersal of emissions, and higher NO_x emissions from a substantial increase in the proportion of diesel engined cars outweighing benefits from more efficient modern petrol engines at

slow speeds. Both Bath and North East Somerset and Bristol City Councils will continue with education campaigns to promote fuel-efficient driving habits and policies to enhance alternative modes to private car travel and more efficient freight distribution systems. However, progress with this indicator will be given serious consideration and the Action Plan in the JLTP reviewed and amended should the negative trend continue, with the formulation of more targeted actions and investment to address the issue. Both the Greater Bristol Bus Network and Bath Package major scheme bids will also play a key and targeted role in enhancing air quality in the AQMAs.

Maintenance



A4174 ring road 'Exceptional' maintenance scheme

In 2006/07 just over 8% of the principal road network (largely 'A' roads) was in need of structural maintenance (Best Value Performance Indicator 223), similar to the proportion in 2005/06. This indicates that in the first year of the JLTP period we have managed to avoid any decline in condition by targeting our resources and making good use of the funding provided by the DfT for 'Exceptional Maintenance Schemes' assisting in stabilising the condition of the principal network. For non-principal classified roads (largely 'B' roads) the equivalent figure was 12.1%, a steady improvement over the previous year's 13.4%. Steady progress was also made on dealing with structural maintenance issues on the unclassified network with 8.8% of roads needing attention in 2006/07 compared to 9.6% in 2005/06. Progress on improving the condition of the footway network was also encouraging: in 2006/07 18.6% of the total was below standard, down from 22.4% in 2005/06.

The largest highway maintenance scheme delivered in 2006/07 was on the A4174 ring road, funded by £3.95m of 'Exceptional' funding from the DfT. This entailed reconstructing the whole carriageway on a 1.9km stretch of dual-carriageway with works undertaken in an intensive period during summer and autumn 2006 to minimise traffic disruption. Significant measures to minimise delay included a temporary traffic lane to maintain capacity and where possible works undertaken at night, demonstrating the commitment of the authorities to deliver on our Traffic Management Act obligations.

The four councils are working together to produce a strategic Transport Asset Management Plan (TAMP), which will form the framework for ensuring future investment in maintaining the transport network is made on a consistent basis, takes full account of the aims and objectives of the JLTP and maximises opportunities for joint implementation of maintenance and traffic management schemes, to reduce expenditure and contribute to tackling congestion. The new TAMP will be produced by February 2008.

Local Indicators

Park and Ride

Total park and ride patronage in Bath and Bristol has risen by 9% over 2003/04 base line, This is significantly in excess of the target trajectory in the JLTP which envisaged an increase of 5.7% over this period. This encouraging trend reflects that for bus patronage in the sub-region and reasons for the increase are likely to be similar.



Portway park and ride service

Appraisal work is progressing to deliver a significant expansion in capacity at the existing park and ride sites at Brislington and Portway. The 903 Long Ashton park and ride service has also been recently re-routed in Bristol city centre to improve consistency with other routes and serve more areas, as part of a revised contracted service agreement with the operator. New high profile vehicles were delivered in June 2007 for the Portway to Bristol service, and new vehicles for Long Ashton are due for delivery in September 2007.

Rail Services

The JLTP sets out an ambitious target to increase rail passenger numbers by 15% by 2010/11 compared to a 2003/04 baseline. Surveys undertaken in 2006 have recorded a 24.8% increase, which is very encouraging and consideration will be given in 2008 to a more stretching target if this trend continues.

In response to the reliability difficulties experienced in early 2007 associated with the commencement of the new franchise, a rail summit was held in March 2007 to consider ways to improve reliability and regain passenger confidence. Arising from the summit a new Rail Project Group has been formed involving the four councils, the Government Office for the South West, Network Rail, the DfT, First Great Western and the Severnside Community Rail Partnership. Its first focus will be on improving Bristol services from Weston-super-Mare to Yate.

The local rail network experienced a significant capacity improvement in May 2007 with the opening of a third platform at Parkway station. In addition, First Great Western and Bristol City Council are working together to increase frequency on the Severn Beach line, with an additional train set to be introduced at the end of 2007. Further patronage increases are expected as a result, and this initiative will be complemented by additional capital funds for a wider package of station improvements including CCTV and improved information. Sustaining this trend across the sub-region for commuting will be increasingly dependent on further capacity improvements across the wider network.

