

West of England Partnership Joint Local Transport Plan

2008 Progress Review

DRAFT—WORK IN PROGRESS AS AT 2nd OCT 2008

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Headline Section – 18 out of 21 targets on track
 Full approval received for Greater Bristol Bus Network in May 2008
 Bath Package Programme Entry (approval in principle) received in October 2007 – both projects represent a £100 million combined additional investment in public transport in the sub-region.
 Cycle City bid an extra £11.4 million.

Objective and Target for 2010/11	Progress
Best Value Performance Indicators	
To reduce by 25% the number of children killed or seriously injured on roads compared with the 2001-04 average	On Track
To ensure there is no increase in the number of slight injury casualties	On Track
To reduce by 20% the number of people killed or seriously injured on roads compared with the 2001-04 average	On Track
To increase bus patronage by 3%	On Track
To increase bus satisfaction from 38% to 44%	On Track
To reduce by 30% the proportion of footways where structural maintenance is necessary	Not On Track
To reduce by 8% the proportion of the principal road network where structural maintenance is necessary	No Clear Evidence*
To ensure no further deterioration in the non-principal road network	On Track
To reduce by 29% the proportion of unclassified roads where structural maintenance is necessary	On Track
National LTP Indicators	
To increase by 7% the proportion of households within 30 minutes public transport travel time of health facilities	On Track
To increase by 5% the proportion of households within 40 minutes public transport travel time of key employment sites	On Track
To restrict traffic growth across the sub-region to 12%	On Track
To increase by 30% the number of cycling trips	On Track
To ensure there is no increase in the number of children being driven to school by car.	On Track
To increase the proportion of buses running on time to 90% (by 2014/15)	On Track
To ensure there is no increase in peak period flow to Bristol city centre	On Track
To limit journey time increase on the network to 14%	On Track
To reduce by 4% the concentration of NO ₂ in the Bristol Air Quality Management Area (AQMA) and by 12% in Bath AQMA	Not On Track
Local JLTP Targets	
To increase by 15% the number of rail trips	On Track
To increase by 16% park and ride journeys	On Track
To increase by 50% the number of community transport and demand-responsive passenger journeys	On Track

*Based on previous method of assessing condition highway condition; new method suggests that progress is on track

1. INTRODUCTION

- 1.1. Over the next twenty years, the West of England sub-region faces a range of challenges to uplift 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 a new Joint Local Transport Plan (JLTP) to deliver the first set of improvements over the five year period up to 2011.
- 1.2. We are now 2 years into the plan period, and this review summarises progress so far, and looks forward to how the next three years will shape up. In particular, successes are highlighted, and areas where we need to do better are explored with a range of proposed measures to bring progress back up to speed.
- 1.3. This review has been written in accordance with guidance produced by the Department for Transport (DfT), and in close liaison with the Government Office for the South West (GOSW). A checklist on content as set out in the national guidance is outlined in Appendix 1. This summarises the DfT's recommended thematic areas for coverage in the review, sets out where in the review each area is addressed, and includes an assessment of risks to delivery and rectifying actions.



- 1.4. The West of England sub-region is vibrant: it continues to thrive economically, culturally and socially. It is a diverse city region, which values people and communities and promotes a safer environment supporting health, learning and sustainable development. The overall vision for the area set out by the West of England Partnership is as follows:

Summary of West of England Vision

- A rising quality of life for all.
- Easier local, national and international travel.
- Cultural attractions that make the West of England a place of choice.
- Approach to delivery that is energy efficient, protects air quality, minimises waste and protects and enhances the natural and built environment.
- Makes positive use of the mix of urban and rural areas.

1.5. This vision translates into a transport system that will:

- Strengthen the local economy;
- Supporting rising quality of life and social inclusion;
- Improve access and links;
- Ensure that alternatives to the car are a realistic first choice for the majority of trips;
- Offer real choice – affordable, safe, secure, reliable, simple to use and available to all; and
- Meets both rural and urban needs.

1.6. Congestion is one of the four transport ‘shared priorities’ agreed between the Government and the Local Government Association in 2004, together with accessibility, air quality and road safety. The aims and objectives of the JLTP were formulated around these shared priorities together with a further aim to improve quality of life (see Box 1A), and have resulted in the production of a range of integrated strategies to reduce car dependency, improve road safety and enhance air quality and access to employment and health facilities.

Box 1A JLTP Aims and Objectives

Tackle congestion

- Promote use of alternatives to the private car;
- Encourage more sustainable patterns of travel behaviour;
- Manage the demand for travel by the private car.

Improve road safety for all road users

- Ensure significant reductions in the number of the most serious road casualties;
- Achieve improvements for road safety for the most vulnerable sections of the community.

Improve air quality

- Improve air quality in the Air Quality Management Areas (AQMAs);
- Ensure air quality in all other areas remains better than the national standards.

Improve accessibility

- Improve accessibility for all residents to educational services;
- Improve accessibility for all residents to health services;
- Improve accessibility for all residents to employment.

Improve quality of life

- Ensure quality of life is improved through the other Shared Priority objectives, contributing towards the enhancement of public spaces and of community safety, neighbourhood renewal and regeneration, healthier communities, tackling noise and protecting landscape and diversity;
- Achieve balanced and sustainable communities.

- 1.7. The sub-region is already experiencing an unprecedented level of development in terms of major regeneration schemes. In particular, the rejuvenation of Bristol's central shopping centre (Cabot Circus), opened in September 2008, and other city centre schemes at Harbourside and Temple Quay North in Bristol, and Western Riverside and Southgate in Bath, are all progressing rapidly. Although committed employment development is still in hand in the North Fringe, joint working between the South Gloucestershire Council and key employers continues to achieve real progress in encouraging sustainable commuting patterns. Central area regeneration will also provide further opportunities to re-direct trip-making patterns more sustainably with improved accessibility to public transport interchanges and increased reliance on public transport, walking and cycling. In addition, employment-led development in Weston-super-Mare will effectively change the shape of the area requiring the transport infrastructure to develop to support this.
- 1.8. Looking into the longer term, the sub-region faces increasing challenges to successfully and sustainably accommodate the additional transport movements that will arise from new development. In particular, the need to accommodate the significant amount of new dwellings foreseen in the Regional Spatial Strategy up to 2026 will require further step change improvements in public transport provision. Very encouraging progress has been made in moving several key schemes forward towards securing additional funding from the Department for Transport (DfT). In May 2008 the Greater Bristol Bus Network (GBBN) scheme was given final approval by the DfT, and the Bath Package achieved Programme Entry status (approval in principle) in October 2007. Both schemes represent a further £100 million injection of investment for public transport in the sub-region.
- 1.9. The last two years have seen a very successful start to the implementation of our JLTP. In particular, this review summarises our progress in terms of reducing casualties, increasing cycling and minimising growth in traffic and congestion. However, there are still significant challenges to be faced, which will require closer joint working with our partners and more targeting of funding to improve the quality and reliability of our bus services and tackle air quality. These challenges are also considered in the review, to give confidence that our recent success will be maintained.
- 1.10. There is the opportunity to consider stretching the targets contained in the JLTP given our initial progress. However we would emphasise that we are only two years into the plan period, and we consider it more appropriate to concentrate at this stage on ensuring that current progress will be sustained. More stretching targets will be triggered once the Bath Package receives full approval, following that for GBBN this year.
- 1.11. The responses to our JLTP consultation showed broad support for exploring a potential bid to the Government's Transport Innovation Fund (TIF) as a means of accessing substantial funding for tackling congestion and improving the transport network. In October 2007 we produced 'Our Transport Vision' which looks at the traffic problems facing the area, highlights the various measures being considered to tackle them and lays out initial proposals for a TIF funding application. We are continuing to work towards developing a package of schemes which balance congestion reduction, meets other transport objectives,

Government funding requirements, has a sound financial strategy and a measure of acceptability.

- 1.12. The Joint JLTP was a benchmark document in terms of joint working between the four councils, and this success has since been built on through a range of joint initiatives. In Autumn 2008, a new Joint Transport Committee will be established (subject to political approval) to further joint working and to procure and co-ordinate transport investment in the sub-region.

2. CONTRIBUTION TO WIDER OBJECTIVES

Regional Context

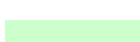
- 2.1. In the JLTP we described the wide range of other plans, programmes and partnerships in the South West and how our work would contribute to the delivery of positive outcomes. Recent activity has focused on:
- Input into Regional Spatial Strategy (RSS) Examination in Public providing the future spatial framework for the West of England sub-region and related transport policies;
 - Transport input into delivery of housing through New Growth Points initiative (£8.3m awarded in 2008/09);
 - Setting up a Rail Project Group to input into Great Western Main Line Route Utilisation Strategy and other major investment decisions;
 - Working with Bristol International Airport on Surface Access Strategy; and
 - Working with the Port of Bristol through the West of England Freight Forum.
- 2.2. We are aware of the great challenges raised by the proposed Modifications to the RSS published by the Government for consultation in July this year, including the potential requirement to accommodate up to 138,000 new dwellings by 2026. This highlights the importance of delivering transport infrastructure in line with our programme of major schemes. Significant challenges will also arise from the emerging masterplan for the major expansion of the Port of Bristol.

Local and Multi Area Agreements

- 2.3. The four councils have all agreed targets with the Government in their Local Area Agreements (LAA) which run for the next 3 years, i.e. until the end of the JLTP period. Table 2.1 summarises the targets the four councils have chosen that have a direct or indirect impact on transport.
- 2.4. In the West of England we are incorporating targets for congestion and bus patronage under NI 167 and NI 177 in our Multi Area Agreement, illustrating the high importance we place on sub-regional action in these spheres. In their individual LAAs both Bath and North East Somerset and Bristol City Councils are including accessibility targets for NI 175 (Access to services and facilities by public transport, walking and cycling). All four councils have targeted CO₂ emissions and North Somerset and South Gloucestershire have climate change targets. Three out of the four have targets for reducing obesity in primary school age children.

Table 2.1 Local Area Agreement Designated Indicators
(those with a direct or indirect transport impact)

National Indicator Chosen as Designated Indicator in Local Area Agreement	Bath & North East Somerset	Bristol City	North Somerset	South Gloucestershire
Direct Impact				
167. Congestion average journey time per mile during morning peak	√	√	√	√
175. Access to services and facilities by public transport, walking and cycling	√	√		
177. Bus passenger journeys originating in the area	√	√	√	√
Indirect Impact				
55. Obesity in primary school age children in Reception		√		√
56. Obesity in primary school age children in Year 6			√	
185. CO ₂ reduction resulting from local authority operations	√			
186. Per capita reduction in CO ₂ emissions in local authority area		√	√	√
188. Planning to adapt to climate change			√	√

 Joint target in Multi Area Agreement

Community and Corporate Priorities

- 2.5. Since the JLTP was completed each Council has been working with their Local Strategic Partnerships on preparing new Sustainable Community Strategies. These broadly follow the general themes that we identified in 2006: the main contribution of transport to these community and corporate priorities has been:
- Well-being and Communities: delivery of our action plans to achieve better access to healthcare and employment and promote greater use of community transport; enhanced concessionary travel scheme;
 - Health: investment in infrastructure to encourage walking and cycling; promotion of school travel plans; delivery of our action plans to achieve better access to healthcare;
 - Environmental Sustainability: delivery of our strategy to constrain traffic growth and congestion; increase bus and rail patronage and levels of cycling; and promote walking and smarter choices;

- Safer Communities: investment in local safety schemes and road safety education, training and publicity with reduction in the number of casualties; implementation of street lighting schemes;
- Children and Young People: investment in infrastructure to encourage walking and cycling; promotion of school travel plans; investment in local safety schemes and road safety education, training and publicity; and
- Economy and Regeneration: delivery of our action plans to achieve better access to employment; delivery of our strategy to constrain traffic growth and congestion and provide for freight transport.

Local Plans and Development Frameworks

- 2.6. Each of the four existing Local Plans are ‘saved’ in terms of the Planning and Compensation Act 2004 but work is progressing on new Local Development Frameworks (LDF). In drawing up their core strategies each of the planning authorities is taking into account the need for appropriate transport policies and proposals within the framework of the emerging RSS.

Partnership Working

- 2.7.comments from stakeholders to be inserted.....

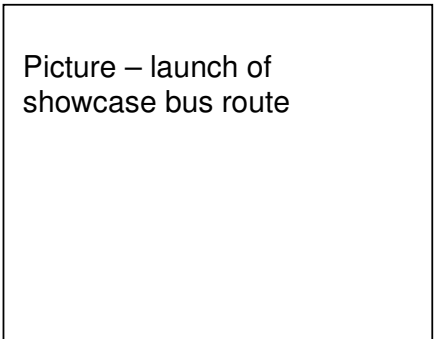
3. TACKLING CONGESTION

Our Strategy

- 3.1. The sub-region experiences high car ownership and dependency, and average traffic speeds in Bristol, at 15 mph in peak hours, are the lowest of the eight English 'core' cities. Throughout the 1990s the North Fringe of Bristol in particular experienced traffic growth significantly above the national average. Achieving a reduction in congestion will help meet air quality, road safety and accessibility objectives. A dynamic and wide ranging Tackling Congestion Strategy was put forward in the JLTP made up of individual Action Plans grouped under three main headings:
- **Providing alternatives to the car to make it more attractive to use other modes of travel:** public transport, park and ride, cycling, walking, powered two wheelers, taxis and private hire vehicles, ferries;
 - **Influencing travel behaviour to encourage people to reduce car use:** 'smarter choices', freight; and
 - **Managing demand to optimise use of the road network:** the Transport Management Act 2004 'network management duty', parking, land use planning and development.
- 3.2. Since the JLTP was published we have prepared a Congestion Delivery Plan which was endorsed by the DfT in July 2007 and attracted reward funding.

Promoting Bus Use

- 3.3. Improving bus services and encouraging bus use is central to achieving the four shared priorities of congestion, air quality, road safety and accessibility. Bus travel in the sub-region fell significantly up to 2005/06, but has since started to recover. The JLTP sets out a clear action plan to improve the quality and reliability of bus travel through investing in infrastructure, additional and enhanced bus services, working in partnership with operators and the setting of clear targets to increase patronage, reliability and satisfaction with services. The recent successes with the delivery of the £6m A420 showcase scheme (see Box 3A) and submission of bus major scheme bids will accelerate this action plan to deliver more stretching targets.



Picture – launch of showcase bus route

Box 3A A420 Showcase Bus Route

In the first 3 months of its opening patronage on the A420/A431 showcase corridors had already increased by x% (TBC). Enhancements include:

Bus Stop Improvements

- 45 bus stops on the route all with raised kerbs and new posts with improved timetables and better lighting;
- 34 stops with new high quality shelters;
- 30 stops with Real Time Information.

Bus Priority Measures

Approximate length of bus lanes 2,200 metres (cyclists, taxis and motorcyclists are also permitted to use)

Improvements to Cycling

- Approximate length of Cycle Only Lanes 600 Metres;
- 17 new cycle stands.

Pedestrian Improvements

- Wider pavements;
- 11 new or improved signal controlled junctions;
- 10 new or improved pedestrian crossings.

Total cost of Council investment: about £6 million together with additional bus priorities, bus stop upgrades and pedestrian enhancements in Kingswood Town Centre.

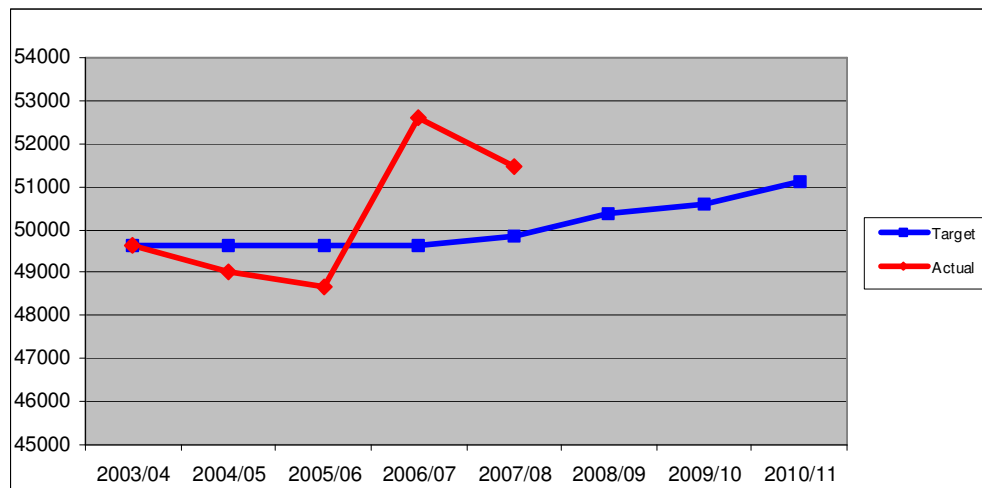
Operator Investment

42 state-of-the-art brand new buses - represents an additional £7.1million investment. All of the buses have:

- Low floors - making the route more accessible for wheelchair users and parents with buggies or pushchairs;
- Improved and more comfortable seating with a designated wheelchair/buggy space - providing customers with a better travelling environment;
- Euro 4 engines - to improve local air quality;
- Digital CCTV - for improved customer security and safety;
- New satellite tracking units - enabling Real Time Passenger Information to be displayed at bus stops along the route.

Bus patronage

Figure 3.1 Trends in Bus Patronage in West of England
Annual Number of Passengers Boarding in Sub-Region ('000)



- 3.4. Bus patronage has increased by 3.7% by 2007/08 compared with the 2003/04 baseline (see Figure 3.1). This increase is ahead of the JLTP trajectory, encouraging given the stretching nature of the JLTP target (an increase of 3% by 2011), and exceeds the patronage increase envisaged in the JLTP as a result of the introduction of free off-peak concessionary bus fare travel. Other contributory factors are likely to include the following:
- Upgrading the fleet: renewal of the bus fleet in Bath (involving over 110 vehicles and contributing to a 19% increase in bus patronage in Bath and North East Somerset since 2003/04); new buses of Showcase routes and for the X1 Bristol-Weston-super-Mare service;
 - Bus priorities: the sub-region has gained significant expertise in delivering priority measures to improve reliability and journey times for bus services, often in controversial locations:
 - o these have facilitated healthy bus patronage gains on Showcase bus routes and helped to offset patronage reductions arising from higher fares;
 - o bus priorities installed along A38 in Filton as part of the Showcase 1 scheme provide benefits to passengers using bus services 75, 309, 310, 517 & 518;
 - o bus lane was installed southbound on of the A432 at Kendleshire has assisted services to avoid tail-backs from the roundabout junction with the A4174 Ring Road;
 - Partnership Working: Punctuality Improvement Partnership agreements signed with the main commercial operator by both Bath and North East Somerset and Bristol City Councils. South Gloucestershire Council is currently finalising a similar agreement with the main operator. In addition, North Somerset Council has signed an umbrella Quality Bus Partnership with the dominant operator, which initially focuses on four showcase routes with specific improvement targets for journey times and patronage;
 - Network management: inclusion of First in joint meetings to discuss the Traffic Management Act and prior notification of roadworks to enable better service management and improved reliability in the face of previously unforeseen delays;
 - Competition between operators: for example the introduction of a new operator in Weston-super-Mare (a new night service is also running between Weston-super-Mare and Bristol on Friday and Saturday nights as well as new commercial routes during the day); re-tendering of Bristol park and ride services;
 - Introduction of services for major development sites including new University of West of England services now being made available for public use;
 - Interchanges: new bus station for sub-regional bus services in Bristol city centre which became fully operational in summer 2006 and provided fully enclosed passenger facilities with public toilets, café, newsagents, ticket and information office and National Express sales office;

- Bus stop enhancements: programme of raised kerbs at stops, new flags and shelters;
- City centre parking: charges increased above inflation for commuter parking in both Bath and Bristol. (In January 2008 parking tariffs for Bristol City Council run multi-storey car parks and three central surface car parks were increased from £4.00 to £5.00 for 2-4 hours parking and from £8.00 to £10.00 for over 4 hours parking);
- Progressive reductions in employee central area parking provision through redevelopment of central area sites with more restrictive off-street parking provision and reductions in parking provision at existing sites associated with successful implementation of employee travel plans;
- Improved public transport links to Bristol International Airport through expansion of the Airport Flyer service linked to the airport's staff travel plan;
- Park and ride: enhanced vehicles, operating hours and routes – see 3.14;
- Information and publicity: range of material including
 - o opening of the 'Infocentre' for bus service information on Colston Avenue in Bristol city centre;
 - o publication, distribution and updating of bus travel maps in all 4 authority areas;
 - o travel guides for key population centres (e.g. 9 area guides covering South Gloucestershire which provide a map with colour coded bus routes, frequency information and route details, train information, cycle and walking routes, community transport details and car sharing information);
 - o individual route timetables published by operators and Councils (In South Gloucestershire a door drop is made to all households within 400m of a supported bus service routes where the route/times are due to change);
 - o 'Getting About' Greater Bristol website for people with disabilities;
 - o Information in Council newsletters (In South Gloucestershire Council a tear off slip is provided for people to subscribe to a transport mailing database with regular updates now sent to 3,000 addresses);
- Marketing and ticketing: successful implementation of travel plans in the North Fringe including season ticket discounts, and continued support and promotion of 518 orbital bus service into North Fringe. 'Transport road shows' organised for major employers, handing out the latest bus information and Traveline key rings and pens. Working with the National Trust (see Box 3B).

Box 3B Working with the National Trust
Getting to Tynesfield

North Somerset Council and Bristol City Council have worked in partnership with the National Trust to develop a Travel Map for Tynesfield country estate incorporating extensive information for travelling by public transport, by cycle or on foot. Visitors who arrive at Tynesfield by these means of travel receive a £1 voucher which can be used off admission prices in the shop or food kiosk.

Photo – JWR junction

3.5. Funding to improve bus services has also been directed at improvements to key junctions on the core network to unlock delays and improve reliability. Examples include the upgrading of the A4 Bath Road/West Town Lane intersection in Brislington in 2007 (including extending the existing outbound bus lane towards the Brislington park and ride site and Bath), and the recent remodelling of the Jacobs Wells Road/Hotwell Road junction introducing a new 24-hour outbound bus lane through the junction.

3.6. Between 2006 and 2007, there was a slight reduction in bus patronage (although still above our trajectory). Challenges have arisen which may have contributed to this reduction such as:

- fare increases;
- Showcase delivery slower than planned because of the need for extensive public consultation;
- changes in commercial network including the rationalisation of some services, offset to some extent by expansion in the supported network;
- budgetary pressures on supported services;
- reduced demand for city centre services because of construction of Cabot Circus and SouthGate retail centres and redevelopment of Bath bus station; and
- pressure on city and town centre bus stops (e.g. at Weston-super-Mare because of increased competition).

3.7. In the next three years of the JLTP we are working towards delivering steady growth in bus patronage largely as a result of the joint launch by Bristol City and South Gloucestershire councils of the A420 showcase bus route in December 2007. This has resulted in a further high profile route which we expect will deliver significant improvements to the quality and reliability of bus services in the sub-region (see Box 3A).

3.8. We also anticipate patronage growth coming from park and ride developments (see 3.15) as well as from expansion of city centre shopping opportunities in Bristol and Bath. The SouthGate redevelopment in Bath, comprising 400,000 sq ft of premier retailing, will include the provision of a new state-of-the-art public transport interchange.

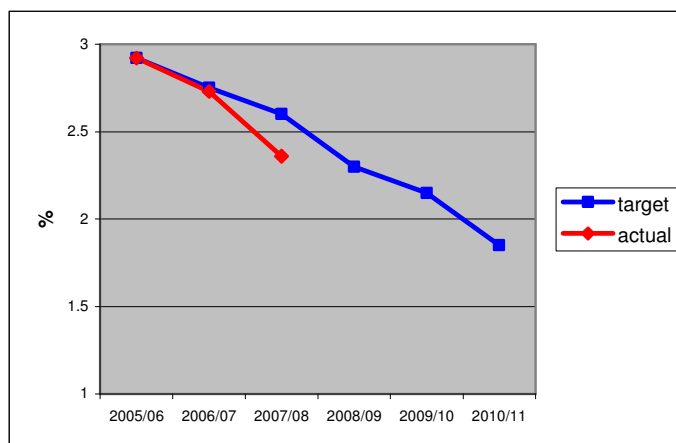
3.9. In the JLTP we foresaw bus patronage being given a major boost with implementation of the Greater Bristol Bus Network and Bath Transportation

Package major schemes (see 10.2-7). However these schemes are taking longer to reach fruition than we had hoped and so their impact on passenger growth in the JLTP period will be less than planned.

Bus Punctuality

3.10. Performance to improve bus punctuality has been more challenging but nevertheless we are on track to achieve 3 out of our 4 targets: see Figures 3.2 – 3.5). The proportion of buses starting their journey on time is not meeting the target trajectory, although there is evidence that buses are catching up lost time en-route. The sub-regional congestion indicator exhibits a slight improvement in congestion (in terms of a 0.5% reduction in network travel time) in 2006/07, which should benefit bus punctuality. Reasons for this more mixed picture may include a need for better enforcement of bus priority measures and existing parking restrictions, together with continued driver recruitment difficulties on the part of the operators and the need to further increase the proportion of pre-payment for passengers.