Community Transport

Passengers numbers in 2006/07 increased to 462,000, and increase of 76% over the 2003/04 base line and above the 2011 JLTP target of 397,000. This progress complements the growth in patronage on scheduled bus services, has exceeded expectations and is indicative of close partnership working between the four councils and the operators, a revised funding framework in South Gloucestershire and improved publicity. Accessibility in rural areas will also benefit and monitoring will confirm whether this encouraging trend continues in 2007/08 and consideration can be given to a more stretching target if necessary.

Traveline

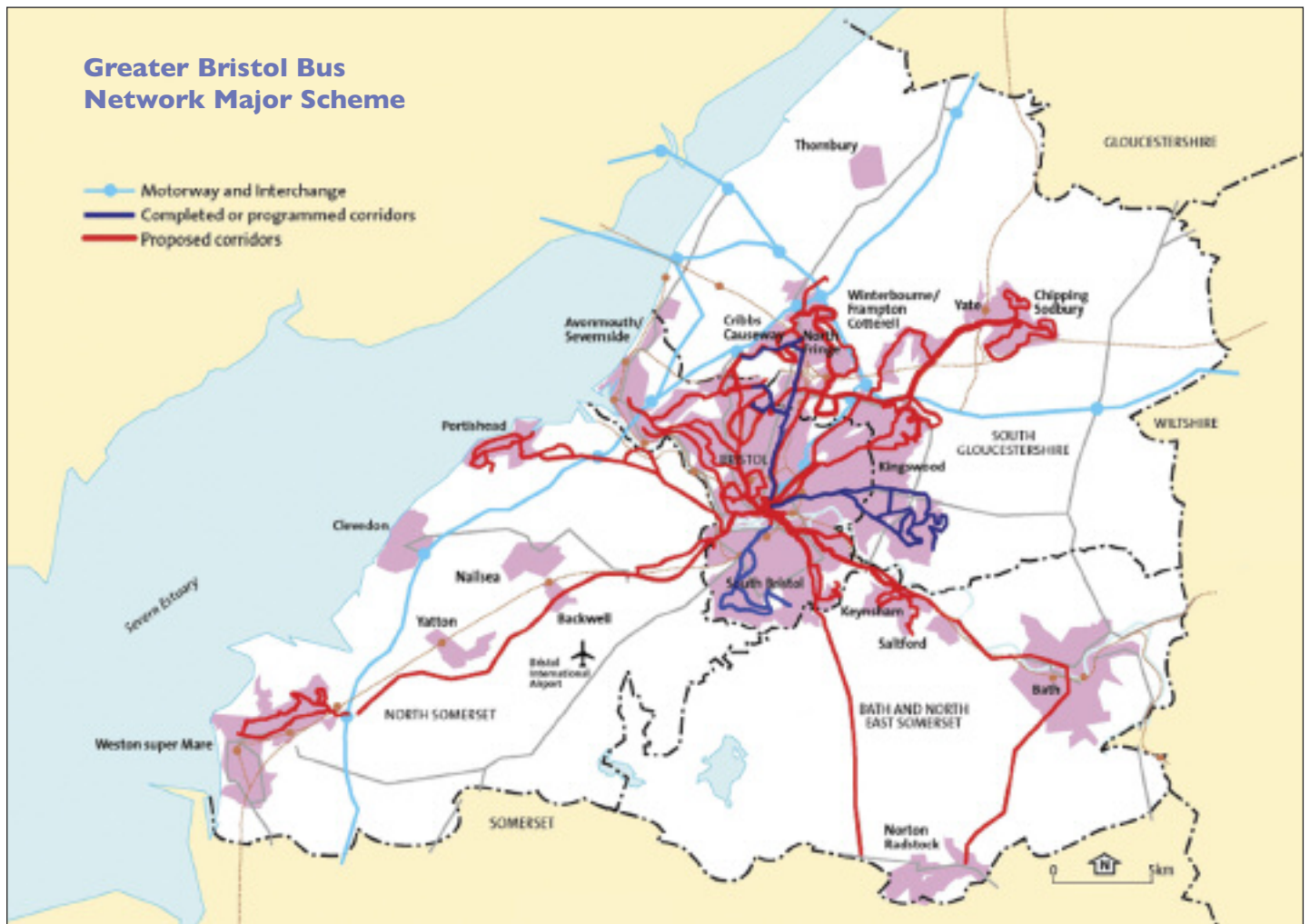
Three regional targets were set in the JLTP aimed at achieving better public transport information through the South West traveline service. This service is funded jointly by all local authorities in the South West TRIP consortium. The completeness and accuracy of traveline at 'timing point level' remained at 100% in 2006/07 (target Regional 1). At 'stop level', completeness and accuracy were 95%, better than the 2005/06 baseline figure of 94% and in line with the trajectory (Regional 2). Verified traveline data was 65%, an improvement on the 60% of 2005/06 and again in line with the trajectory.

Major Schemes Update

The Greater Bristol Strategic Transport Study (GBSTS) recognised the need for significant additional transport investment in the sub-region both to tackle existing problems and accommodate transport demand generated by future employment and housing development. A total of eight schemes have consequently been identified as regional and sub-regional priorities in the Regional Funding Allocation (RFA) for the South West, and the four councils are currently developing these schemes to qualify for funding from the DfT.

Greater Bristol Bus Network

A package of bus priority and other improvements on 10 sub-regional, 'Showcase' corridors, serving 70



different bus services and being promoted by all four councils jointly with the main commercial bus operator, who will complement the investment with a substantial renewal of the bus fleet. The total scheme cost is £69.8 million, with £42.3 million to be provided by the DfT and including £20 million from First. In Summer 2006 the DfT awarded the scheme 'Programme Entry' status, which is an agreement in

principle to fund the scheme, and full approval is now anticipated in Autumn 2007, with implementation to be accompanied by a major consultation package.

Bath Package

A major public transport package for Bath underpinning the 'Vision for Bath' and the city's World Heritage status, to improve alternatives to the private car, reduce congestion, improve air quality and enhance links with major regeneration developments. Formulation of the package has involved partnership working with the main commercial bus operator, and includes Showcase bus routes, new and expanded park and ride sites, and Bus-based Rapid Transit between Newbridge, the city centre and Lambridge park and ride sites. The latter features segregated alignments to maximise reliability and provide attractive journey times. Also included are a number of cycling initiatives. The Major Scheme business case was submitted in July 2006, with implementation planned to commence in 2009.



'ftr' in Bath City Centre



Bus Rapid Transit (BRT)

Building on the first route as part of the Bath Package, a network of BRT routes will be progressed for the sub-region with the submission of a Major Scheme business case for the second route in September 2008. The network will feature segregated routes, new bus-based, high profile vehicles, quality stops and interchanges and frequent services, providing many of the advantages of a tram but at a lower cost. Prioritisation studies have recently been completed and have identified a route from Emersons Green to Ashton Vale, with an option to extend to Hengrove in South Bristol, as the first priority for funding and a detailed work programme has commenced to undertake design and appraisal work to support the business case. Initial public consultation is anticipated in October 2007 with implementation to commence in 2011.

South Bristol Link Road

The South Bristol Link Road (phases one and two) would extend for three miles from the A370 near Long Ashton P&R to the A4174 Hartcliffe roundabout, following the safeguarded route in the Bristol and North Somerset local plans. The project is being promoted by Bristol City and North Somerset Councils and aims to reduce congestion, improve access and facilitate regeneration. The project is expected to cost £40 million, with the submission of a bid for government funding in Summer 2009 and construction envisaged to start in 2011. Public consultation is planned for Summer 2008.

Weston-super-Mare Package

Weston-super-Mare suffers from 'out commuting' to Bristol and other parts of the sub-region and the need to encourage people to live and work in the town has been identified in the draft Regional Spatial Strategy. North Somerset Council is developing the 'Weston Package' as a key element in its strategy of enabling sustainable development in Weston-super-Mare.

A 'short-list' of proposals is emerging and although detailed scoping work and discussion with stakeholders is ongoing, the anticipated package components are expected to include:

- a transport hub at Worle Station to link rail, local and longer distance bus journeys;
- improved public transport links between the Worle transport hub, existing and proposed employment centres and the town centre;
- park and ride and;
- measures to address congestion at M5 Junction 21 and along the A370 into Weston;

An appraisal process will be carried out during autumn 2007 followed by a public consultation in spring 2008. The scheme components for the Package will then be finalised with a Major Scheme business case being submitted for consideration by DfT in September 2008.