Figure 3.2 Average Excess Waiting Time on Frequent Bus Services



Note: actual waiting times are lower than the trajectory, i.e. better than expected

Figure 3.3 Proportion of Buses on Time at Intermediate Timing Points

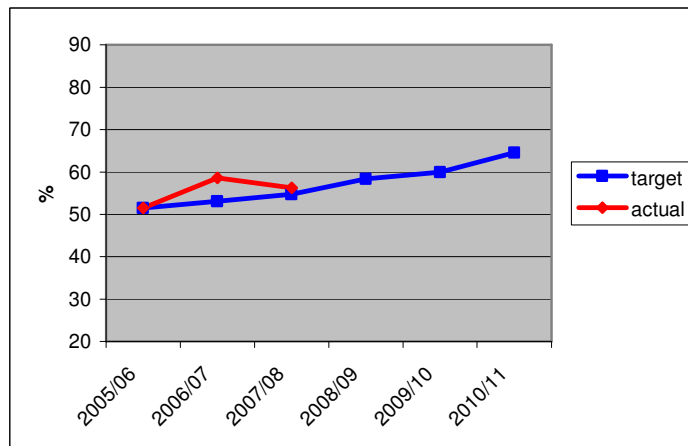


Figure 3.4 Proportion of Buses on Time at Non-Timing Points

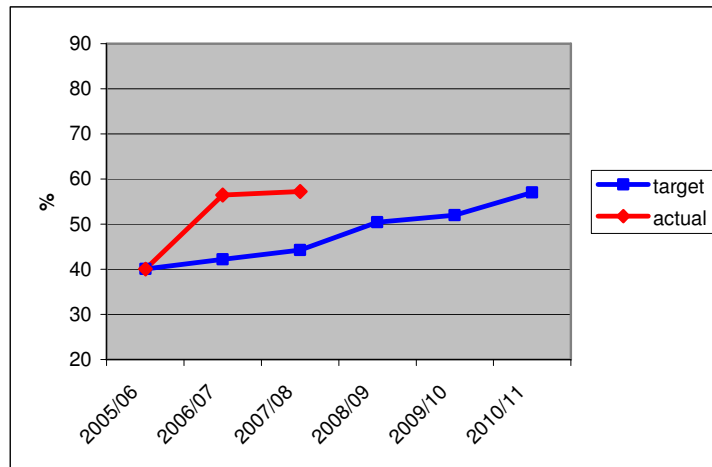
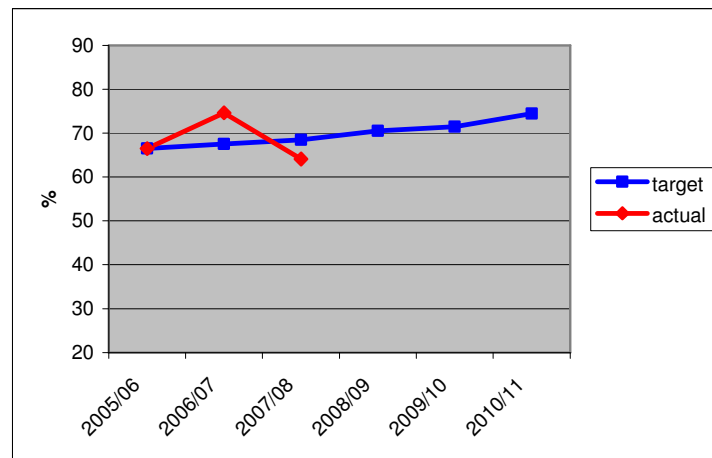


Figure 3.5 Proportion of Buses Starting on Time



3.11. The sub-region has a strong reputation for delivering bus priority measures on the core network, often in controversial locations, and the improved enforcement of these measures (particularly in terms of reducing parking infringements) will be given greater priority through the redirection of council resources to target these infringements as part of the progressive decriminalisation of parking in the sub-region. The signing of Punctuality Improvement Partnerships by both Bath and North East Somerset and Bristol City councils will further focus resources on improving punctuality.

Bus Satisfaction

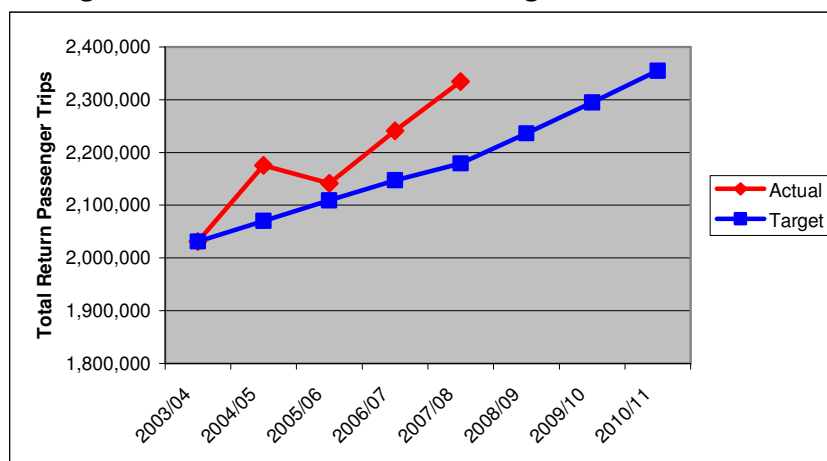
3.12. Satisfaction with bus services in the sub-region has risen from a 2003/04 base line of 36% to 45% in 2006/07. This exceeds the 2010/11 JLTP target of 44%. Notwithstanding an expected improvement in satisfaction arising from enhanced concessionary travel, this improvement is particularly encouraging. Again, potential reasons include improved information, bus fleet renewal in Bath, a holding back of fare increases in 2006, and improved information and promotional work by the four councils and the operators. Whilst satisfaction data

is no longer required for BVPI 104 we will be carrying on similar surveys through our major scheme monitoring programmes.

Park and Ride

- 3.13. Total park and ride patronage in Bath and Bristol has risen by 15% over the 2003/04 baseline: see Figure 3.6. This is significantly in excess of the target trajectory in the JLTP which envisaged an increase of 5.7% over this period.
- 3.14. The 903 Long Ashton park and ride service has 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 2007 for the Portway to Bristol and Long Ashton services. Planning permission has been granted for an additional 500 parking spaces at the Portway site. The first phase of the development will see the site expanded by 250 spaces, taking the total number of spaces to 528. This phase was completed in September 2008 to coincide with the opening of the Cabot Circus development. Demand for this and Bristol's other two sites is expected to increase as the Cabot Circus development and other city centre projects attract more journeys and the park and ride services will be extended in the early morning and evening to widen travel choice.
- 3.15. In conjunction with the site expansion, an extended bus lane was installed on the Portway and a new bus lane on Hotwell Road. This has resulted in a total 3km of segregated bus lane to significantly enhance journey times and reliability for park and ride users.
- 3.16. Bristol City Council is investigating possible new sites to serve the M32 corridor within the Bristol boundary.
- 3.17. South Gloucestershire Council is pursuing options for a rail-based Park and Ride to the north of Parkway station as part of a wider review of traffic management and road safety issues in the area. This forms part of a package of works that are under investigation as part of the station travel plan pilot being undertaken at Bristol Parkway. The aim of the project is to encourage sustainable travel to and from the station.

Figure 3.6 Park and Ride Patronage Bristol and Bath



Rail

3.18. The JLTP’s Rail Action Plan (see Table 3.1 for progress) recognises the significant role the West of England’s rail network has to play in reducing congestion. An ambitious target to increase rail passenger numbers by 15% by 2010/11 compared to a 2003/04 baseline has been set. Surveys undertaken in 2007 show a 0.5% increase in that year. Whilst this is lower than in previous years, and suggesting a possible slowdown in growth, the overall trend is still upwards. Over the last 5 years rail patronage in the West of England has grown by 29%: see Table 3.7.

Table 3.7 Growth in Rail Patronage (Indicator Local 1)

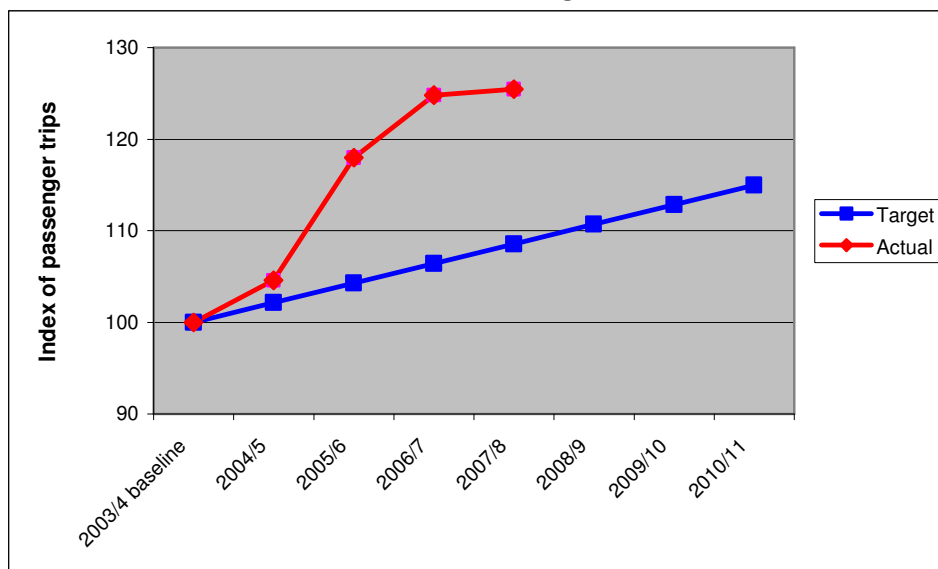


Table 3.1: Rail Action Plan Progress

Action	Progress/Future actions
Short term	
Local station improvements	Successful bids for “Access for All Small Station scheme” funding 2008/09. Severnside Community Rail Partnership schemes (see Box 3C).
Third platform at Bristol Parkway	Opened by Network Rail in 2007.
Longer platforms and improved facilities at Worle.	Study identifying costed options is now complete. Bid for facilities in Weston Package.
Half hourly cross Bristol train services	Rail Project Group and evidence submitted to Route Utilisation Strategy (RUS).
Introduction of JLTP area bus/rail Travelcard.	First Great Western introduced new Freedom Travelpass in 2007.
Support Severnside Community Rail Partnership	Ongoing support from the four councils.
Medium tem	
Half hourly service Bristol to Avonmouth	3 trains every 2 hour service introduced May 2008. Half hourly service included in RUS evidence.
Dualling line to Weston-super-Mare	Included in RUS evidence. Partial dualling now due in 2009
Fourth platform at Bristol Parkway	Included in Network Rail’s Business Plan (April 2008) for implementation 2009/10. To be funded from Network Rail Discretionary Fund.
Yate turnback and half hourly services to Weston-super-Mare	Rail Project Group identified costs of £2.75m for Yate turnback and £2.95m for Weston-super-Mare bay platform. Included in Network Rail Business Plan (April 2008) for implementation in 2011/12 subject to third party funding. Included in RUS evidence.
Long Term	
Re-introduction of Portishead passenger services	North Somerset Council study (August 2008) identified ways forward with possible Transport Innovation Funding. Re-opening costs £7.5m – £15m with an annual subsidy of £0.4m - £0.9m. The Council have purchased 3 miles of disused trackbed to safeguard the alignment.
Resignalling Bristol Temple Meads	Under Secretary of State for Transport agreed to ask Network Rail for progress update. Included in RUS evidence.
Re-introduction of passengers services between Avonmouth and Filton.	Included in RUS evidence.
New stations at Charfield and Corsham	Included in RUS evidence. Corsham considered in Transport Innovation Fund work.

3.19. In response to the reliability difficulties experienced in late 2006 and 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 focus has been on improving Bristol services from Weston-super-Mare to Yate. This work has now been expanded to cover a 'Bristol Metro' style network of cross Bristol rail services and it now forms part of our evidence submission to the Route Utilisation Strategy process.

- 3.20. The Great Western Mainline Route Utilisation Strategy (RUS), managed by Network Rail, is looking at ways to improve the efficiency and effectiveness of the network. For the first time it will consider schemes to develop the network. In June 2008 we submitted evidence to the RUS process based around the JLTP's Rail Action Plan and highlighting the importance of the Growth Agenda and the revised Regional Spatial Strategy to rail. Focussing on the Rail Action Plan retains an element of realism and credibility. The role of the evidence is more to flag up to Network Rail schemes we think should be included rather than provide a detailed technical report at this stage.
- 3.21. 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 worked together to increase frequency on the Severn Beach line, with a three trains every two hours service plus Sunday services for the first time, in May 2008. Further patronage increases are expected as a result.
- 3.22. This initiative is complemented by our two successful bids to the Department for Transport's "Access for All Small Station Schemes" funding. The first bid for £86,000 involves improving access at eleven stations (ten on the Severn Beach line plus Patchway). Measures include signs, lighting, shelters, seats, steps, handrails and improved routes. The second bid for £110,000 is for real time information at eight stations on the Severn Beach line. Both bids will be match funded by the local councils. All schemes will be implemented during 2008/09. First Great Western is acting as project manager.
- 3.23. Also on the Severn Beach line Network Rail have agreed to fund a third of the cost of providing a turnback at Clifton Down station with Bristol City Council and First Great Western providing the remaining funding. The turnback will bring reliability benefits to services and help reduce the number of cancelled trains. Construction will commence in early 2009.

Box 3C Severnside Community Rail Partnership

The Severnside Community Rail Partnership, sponsored by the four councils, continues to do sterling work on improving local stations and promoting services. Avonmouth, Montpelier, Sea Mills, Clifton Down, Keynsham, Oldfield Park, Stapleton Road stations have all benefited from makeovers, new artwork, flower beds and improved information with simplified timetable posters. The Probation Service, local groups and schools have been actively involved encouraging more pride and less vandalism. A community garden centre on some disused track bed at Stapleton Road station will be opening autumn 2008.

Such has been the Partnership's success that it won two prizes in the 2008 National Community Rail Awards. It was awarded first place in the 'Outstanding Railway Staff Contribution' category in recognition of the hard work carried out on maintaining stations in the Bristol area; and third place in the 'Outstanding Community Rail Partnership Officer' category.

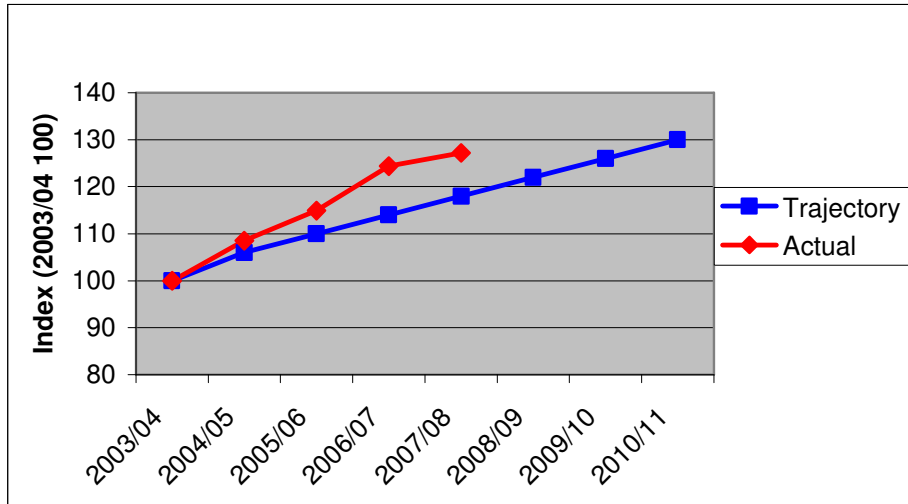
- 3.24. We have been working closely with the rail industry at a senior level, meeting with Andrew Haines, Chief Operating Officer, First Great Western in March 2008. A productive meeting covered issues including the need to work in partnership, reliability and performance (First Great Western are recruiting 90 new drivers and 100 conductors), improving stations (footbridge at Keynsham was raised), Rail Project Group and rolling stock with the welcome introduction of 3-car Class 158 Cardiff to Portsmouth trains.
- 3.25. The Department for Transport's Rolling Stock Plan, January 2008 indicated that of 1,300 new carriages to be built only 52 will be allocated to the First Great Western franchise. It is likely these 52 are destined for the London suburban services. First Great Western, however, is putting forward a business case for re-equipping the Cardiff to Portsmouth (via Bristol and Bath) service with a brand new fleet of 11 four-carriage trains. These new trains will add significant capacity, improve the quality and performance of services and be a major step towards delivering a 'Bristol Metro' network. Furthermore the new trains will allow existing Class 158 units to cascade down for use on other local services. The West of England Partnership support First Great Western in their bid for new trains. We also welcome the announcement of the Intercity Express Programme for replacing the ageing High Speed Train fleet and urge the Government to consider bringing forward their introduction.
- 3.26. In April 2008 we met with Tom Harris MP, the Under Secretary of State for Transport. The meeting was a good opportunity to demonstrate the four councils working together, raise the profile of the West of England and the importance of rail and the growth agenda. An expression of interest was made to take part in new technology trials. Informal feedback from Department for Transport officers and a letter from the Minister highlighted how useful they found the meeting too.
- 3.27. Looking ahead, North Somerset Council commissioned a study into re-opening the rail link to Portishead. The study examined several different options re-laying the track between the Portbury Dock Spur and Portishead with new stations at Portishead, Ashton Gate and Pill. Infrastructure will cost between £7.5m and £15m whilst annual operating costs would be between £1.6m and £2.4m. The study identified that a subsidy in the range of £0.4m to £0.9m per annum would also be required. The Transport Innovation Fund is a potential source. To safeguard the route North Somerset Council are purchasing 3 miles of disused trackbed for £75,000.
- 3.28. As part of the work in developing a possible bid to the Government's Transport Innovation Fund (TIF) the West of England published its 'Our Future Transport' in October 2007. Setting out our transport vision to 2026 it includes improvements to local rail services considered vital ahead and alongside the potential implementation of congestion charging in 2013. TIF could help bring forward some rail schemes in the RUS but given the uncertainty of congestion charging being introduced future funding cannot be guaranteed.

Cycling

- 3.29. Cycling in the sub-region is a major success story and levels of cycling have continued to grow robustly over the first two years of the JLTP: see Figure 3.9 and Box 3D. An increase of 27% in cycling trips in the sub-region has been

recorded since the 2003/04 base line established in the JLTP, significantly above the plan trajectory and bucking the national trend. This target will be reviewed following clarification of the likely impact on sub-regional cycling trends of the Cycling City package of schemes.

Figure 3.8 Growth in Cycling Since 2003/04 (Indicator LTP 3)



3.30. Cycling has great potential to provide a sustainable alternative to the car in particular for shorter journeys and commuter trips. Together with walking, cycling provides vital healthy and emission-free journeys and links to the public transport network, local facilities and services. There is great potential for joint working across a range of sectors to promote cycling, as the benefits reach far beyond the transport sector – in particular, regular exercise promotes more productive living, better work attendance and lower incidences of coronary heart disease, and the four councils are working closely with the health authorities to promote cycling and walking and highlight its benefits.

Box 3D Cycling City

Bristol and South Gloucestershire

In June 2008 the Department for Transport appointed Greater Bristol as the UK's first official Cycling City, awarding an £11.4 million investment package (excluding match funding to take the total to £23 million) to pioneer innovative ways to increase cycling in the city.

DETAIL TO BE INSERTED

- 3.31. 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 tackling congestion and promoting a healthier lifestyle. In particular, an emphasis has been placed on plugging gaps in the strategic segregated cycle network together with educational and promotional activities including 'Jam Busting June', Bristol's Biggest Bike Ride and Travel Smart initiatives.
- 3.32. We have continued to work together to promote cycling. This year we launched a joint cycling website www.cyclewest.co.uk which provides local information on cycling in the West of England. We plan to develop this into an interactive cycling travel planner. A number of successful events were held locally to celebrate Bike Week including bike breakfasts for commuters and family bike rides. We have produced the 2008 version of the popular maps for cyclists. New initiatives for the coming year include a joint guide to cycle parking facilities and a new range of leaflets for families. Local examples include providing a leaflet showing cycle routes to The Mall at Cribbs Causeway.

Box 3E Flax Bourton Greenway
North Somerset

Flax Bourton Greenway is a 2km length of shared path which links Nailsea to Long Ashton. The path was delivered through a partnership arrangement with Sustrans and was built by a Sustrans Volunteer Workcamp. The path means that commuter cyclists can avoid the busy A370 and B3130 and the route is also used by school children to access local primary and secondary schools. Monitoring the path has shown steady growth which we anticipate to continue as further improvements are made to the route.

JLTP funding was match funded by a 'Cycling England Safe Routes to School Grant' to deliver the scheme. This funding has again been successfully match funded through Sustrans Connect2 funding to extend the route and to further improve the appeal of cycling between Nailsea and Bristol.

Improvements have also been made to a Restricted Byway between the Flax Bourton Greenway and the B3130 south of Tyntesfield House. The surface was badly rutted and was difficult to walk or cycle on. This is an example of a project jointly funded by North Somerset RoWIP action and Aggregate Levy Sustainability Grant developed in conjunction with a JLTP funded project.

- 3.33. Under the umbrella of the 'Connect2' project North Somerset and Bristol City Councils have been working closely with Sustrans to provide a safe and attractive cycling route between Nailsea and Bristol: see Box 3E. The 'Flax Bourton Greenway', 'Paulman Gardens Link' and 'Dovecote Contraflow' were all delivered during 2007/8. Further improvements are planned using Connect2 funding to overcome the significant barrier that the Cumberland Basin road system presents to walkers and cyclists. Other improvements, including some important links, will be made possible through development of the rapid transit route from Ashton Vale to Temple Meads (see 10.10-11).
- 3.34. In April 2007 the final section of the Colliers Way (NCN 24) was completed between Midford and Wellow, providing an 8.6mile route between Dundas Aqueduct, Radstock and Frome along disused railways connected by quiet country lanes. Bath and North East Somerset Council is working with Sustrans

and the Two Tunnels Group as part of the 'Connect 2' project to develop 5 kilometres of former railway land through the Combe Down and Devonshire tunnels from the centre of Bath to link with the NCN4 (Bath – Bristol railway path) and NCN24 (Colliers Way). Elsewhere, the Council has been working with Sustrans to develop former railway land between Radstock and Midsomer Norton, to connect local schools with the Norton Radstock Greenway and also develop a leisure route around Chew Valley Lake.

- 3.35. In Bath, the CIVITAS project will see the implementation of a bike hire scheme from various points around the city including conventional and electric bikes.

Walking

- 3.36. The JLTP sets out an action plan to promote walking, including working with partners to ensure priority is given to pedestrians in strategies and developments; delivering infrastructure and overcoming barriers to provide accessible, direct and convenient routes; and enhancing promotion and publicity.

- 3.37. Walking schemes and activities completed, underway or planned include:

- enhancement of pedestrian areas and public realm in city centres e.g. Cabot Circus/ Broadmead in Bristol and SouthGate and other areas in Bath;
- provision of enhanced routes, for example Brunel Mile in Bristol (see Box 3F); safeguarding of 'greenways' in local plans and development frameworks;
- provision of new footways to improve safety e.g. along the B3115 Hook Hill to link Timsbury village and the small community of Meadgate;
- preparing strategy to encourage more walking (and cycling) in Clevedon and Portishead;
- smarter choice projects linked to workplace and school travel plans (see Box 3G);
- health initiatives such as 'Walk to Health';
- improved crossings with tactile paving and dropped kerbs, ranging from individual locations to area-wide enhancements as part of bus showcase and local safety schemes;
- programmes of subway closures and streetlight enhancement in support of community safety/ crime reduction strategies;
- improved access to bus stops as part of accessibility action plans and to stations as part of 'Access for All' projects.

Box 3F City Centre Walking Routes

Central Bristol

Brunel Mile: in 2007/08 the City Council completed a high quality direct pedestrian route linking Bristol's Harbourside with Temple Meads railway station. As well as providing an enhanced footway to accommodate both pedestrians and cyclists and accessible crossings, the scheme has delivered lighting improvements, landscaping and interpretive information. An extension to the route, through Harbourside, will be completed by 2010.

Floating walkway: planned for 2008/09, this will create a continuous floating harbourside walkway along with a new pedestrian/cycle bridge. The City Council has recently granted planning permission for the scheme and it will be implemented by developers. Once complete the walkway will provide an important link between Castle Park and Temple Quay.

Box 3G Easier and Safer Walks to School
South Gloucestershire

Pilning School Zebra and Traffic Calming

The B4055/B4064 form a barrier for pedestrian movement from one side of Pilning village to the other. Supported in the School Travel Plan, a zebra crossing has been installed to improve pedestrian access to the school and post office. Vehicle activated speed reminder signs have been provided on the approaches to the crossing to calm traffic.