Transport Innovation Fund

The consultation responses received when developing the JLTP demonstrated a clear desire for the councils to explore the potential for a bid to the Government's Transport Innovation Fund (TIF) as a means of tackling congestion and providing much needed infrastructure investment. The award of pump-priming funds by the DfT in 2005 has enabled the councils to investigate potential packages of measures aimed at congestion reduction.

Initial feasibility studies have concentrated on clarifying current and future congestion problems and how packages of complementary measures, including BRT, new and improved bus, rail and park and ride

facilities, walking and cycling infrastructure and increased use of 'Smarter Choices' initiatives, which introduced alongside road pricing type measures would reduce congestion and its impact on the economy and environment.

It is intended to submit a proposition to the DfT in September followed by a business case in December 2007 subject to political approval, and the councils are currently undertaking the necessary technical appraisal on a range of options to assess whether a suitable package can be identified. The overall challenge will be to define a package of measures that provides decongestion benefits and at the same time is equitable, promotes social inclusion, supports regeneration and economic growth and is deliverable in the short to medium term.

Smarter Choices

The four councils have continued to work closely with key employers through Green Commuter Clubs and associated initiatives, and over 150 employers across the sub-region are currently actively involved in developing travel plans and related measures. In particular, close working with the area health care trusts has achieved positive benefits in staff travel patterns. The councils are also placing an increasing emphasis on producing tangible shifts onto sustainable transport modes through robust Travel Plan targets as part of planning agreements for new developments.

The 2006 Annual Travel Plan award was won by the North Bristol NHS trust with the 2007 Awards conference scheduled for October. The 'Jam Busting June' initiative continues to be popular with 1,400 participants in June 2006, rising to 2,900 in June 2007, with over 75,000 kg of CO2 emissions saved as a result. An encouraging recent initiative is 'Take a Stand', a scheme where small employers can obtain free cycle stands through a partnership with Lifecycle UK, and this scheme was adopted throughout the sub-region in 2006/07.

Personalised Travel Planning (PTP) has been demonstrated as having the potential to significantly reduce car dependency, and the successful, community-based PTP initiative undertaken in Easton

in 2005/06 was repeated in Clifton and Redland in 2006/07, with Fishponds planned for 2007/08.

In addition, during 2006/07 the successful Broadmead Freight Consolidation Centre was a finalist in the National Energy Efficiency Awards and was nominated for an Institution of Highways and Transportation award for Effective Partnerships, where it was highly commended by the judging panel. The Broadmead expansion scheme has included detailed discussions with occupiers to further expand this scheme. In Bath, a bid for European funding for a package of measures is being progressed, including a new freight consolidation centre, potential HGV controls in the city centre, hybrid vehicles and car sharing initiatives.

Parking

Long stay parking charges in both Bath and Bristol city centres have been increased in 2006/07 to further encourage take up of sustainable transport modes and reduce congestion particularly in peak periods. Decriminalisation of parking offences was implemented in July 2007 in South Gloucestershire and is planned for March 2008 in North Somerset.



Partnership Working

Proactive working with partners and stakeholders forms a crucial part of the JLTP and is a pivotal element in ensuring that schemes and strategies can be delivered efficiently. The councils have undertaken or partake in a range of initiatives to foster partnership working with key stakeholders including the following:

- Agreements with the main commercial bus operator as outlined above, supported by commitments on fleet renewal and service specification through the A420 Showcase bus route and the Greater Bristol Bus Network.

- The Major Schemes are governed through Project Boards including representation by First, GOSW, the Highways Agency, South West Regional Assembly and the South West Regional Development Agency.
- Traffic Management Act liaison group including representation with emergency services and the Highways Agency.
- Authorities have also worked closely with the emergency services through the Road Safety Partnership, including joint consideration of targeted investment and an emphasis on education and training.
- Close liaison with Business West through the West of England Partnership Board.
- Further consultation with representatives of key employers through the Green Commuter Club.
- The Severnside Community Rail Partnership, composed of council officers, First, the DfT and the Government Office for the South West.

transport forums facilitated by the four councils.

- A Rail Summit was held in March 2007 to consider rail issues for the sub-region, the impact of the new First Great Western franchise and further measures to boost rail patronage.
- The Public Rights of Way Improvement Plan consultation draft has been launched to consider how to progress a network of safe and attractive routes to improve accessibility and meet the current and future needs of all members of the community.