Frenchay School Improved Crossing

The need for a better crossing was identified in the travel plan for this suburban school. Short footway links, waiting restrictions and wig wags have been introduced to allow a new school crossing patrol to operate safely.

Bailey's Court Primary School Upgraded Paths

Sections of path have been widened in response to the travel plan for this school in an area of major new housing. Excess road widths have been narrowed to allow conversion of existing footways to shared use and new signs installed.

3.38. A key part of the action plan has been to progress a strategy to improve rights of way. A Joint Rights of Way Improvement Plan (ROWIP) has been produced covering the rights of way network in Bath and North East Somerset, Bristol City and South Gloucestershire. The network in North Somerset is currently the subject of a separate ROWIP but the aim is to bring the two plans together when the JLTP is reviewed. They are strategic and far reaching documents and aim to significantly enhance opportunities to access both urban and rural areas for all users.

3.39. Statements of action have been put forward in the ROWIPs focusing on improving maintenance and safety, signing of routes, providing information and improving access for local travel. Action ranges from reviewing signage, improving access by public transport and for people with mobility difficulties to providing guidance and support to landowners and developing consistent management standards.

Cover of Joint ROW Improvement Plan

3.40. A Movement and Public Realm Strategy has recently been developed in Bath, recognising the importance of the public realm in improving the pedestrian environment and the legibility of the city for visitors. The CIVITAS project will take forward many of the actions identified in the strategy.

Powered Two Wheelers

3.41. The JLTP put forward an action plan for powered two wheelers (PTWs), taking into account the February 2005 national strategy. Our plan foresaw the contribution that PTWs could make to reducing congestion and the links with tackling air quality and improving accessibility. We recognise the efficient use that PTW riders make of roadspace in urban areas and most of the sub-region's

bus lanes are open to them. We have extended opportunities for PTW riders by allowing them to use our two High Occupancy Vehicle (HOV) lanes and the additional bus lanes installed as part of the A420 Showcase scheme.

- 3.42. The needs of PTW riders have continued to be taken into account in the management of our on-street and off-street parking facilities (see 3.77) and consideration of planning applications (see 3.79). Up to 40 motorcycle parking spaces are planned for example as part of Bristol's Cabot Circus development and provision is also being made in Bath's SouthGate shopping development.
- 3.43. A high proportion of accidents involve PTWs and a working group has been set up by the West of England Road Safety Partnership to investigate safety issues in detail. These investigations will look into recent accident trends among young moped and scooter riders. In the next three years our road safety education, training and publicity programmes; implementation of engineering measures; and speed management will all put special emphasis on PTW riders (see 5.3, 5.7, 5.9-11 and 5.15).

Taxis and Private Hire Vehicles

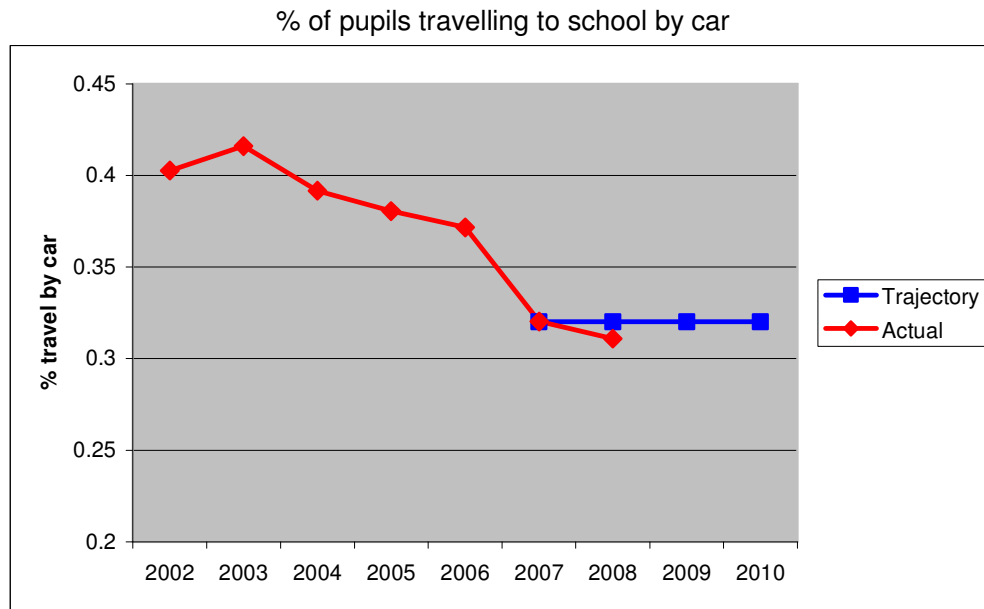
- 3.44. In our JLTP Taxi Action Plan we aimed to integrate taxi use into other infrastructure projects by allowing, where appropriate, their use of bus lanes. In practice taxi drivers are able to use both HOV lanes (when carrying a passenger) and most of our bus lanes and can also use the new A420 Showcase bus lanes which should bring journey time benefits. Our Action Plan also foresaw interchange facilities being enhanced and better and more accessible taxi ranks being provided and we are continuing to seek opportunities to achieve these improvements. This is being pursued in liaison with Council licensing staff and in consultation with the trade, for example the Taxi Forum which meets at least once a year in Bath and North East Somerset and South Gloucestershire's 'Taxi and Private Hire News'. Taxis and private hire vehicles are an important part of the night-time economies of our city centres and taxi marshals have improved community safety in both Bath and Bristol. This year a similar initiative was introduced in Kingswood town centre.

Smarter Choices

School Travel Plans

- 3.45. In the JLTP we saw working with schools as a key part of our Action Plan for influencing travel behaviour. It was not possible at the time to set a target for the 'school run' but in 2007 new School Census data showed that 32% of West of England pupils travelled to school by car. Our aim is to see no increase in this figure for the rest of the JLTP period (target LTP4). Data for 2008 show that we are on track and in practice car usage has dropped to 31%. This is very encouraging and continues the downward trend set since 2002: see Figure 3.9.

Figure 3.9 Travel by Car to School (LTP4)



Note: Data for 2002 to 2006 based on 'hands up' surveys; 2007 and 2008 based on School Census. Comprises travel by car + car share. To be monitored as National Indicator NI 198

- 3.46. An important part of our JLTP school travel Action Plan was to strengthen School Travel Plans (STP) and see them taken up much more widely. This has been taken forward by our Joint School Travel Plan Officers' Working Group which meets regularly to share experiences and forge joint approaches. Good progress has been made in increasing the number of schools with STPs and we see no difficulty meeting the 2011 deadline set by the DfES.
- 3.47. Each of our four councils is producing a sustainable school travel strategy in line with the requirements of the Education and Inspections Act 2006. A joint approach is being followed, aiming to cater more effectively for the travel and transport needs of children and young people on the journey to and from and between schools. We are sharing data on STPs and pupils' accessibility needs and problems. Our mapping audits of sustainable travel routes to schools will also inform our programmes for safer routes, local safety schemes, road safety education and other activities.
- 3.48. The annual 'Bristol's Biggest Bike Ride' event continued its popularity with over 5000 participants in 2008 and the 'Bike & Walk Breakfast' event took place in June this year on College Green in Bristol and attracted over 800 participants. During the annual national walk-to-school week in May, North Somerset's 'Big WOW' aims to encourage all primary schools to challenge for special achievement awards with over 70% of schools participating in numerous local events during the last two years. A range of other activities have taken place including 'Walk on Wednesday' and 'walking bus' and 'park and walk' schemes.
- 3.49. The Bright Star School Travel Passport Scheme was launched in North Somerset in February 2008. A district wide scheme, it is aimed at raising pupils' awareness of their daily journey to school and rewarding more sustainable

modes of travel. It aims to tackle problems of congestion and safety outside primary schools and over 20 North Somerset schools are currently registered and participating in the scheme.

Workplace Travel Plans

- 3.50. The four councils have continued to work closely with key employers through Green Commuter Clubs and associated initiatives, and about 200 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.
- 3.51. In 2007 West of England Travel Plan Awards were made to 14 employers, all at the Silver or Gold level.
- 3.52. For the fourth year running the commuter challenge Jam Busting June has had tremendous support across the sub-region. At the end of this year's campaign there were 2,887 competitors from 251 employers participating and resulting in 418,235 car miles saved. This compares to 2,555 competitors from 242 employers last year.
- 3.53. An encouraging recent initiative is 'Take a Stand', a scheme where small employers and organisations can obtain free cycle stands through a partnership with Lifecycle UK, and this scheme was adopted throughout the sub-region in 2006/07.
- 3.54. The car share scheme operating across the JLTP area www.2carshare.com has seen a steady increase in members. The scheme now has 7742 members, an increase of 300% since 2005 when membership totalled 2580.

Travel Marketing and Information

- 3.55. Personalised Travel Planning (PTP) has been demonstrated as having the potential to significantly reduce car dependency, and the successful, community-based PTP initiatives undertaken in Bristol at Clifton and Redland in 2006/07 were repeated in Fishponds and St George in 2007/08. The St George initiative was carried out in conjunction with the launch of the A420 showcase bus route. A 3- year contract for further PTP work is currently being let.
- 3.56. With funding support from the South West Regional Development Agency, two TravelSmart individualised travel marketing campaigns are being undertaken in West of England towns, each targeting 1,850 households. The baseline travel survey data for the first TravelSmart campaign in the North Worle area of Weston-super-Mare was collected in Spring 2008, and the campaign itself will take place in September 2008. A package of information materials is currently being prepared which will include a new local area travel map. The second TravelSmart campaign will be undertaken in another town in the sub-region in spring/summer 2009.

- 3.57. The coverage of real time bus passenger information has been extended as a result of the A420 Showcase scheme and will be further expanded as part of the Greater Bristol Bus Network major scheme. In Bristol a web-based bus information service has been launched. 'NextBusBristol.co.uk' provides live bus departure times from individual bus stops by tracking buses specially fitted with GPS equipment. This enables people to check when their bus is due to depart before leaving for the bus stop.
- 3.58. 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 South West local authorities. In 2007/08 the actual levels of service were as follows:
- completeness and accuracy at 'timing point level': 100% (Regional 1 trajectory: 100%);
 - completeness and accuracy at 'stop level': 99.9% (Regional 2 trajectory: 96%);
 - verified data: 89.4% (Regional 3 trajectory: 75%).
- 3.59. As these targets are not directly related to the West of England it is not intended to continue to embrace them within the JLTP monitoring regime. However we retain our interest in the performance of '*traveline*' as participants in the regional consortium.

Car Clubs

- 3.60. The use of car Clubs in Bristol has become increasingly popular since their introduction in 2003. There are currently 60 Car Club bays around the City, with 11 new bays being added in 2007/08. To cater for increased demand, the installation of a further 19 bays is planned for 2008/09, with a target of 100 bays by the end of 2009. Bath now has five sites for 9 cars and we are currently progressing delivery of a tenth.

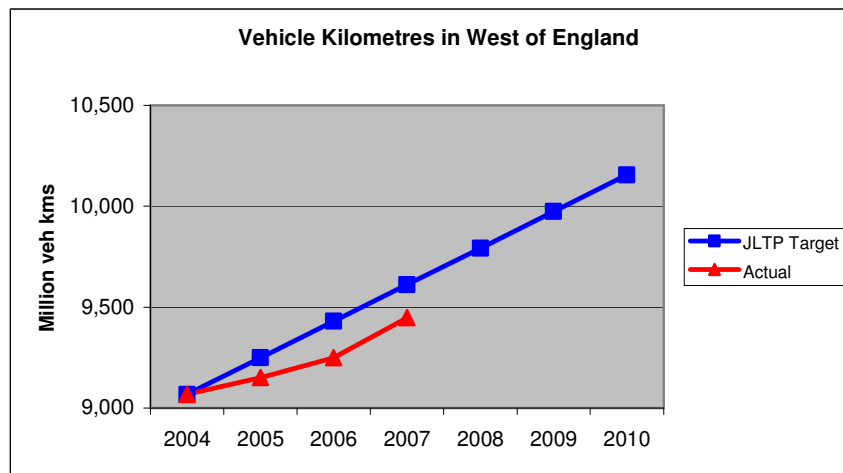
Freight

- 3.61. In line with the JLTP freight strategy we have been active members of the South West Regional Freight Forum and taken a lead in the West of England Freight Forum, underlining our aim to work closely with the freight industry and recognition of logistics to the local economy.
- 3.62. During 2006/07 the successful Broadmead Freight Consolidation Centre was a finalist in the National Energy Efficiency Awards and nominated for an Institution of Highways and Transportation award for Effective Partnerships, where it was highly commended by the judging panel. Further expansion of the scheme is underway as part of the Cabot Circus development and a second scheme is planned for Bath as part of the EU 'Civitas' initiative.
- 3.63. All four councils are reviewing their route hierarchies, taking account of the need to identify appropriate lorry routes.

Traffic Growth

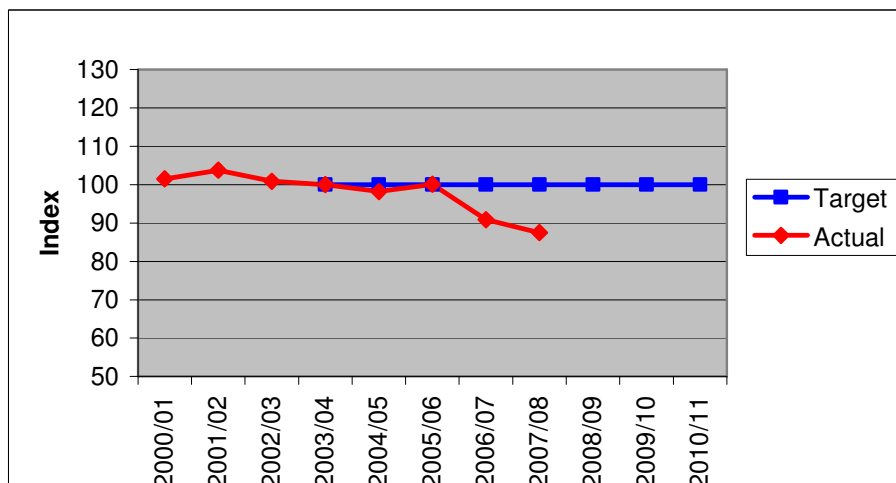
- 3.64. Traffic congestion and journey time unreliability make the West of England sub-region one of the most congested areas in the UK, lost time due to congestion costing at least £350 million to the local economy. Traffic volumes in the sub-region grew by over 20% between 1994 and 2004, and feedback from consultation consistently highlights congestion as a major issue.
- 3.65. Traffic growth is represented by three targets in the JLTP. The area-wide target (LTP2) is to restrict traffic growth across the sub-region to 12% between 2004 and 2010/11. Progress so far demonstrates that traffic growth has slowed significantly, with a 4% increase in total vehicle kilometres since 2004 compared with a predicted growth of 6%: see Figure 3.10.

Figure 3.10 Trends in Traffic Growth



- 3.66. This progress is indicative of success in encouraging alternative modes to the private car, and a more stretching target for the area-wide indicator will be triggered following full approval of the Bath package, building on the full approval of the Greater Bristol Bus Network in May 2008.

Figure 3.11 Inbound Morning Peak Period Traffic into Bristol City Centre



- 3.66. Similarly, morning peak traffic flow into Bristol city centre is also significantly less than the target with recorded traffic flow having fallen by 12% since 2004 (Target LTP6: see Figure 3.11). This downward trend is reflected nationally in traffic data for other major urban areas.
- 3.67. Computer modelling as part of the formulation of the JLTP indicated that the LTP6 target would be difficult to achieve, which makes progress with this indicator all the more encouraging. Some diversion of traffic away from the city centre was expected as a result of the temporary loss of parking and construction work associated with the Broadmead shopping centre expansion, together with works along the A420 Showcase bus route. However we anticipate that a proportion of this traffic will return with a consequent limited rise in flows possible in 2008/09.
- 3.68. In July 2007 the Department for Transport (DfT) accepted our 'Congestion Delivery Plan' (CDP), a supplementary document to the JLTP setting out in some detail our plans for directly tackling traffic problems. Congestion is forecast to grow on major urban routes but the target is to limit the increase in journey time to 14% between 2003/04 and 2011, whilst accommodating a further 7% in the total number of journeys on these routes. A total of £206,500 reward funding was allocated to the sub-region in 2007/08 through the CDP and we have been allocated a further £206,500 in 2008/09.
- 3.69. So far, actual journey times have been measured by the DfT to have fallen by 0.4%, with an additional 1.2% in the number of trips accommodated on the major routes (see Table 3.2). This is indicative of continued investment in expanding the Urban Traffic Control system, the impact of off-peak concessionary bus travel, the growth in rail passenger numbers and successful 'travelsmart' initiatives in the North Fringe. The CDP has now been updated and includes details of the allocation of reward funding and a summary of current and future schemes to build on this encouraging progress (Box 3H outlines current schemes for tackling congestion).

Table 3.2 Congestion Trends

Figures show percentage change from base		Baseline					
		2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Overall Travel							
Target	change in travel (person miles)	0.0%	2.0%	4.0%	5.5%	6.5%	7.0%
Actual	change in travel (person miles)	0.0%	1.2%				
Journey Times							
Target	change in journey times (minutes per person mile)	0.0%	4.0%	8.0%	11.0%	13.0%	14.0%
Actual	change in journey times (minutes per person mile)	0.0%	-0.4%				

Box 3H Looking Ahead : Current Schemes to Tackle Congestion

- **A420 Showcase Bus Route**
As outlined elsewhere in this review, this project was launched in December 2007, and targeted investment to improve conditions for buses, general traffic, cyclists and pedestrians, building on the successful remodelling of Kingswood Town Centre in 2003/04.
- **A4174 Avon Ring Road**
Design work is now well underway to signalise the A4174 roundabouts at Deanery Road and Marsham Way, following signal improvements delivered on the Avon Ring Road at its junctions with Bromley Heath, Badminton and Westerleigh Roads. These schemes are intended to deliver a significant improvement in road safety as well as tackling congestion.
- **North Somerset Hot Spots**
14 sites have been identified as congested 'hot spots' and we are looking at short and long term options for addressing traffic conditions at these locations.
- **A4 Bath Road/West Town Lane**
This £1.2 million junction scheme was completed in Autumn 2007. Largely funded by adjacent retail development, it features upgraded signals, new pedestrian crossings and an extended outbound bus lane to improve reliability for services to Bath and the Brislington P&R site.
- **M5 Junctions**
Development funding has been secured to mitigate traffic congestion at junctions 19 and 21, with detailed designs being progressed through joint working with the Highways Agency.
- **A4 Jacobs Wells Road/Hotwell Road**
Completed in April 2008, this £1 million replacement of an existing roundabout with a larger gyratory increased capacity and improved pedestrian facilities. Part-funded by the adjacent Harbourside development, the scheme also extends an outbound bus lane to improve reliability for services to Weston-super-Mare and the Long Ashton P&R site.

3.70. In the five years 1999 to 2004, flows in and out of Bath city centre declined annually by an average of 1.4%. This downward trend has continued since then and flows in 2007 were 3.6% lower than in 2004. In the North Fringe our surveys show that 12- hour traffic flows in 2007/08 were 1.2% up on the previous year but remain broadly the same as they were in 2003 following a rapid period of growth in the 1990s. Since 2004 traffic flows in and out of central Weston-super-Mare have decreased by 2.5%.

Network Management Duty

3.71. The Traffic Management Act 2004 set out a duty for local authorities to manage the road network to secure the expeditious movement of all traffic, including pedestrians, powered two wheelers and cyclists. In the JLTP we outlined our plans for implementing this network duty. Hand in hand with this has been our work on the West of England Congestion Delivery Plan which was agreed by the DfT in 2007 (see above).

3.72. To fulfil the network duty, Section 17 of the 2004 Act requires us to implement proper 'arrangements'. There is a West of England Traffic Management Group to provide the sub-regional framework and all four Councils have appointed Traffic Managers who are senior members of staff and in a position to influence policy formulation and decision-making and act as Traffic Management Act champions. We are also represented on the South West Traffic Managers' Group.

3.73. We have established processes for meeting the duty and reviewed our policies and objectives. Hierarchies are being developed for the road network to enable

us to better manage traffic and meet the range of different people's needs. All four Councils are actively preparing network management plans.

3.74. We have reviewed our performance in putting the necessary arrangements in place and the results are set out in Appendix 3. Particular attention has been focused on the weaknesses identified in the 'Assessment of Network Management Duties within LTPs- Final Review' published on behalf of the DfT in February 2007, i.e.:

- how we share information with the public, council departments and other external partners;
- provision of travel information;
- better coverage of incident management;
- arrangements for contingency and emergency planning including co-ordination with the police and other emergency services;
- how we will ensure parity between works by the authorities and works by others; and
- prioritising resources to improve parking enforcement on the core network and bus priority corridors.

3.75. We will use NI 167 (Congestion/ LTP7) and NI 178 (Bus punctuality/ previously BVPI 102) to assess our ongoing network management performance.

Parking

3.76. In the last two years long stay Council parking charges have been increased in both Bath and Bristol city centres to further encourage take up of sustainable transport modes and reduce congestion, particularly in peak periods. The supply of city centre spaces has been temporarily reduced due to construction of the Cabot Circus and SouthGate developments.

3.77. Decriminalisation of parking offences was successfully introduced in South Gloucestershire in July 2007 but implementation in North Somerset has been deferred for the time being. Bristol City Council undertook a major consultation exercise in Summer 2008 on the principles of substantially expanding the area covered by residents parking zones around the city centre. These zones will be taken forward with local stakeholders from 2009 onwards. Parking policies for Bath are being reviewed following the successful implementation of the previous strategy with the emphasis on discouraging car commuters and encouraging short stay parking.

3.78. Other activities contributing to the JLTP Parking Action Plan have included:

- installation of Variable Message Signs;
- marketing and information to influence travel behaviour (see 3.52-53);
- travel plans to encourage more efficient use of spaces and car sharing (see 3.47-51); and
- investigation into future LDF parking standards.

Land Use and Development

- 3.79. There has been close working between council planning and transport staff to ensure that the potential impact of new developments is fully taken into account. This has been partly through work on the LDFs (see 2.6) which will become increasingly important as they take forward the requirements of the RSS and the potential need for significant extra housing. In the shorter term the focus has been on the development control process and the consideration of transport assessments, leading to delivery of both on-site and off-site infrastructure and other measures.

4. ACCESSIBILITY

- 4.1. The sub-region has wide variations in how people can access health, employment and educational facilities. In addition, one in five households in the sub-region has no access to a car and is therefore more reliant on public transport, walking and cycling to access these services. Residents of rural and in some cases urban areas find it difficult to access essential services without a car.
- 4.2. In the JLTP we described our work with partners and the community to identify areas and groups with poor accessibility. We put forward a programme of Action Plans to tackle poor accessibility and foresaw accessibility planning being at the heart of our land use and transport planning. Since 2006 we have set up a number of working groups to take these Action Plans forward. Our work has been greatly assisted by the Accession software. This enables us to map how accessible services are by public transport and car, identify gaps and test out measures to fill them.
- 4.3. The DfT has made significant new data available since we prepared the JLTP and this has enabled us to review our original baseline information and adjust our targets appropriately. Our revised targets focus on access to healthcare and employment. As Table 4.1 shows, we are on track to meet our targets.

Table 4.1 Accessibility Targets

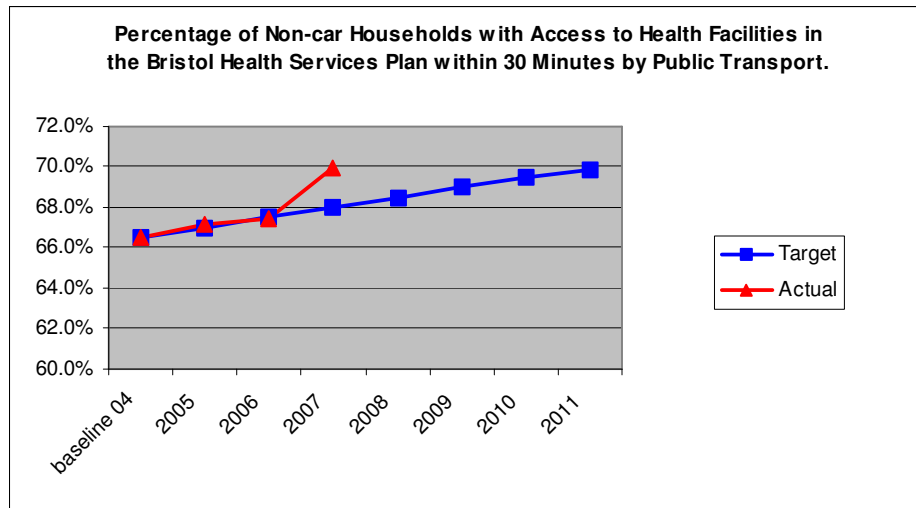
Indicator		2004	2005	2006	2007	On Track?
Access to healthcare (all households)	Actual	57.0%	58.4%	58.6%	61.8%	✓
	Target	N/a	57.6%	58.2%	58.7%	
Access to healthcare (non-car households)	Actual	66.5%	67.2%	67.4%	70.0%	✓
	Target	N/a	67.0%	67.5%	68.0%	
Access to employment	Actual	65.4%	65.5%	65.6%	68.7%	✓
	Target	N/a	65.5%	65.6%	65.8%	

Note: 2004 baseline figure based on new data made available by DfT since publication of JLTP. Progress monitored using 'accession' computer modelling.