Joint Transport Forum December 2006

Consultation

An emphasis on consultation has been maintained throughout 2006/07 and will continue. A wide range of initiatives has included:

- Comprehensive consultation associated with the A420 Showcase bus route was undertaken throughout Summer and Autumn 2006, including joint working with the Bristol East Side Traders, widespread leafleting and web-based information, and the provision of a dedicated shop for consultation purposes in the retail area most affected by the proposals.
- The annual Joint Transport Forum, which met in December 2006, was attended by a wide range of delegates included representation from a wide range of organisations and complements quarterly



Conclusion

This report charts progress in 2006/07 towards the targets set out in the JLTP. We are on track with 18 of the 20 JLTP targets and this is very encouraging. This is the result of successful joint working between the four councils and successful partnership arrangements with stakeholders as well as our £29million investment in delivering a range of integrated transport and maintenance schemes.

We look forward to continuing progress in 2007/08 both with our core programme and moving forward with implementation of our major schemes.

Appendix: LTP Pro Forma: Data for 2006/07

Core Indicator	Definition	Units	2006/07 Value	Notes
LPT1 – An accessibility target	LPT1a Access to healthcare: Households living within 30 minutes' travel time by public transport of those health facilities in the Bristol Health Service Plan. LPT1b Access to employment: Households who live within 40 minutes' travel time by public transport from key employment sites. LPT1c Access to further education: 16 – 19 year olds who live within 30 minutes' travel time by public transport from a further education establishment	Percentages	LPT1a: 58.6%; LPT1b: 65.6%	New data made available by the DfT since the JLTP was published has enabled baselines and targets to be reviewed. LPT1a: JLTP baseline of 70% in 2003/04 has been revised to 57%. 2006/07 value of 58.6% is in line with the revised trajectory. Target for 20010/11 has been revised from 75% to 61%. LPT1b: JLTP baseline of 79% in 2003/04 has been revised to 65.4%. 2006/07 value of 65.6% is in line with the revised trajectory. Target for 20010/11 has been revised from 80% to 66.2%. LPT1c: revised baseline and target planned to be published in Autumn 2007.
LTP2 – Change in area wide road traffic mileage	Million vehicle kilometres per year in the area	Vehicle Kilometres	9,150 million	Value of 9,150 million is for 2005.
LTP3 – Cycling trips (annualised index)	Cycling trips at a representative number of counting points	Index based on 2003/04 = 100	124	
LTP4 – Mode share of journeys to school	Share of journeys by car (including vans and taxis), excluding car share journeys	Percentage	32	32% is new baseline figure for 2006/07 derived from School Census data supplemented by 'hands up' data to ensure that at least 50% of schools without a School Travel Plan are incorporated. Following a review the target for 2011 remains as set out in the JLTP i.e. no increase on 2006/07 baseline.

Core Indicator	Definition	Units	2006/07 Value	Notes
LTP5 – Bus punctuality indicator	% of buses starting route on time	Percentage	74.6	
	% of buses on time at intermediate timing points	Percentage	58.6	
	% of buses on time at non-timing points	Percentage	56.5	
	Average excess waiting time on frequent service routes	Minutes	2.73	
LTP6 – Changes in peak period traffic flows to urban centres	Area 1	Vehicle numbers or % of all journeys that are car driver journeys	96 index	JLTP converted 2003/04 baseline of 49615 vehicles to an index starting at 100. Flow in 2006/07 was 47576 i.e. 96 on index
	Area 2			
	Area 3			
	Area 4			
	Area 5			
	Area 6			
	Area 7			
LTP8 – An air quality target related to traffic	Measurement of Nitrogen dioxide in Bristol and Bath Air Quality Management Areas (AQMA)	µg of Nitrogen Dioxide/ m ³	Bristol 49.5; Bath 69.0	Bristol figure is more than the trajectory for 2006/07 of 47.3. The AQMA Action Plan contains 27 separate measures and the 2006/07 programme focused primarily on smarter choices measures, driver training and technical work to assess a range of Low Emission strategy options. Work has been undertaken on developing a strategy for managing emissions from buses and funding has been allocated to initiatives to clean up buses. Bath figure is more than the 2006/07 trajectory of 51.2 and the reasons are being investigated. The boundary of the AQMA is under review and may be significantly extended.

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