Access to Healthcare

- 4.4. Target LTP1a is aimed at achieving better public transport access to health facilities covered by the Bristol Health Services Plan. As Figure 4.1 indicates, 70% of non-car owning households can now reach these facilities within 30 minutes, ahead of the trajectory. Box 4A gives examples of our partnership working.

Figure 4.1 Access to Health Facilities



Box 4A Working with Partners on Health

The value of Accession and working with partners is clearly demonstrated through our work with the various health trusts.

The Kingswood and District Transport and Access Study (March 2007) looked at the accessibility impacts of three options for improving health facilities. Whilst the study found that all options had good accessibility by both bus and car it nonetheless helped to inform the South Gloucestershire Primary Health Trust’s decision on a preferred option.

Working for the North Bristol NHS Trust both the Access to Dialysis Facilities (July 2007) and Maternity Hospitals (September 2007) studies looked at the best locations in public transport terms for locating these facilities. Again it was found that generally public transport access was good for all locations. Results will be used to guide future decision making.

As part of the Southmead Transport Officers Group the Southmead Hospital Future Accessibility Study (May 2008) examined current and future access to the redeveloped hospital site. Accessibility mapping highlighted the potential to re-route services into the site, extend operating hours of some services and provide new east/west bus links. These findings will be used to help establish how best to use the Section 106 funding for transport from the redevelopment to improve accessibility.

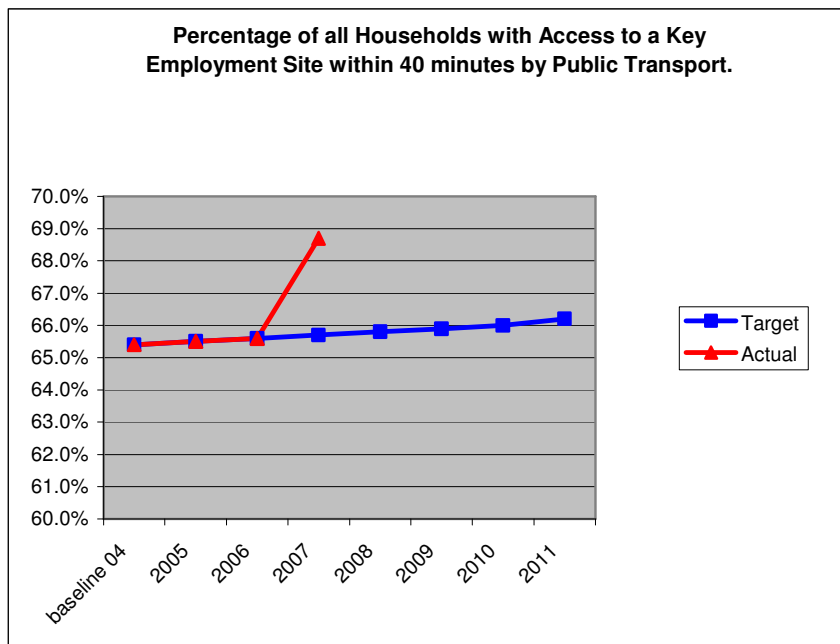
All these studies flag up how transport and accessibility are increasingly embedded in wider decision making.

[to add Southmead accession map and possible photo montage of study covers.]

Access to Employment

4.5.Target LTP1b is aimed at achieving better public transport access to key employment sites. The most recent figures show that 68.7% of all households are now able to reach these sites within 40 minutes: see Figure 4.2.

Figure 4.2 Access to Employment



Access to Further Education

4.6. We had intended to set a target for access to further education based around colleges offering a sustained range of courses. This has not proved practicable, largely because of the annual fluctuations in the location and type of courses, the difficulty of making significant improvements in public transport without financial contributions obtained through planning permission agreements and the problems of achieving a critical mass of potential bus users needed to support improved public transport. As a consequence and in consultation with GOSW this target has now been dropped. However individual local authority targets are being retained.

Action Plans

4.7. In Table 4.2 we summarise the progress we have made on our Action Plans. We have modified the programme outlined in the JLTP to reflect the changing priorities of our partners, technical difficulties in accessibility modelling and pressure on staff resources.

Table 4.2 Accessibility Action Plans Programme

Action Plan	Implementation		Progress
	Start	End	
Bristol Health Service Plan	2006	2013	<p>Transport and Access Group brings together all the local NHS Trusts, local authorities and voluntary and community groups to develop an integrated transport strategy. Accession modelling support from West of England Partnership.</p> <p>Kingswood and District Transport and Access (March 2007), Access to Dialysis Facilities (July 2007) and Maternity Hospitals (September 2007) studies produced by West of England Partnership for the health authorities.</p> <p>Southmead Transport Officers Group, formed to deal with to deal with major transport issues arising from the redevelopment of Southmead Hospital. Draft Southmead Hospital Future Accessibility Study (May 2008) produced.</p>
Bristol Royal Infirmary	2006	2011	<p>Good progress, mainly through the travel plan process with extended park and ride and 500 services, HUBS bus and parking management. Accessibility mapping revealed pockets of poor public transport access from some outlying rural areas particularly in North Somerset. Possible solutions to be investigated.</p>
Royal United Hospital	2009	2011	<p>Modelling work highlighted need to investigate access from outside Bath. Progress hampered by staff resources. Work to be reactivated in 2009 with involvement of Wiltshire County Council recognising the pattern of cross-boundary travel.</p>
Key employment sites	2008	2011+	<p>Action Plan developed for Aztec West/ North Fringe/Cribbs Causeway to improve public transport access for shoppers, staff and visitors. Work progressing through travel plans and Travel Forums.</p> <p>Royal Portbury Docks Access to Work Action Plan aiming to improve job opportunities for people without access to a car. Working with Port authority, Job Centre Plus, employers and community transport to identify possible improvements through the travel plan process. On site infrastructure measures investigated.</p>
Bristol International Airport (BIA)	2010	2011+	<p>Main work deferred pending outcome of airport Master Plan. Working with BIA and bus operators to enhance public transport access in line with the Surface Access Strategy. Accession modelling of bus services to identify best options.</p>
Further Education Colleges	N/a	n/a	<p>Target and Action plan dropped following review and consultation with GOSW. Work will be picked up in the Public Transport Information Action Plan, Travel Forums and planning process.</p>
Learning Difficulties	2009	2011+	<p>Transport groups set up in North Somerset and South Gloucestershire to study transport-related learning difficulties. Exploring the possibility of expanding these to cover the West of England.</p> <p>Bristol <i>Art and Power</i> approached over the role of personal mapping for people with learning difficulties. Likely demand and financial implications to be investigated.</p>
Public Transport Information	2008	2011+	<p>Action Plan aim is to improve the availability, quality, consistency and format of information Assessment of the current provision of information completed and gaps identified.. The development of travel+ creating a single brand for transport will greatly assist this Action Plan.</p>

National Indicators

- 4.8. In addition to our LTP1a and LTP 1b targets we will be monitoring the new national accessibility indicators NI 175 (Access to services and facilities by public transport, cycling and walking) and NI 176 (Working age people with access to employment by public transport). Bath and North East Somerset Council and Bristol City Council have included NI 175 in their respective Local Area Agreements.

Community Transport

- 4.9. Passengers numbers in 2007/08 increased to 511,000, and increase of 76.4% over the 2003/04 base line and above the 2011 JLTP target of 367,000. 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.
- 4.10. North Somerset Council have successfully encouraged a merger of two community transport schemes operating from Weston-super-Mare. Weston Community Transport and Weston dial-a-ride have merged with the aim of providing a better service covering a wider area more efficiently. This has come at a time when it is difficult to obtain revenue support for community transport schemes.
- 4.11. In Bath a new Dial-a-Ride service has successfully been introduced, and new Service Level Agreements have been put in place supporting growing Norton Radstock Ring and Ride and Keynsham Dial-a-Ride services to meet challenging LAA stretch targets.

5. ROAD SAFETY

- 5.1. In the JLTP area, around 400 people are killed or seriously injured on our roads each year. However, this is showing a clear downward trend compared with previous years and the proportion of vulnerable road user casualties overall is also falling (check). The sub-region has been successfully working to bring down casualty numbers and target investment through the West of England Road Safety Partnership (WoERSP). By working jointly there is the opportunity to target resources and schemes in cost-effective ways to tackle road safety on an area-wide basis, and the Partnership includes the emergency services, NHS Primary Care Trusts and the Highways Agency as well as representatives from the four councils to achieve this objective.

Strategy

- 5.2. The JLTP placed a very strong emphasis on the need to reduce casualties on the highway network, and included a clear strategy based on the following key areas:
- extensive education and training programmes, capturing hearts and minds and road users across all age groups;
 - schemes targeted at improving road safety for children, motorcyclists, cyclists and disadvantaged areas and addressing specific problems in rural and urban areas;
 - speed management and effective enforcement measures to reduce casualties and improve quality of life where there is evidence of vehicles travelling at inappropriate speeds; and
 - improving quality of life by linking road safety initiatives to neighbourhood renewal and town centre enhancement programmes and promoting 'liveability' by good design and maintenance.
- 5.3. WoERSP commissioned University College London and Social Research Associates (UCL/SRA) to undertake an evaluation of road safety work, including the operation of its safety cameras. This Study was reported to WoERSP in March 2008 and made a series of recommendations that will set the framework for future activities. These include the following:
- extra resource and effort required to bring about casualty reductions;
 - more targeted approach needed to casualty reduction;
 - holistic approach needed to understand lifestyles and underlying economic reasons for behaviour of different groups;
 - wider range of data, information and analysis techniques needed; 'Data Champion' needed;
 - all future and existing programmes to be evaluated;
 - need to adopt route and area based road safety strategies especially where there is a high level of casualties involving young drivers and cyclists;
 - effectiveness of each safety camera site to be undertaken and steps taken to improve the performance of the safety camera programme; and
 - WoERSP Co-ordinator to be appointed to encourage closer partnership working.

Road Casualties

5.4. Over the first two years of the plan, road safety performance has continued to improve (see Figures 5.1- 5.3). A revised target to reduce Killed and Seriously Injured (KSI) casualties by 20% by 2010 compared to the 2001-04 average was adopted in the JLTP, together with a 25% reduction for KSI child casualties. By the end of 2007, progress has been as follows:

- A 22% fall in all KSIs (already exceeding the 2010 target);
- A 36% fall in child KSIs (already exceeding the 2010 target); and
- A 3% reduction in slight casualties already exceeding the 2010 target).

Figure 5.1 Number of People Killed or Seriously Injured

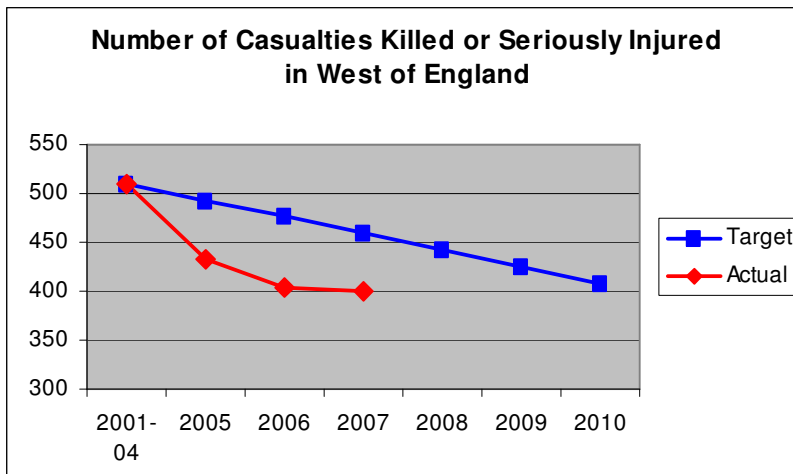


Figure 5.2 Number of Children Killed or Seriously Injured

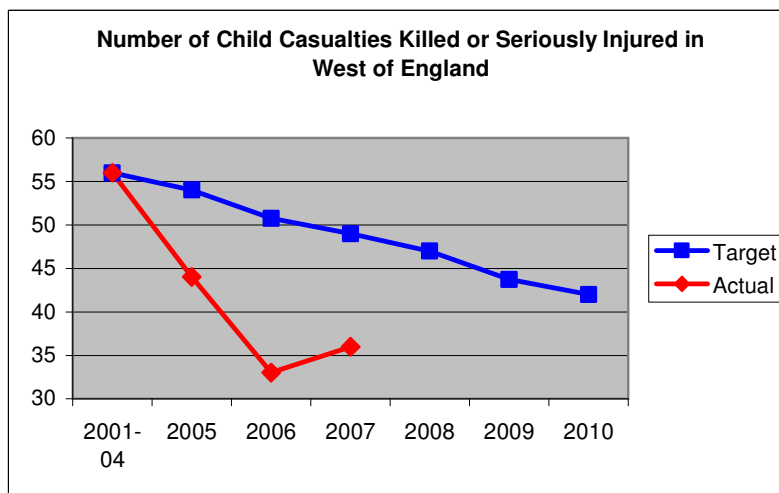
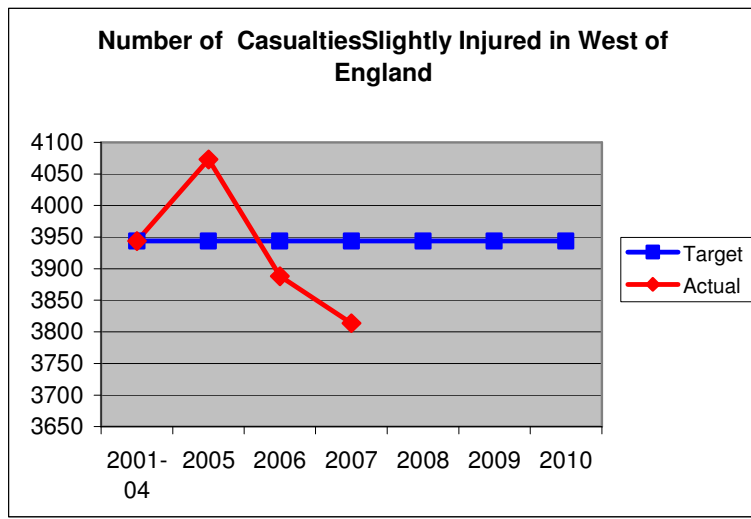


Figure 5.3 Number of People Slightly Injured



5.5. Progress is really encouraging and suggests that the investment over the last two years, as well as that in the first LTP period, is now paying dividends. In addition, through WoERSP (see Box 5A), the authorities have placed a great emphasis on joint working, education and training initiatives, and targeted investment in smaller scale speed management measures. Early initiatives by WoERSP have included:

- appointment of a Partnership Coordinator (as recommended by the UCL/SRA report: see 5.3);
- the Data & Engineering Officer Group taking on the role of ‘Data Champion’ (see 5.3);
- providing information at www.westofengland.org/site/RoadSafetyPartnership_3010.asp;
- continuing discussions with the Police about improving the quality of STATS19 data; and
- Safecam data analyst providing accident and casualty data to assist with route and area based casualty reduction strategies.

Box 5A Road Safety Partnership

The four councils have been working closely 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. It includes sub-groups dealing with engineering, Education, Training and Publicity; and engineering data management and safety cameras. In addition, recent initiatives have included working with the police to provide additional coaching for motorcyclists, and presentations to learners and newly qualified drivers with Avon Fire and Rescue to raise implications of dangerous driving.

- 5.6. Looking at the casualty figures by type of road user (see Table 5.1) shows that the numbers of pedestrians and car occupants have decreased both in terms of killed or seriously injured and slight injuries. The number of powered two wheeler casualties has gone up although there has been a welcome drop in those in the killed or seriously injured category. Casualty levels amongst cyclists have grown by 21% but on the other hand there has been a 27% increase in the number of people cycling (see 3.28).

Table 5.1 Trends in Casualties by Road User Types

	2001-04 Average			2007			2007 Change over 2001-04 Average		
	KSi	Slight	Total	KSi	Slight	Total	KSi	Slight	Total
Pedestrians	125	473	597	94	420	514	-31	-53	-83
Cyclists	47	328	376	52	404	456	5	76	81
PTW	116	369	485	101	396	497	-15	27	12
Car Occupants	199	2549	2748	138	2420	2558	-61	-129	-190
Others	24	225	249	15	174	189	-9	-51	-60
Total	510	3944	4454	400	3814	4214	-110	-130	-240

- 5.7. In the next three years we will continue to provide education, training and publicity (see 5.8), deliver local safety schemes (see 5.11) and achieve safety benefits as a spin off from our mainstream walking and cycling schemes. Working with the WoERSP we will focus on:

- PTW casualties;
- Car occupant casualties;
- Pedestrian casualties (particularly urban areas); and
- Child pedestrian and cycle casualties (particularly urban areas).

Education, Training and Publicity

- 5.8. Over the four years 2007/08 to 2010/11 we will be receiving £6.546m in Road Safety Revenue Grant. Whilst much of this will go to support Safecam activity a significant amount will be directed towards Education, Training and Publicity (ETP), amounting to some £624,000 in 2008/09. An additional £324,000 is expected in 2008/09 to come from the national Speed Choice programme.

- 5.9. WoERSP has set up an ETP group made of the four local authority ETP road safety teams plus representatives from the police, fire and rescue service, Highways Agency, Driving Standards Agency, Primary Care Trusts and Safecam. Recent programmes have included:

- Powered Two Wheelers: ‘Keep Your Wheels’ web based project aimed at young motorcyclists/moped riders; ‘THINK’ machine providing high profile presence at public events; training days for riders of large motorcycles; ‘Bike Safe’ training with police; classroom-based ‘SCOOTERZ’ courses; ‘Rider Choice’ behavioural scheme; ‘4 Wheels Project’ for young scooter riders;
- Pedestrian casualties: series of training schemes in each Council area aimed primarily at children including ‘Feet First’, ‘Copycat’, ‘Show You Care Park Elsewhere’, ‘Kerbcraft’ and ‘Making Choices School, Pupil and Parent’ packages;

- Cyclist casualties: series of training schemes in each Council area including National Standard training and 'Bikeability'; 'Life Cycle/ Bike Guru' joint project with Lifecycle UK educating adult cyclists;
- Car occupant casualties: 'SMART RISK' a theatre-in-education programme for secondary schools; 'Pass Plus' sessions for new driving licence holders; support for Life Skills project in Bristol training primary school children and others in dealing with risks; 'SMIDSY' campaign; 'Safety Zone' and 'Try Before You Buy' child car seat training and checking; 'For My Girlfriend'; 'Rite Off' DVD- a resource for educating young drivers and riders, supporting work of Youth Offending Team;
- Drink driving campaign: see Box 5B.

Box 5B Christmas 2007 Drink / Drive Campaign

This was an intelligence led, publicity and enforcement campaign. Casualty statistics were analysed to identify where drink / drive collisions have occurred. DfT publicity was used in pubs and clubs as well as radio advertising and enforcement on the targeted routes. Over the Christmas period Avon and Somerset Police bucked the national trend for drink drive arrests. Arrests were down by 20% and there were no recorded fatalities or seriously injured casualties as a result of drink driving.

- 5.10. In the rest of the JLTP period WoERSP's ETP work will concentrate on designing programmes for target groups; these will include the two recently identified groups of young male moped riders and young drivers in deprived areas. Opportunities will be sought to expand and support voluntary projects, not just confined to road safety issues but embracing broader life skills, for example Every Child Matters, regeneration programmes, Train to Gain, and cycling training.

Engineering Measures

- 5.11. Together with WoERSP we are reviewing over the next two years the way that we determine our local safety scheme programmes. We will compare current methods with best practice with a view to sharing a common approach. Engineering measures delivered in the first two years of the JLTP period have tended to be directed either at accident cluster sites, setting out remedial measures on the basis of severity and the vulnerability of casualties, on route or area treatments. The Showcase bus routes, including those primed for delivery as part of the Greater Bristol Bus Network, have included full consideration of opportunities for further road safety measures as part of the design process. These key radial corridors statistically carry a significant proportion of existing cluster sites.
- 5.12. Recent local safety schemes delivered include:
- A37/ A39 White Cross junction improvement, Bath & North East Somerset;
 - Julian Road shared space scheme, Bath;
 - Whitchurch Lane traffic calming, Bristol;
 - Coronation Road junction improvements, Bristol;
 - Eagle Road highway re-alignment, Bristol;
 - Stapleton Road, traffic management and junction re-alignment, Bristol;

- M32 Junction 3 traffic signals, Bristol;
- Worle Child Safety Scheme Phase 1, North Somerset;
- Cambridge Batch Phase 2, North Somerset;
- Herluin Way, Marchfields Way, Winterstoke Road, North Somerset;
- Barrow Gurney village traffic calming;
- Tortworth Road outside Leyhill Prison, South Gloucestershire;
- Aust Village and A403/B4055, South Gloucestershire;
- B4465 Westerleigh Road/Shorthill Crossroads, South Gloucestershire;
- Sites treated with high friction surfacing;
- Installation of Vehicle Activated Speed signs (VAS) (now totalling 235 fixed VAS and 19 mobile speed limit reminder signs).

5.13. In the four years 2007/08 to 2010/11 we will be receiving £1.456m Road Safety Capital Grant. We expect to direct most of this grant to deliver engineering measures to supplement mainstream integrated transport funding.

Speed Management

5.14. The WoERSP have developed a Speed Management Strategy, which will provide a focused approach to managing the speed of all classes of road users. The strategy will involve the use of “the three E’s” of road safety; Education, Engineering and Enforcement, individually or in combination, to encourage drivers to adopt a more responsible attitude to speed.

5.15. The Speed Management Strategy contributes to the JLTP in the following ways

- Reduce the number of people killed or seriously injured in road accidents;
- Reduce the number of children killed or seriously injured in road traffic accidents;
- Improve safety for all road users, particularly the most vulnerable members of the community.

5.16. In line with the recommendations of the UCL/SRA study (see 5.3) a review of safety camera sites has commenced by all four of the unitary authorities; data has been provided by Safecam for the initial analysis; more detailed analysis is in progress with the aim of reviewing as many sites as possible with the resources available during 2008/09;

5.17. In line with the advice of DfT Circular 1/06 we are formally reviewing the speed limits on our ‘A’ and ‘B’ class roads with a view to implementing any necessary changes by the end of the JLTP period. In addition, by 2015 it is also proposed to have considered other roads of a lesser status, including the introduction of 20 mph zones using DfT guidelines.

Links to Other Activities

5.18. The cross-disciplinary nature of the WoERSP has greatly aided our ability to embed road safety in wider policy areas. Examples include the councils’ proactive work on expanding the sub-region’s safer routes to school network through a combination of engineering measures; and officers working directly with schools and schoolchildren to emphasise road safety messages.

6. AIR QUALITY

6.1. There are serious concerns about the impact of pollution on our health, and vehicle exhausts are responsible for a large range of pollutants. Air quality is one of the four transport 'shared priorities' agreed between the Government and the Local Government Association in 2002. National targets included in the JLTP focus on reducing emissions of Nitrogen Dioxide as a pollutant as its impact is geographically linked to where the pollution occurs and may be more harmful to health. Whilst efficiency improvements in vehicles will have a positive short term impact on air quality, with increased traffic growth the sheer volume of traffic may start to outweigh this benefit.

Targets and Action Plans

6.2. The JLTP includes the following targets related to air quality:

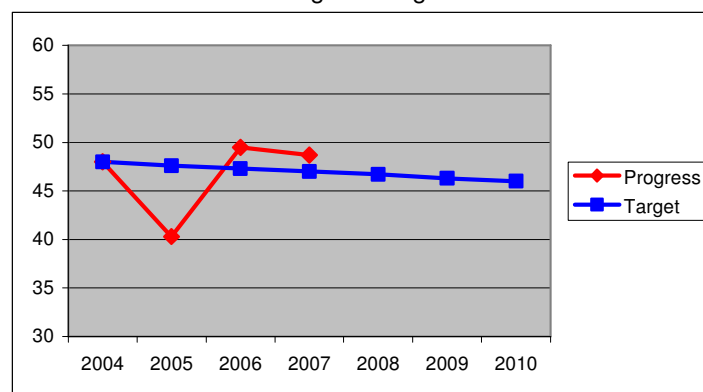
- to reduce annual mean roadside NO₂ levels in the Bristol Air Quality Management Area (AQMA) from a 2004 base line of 48.0 µg/m³ to 46.3 µg/m³ by 2010; and
- to reduce annual mean roadside NO₂ levels in the Bath Air Quality Management Area (AQMA) from a 2004 base line of 53.3 µg/m³ to 48.1 µg/m³ by 2010.

6.3. The JLTP includes a clear Action Plan to progress towards these targets, including publicity, awareness and promotional schemes, initiatives to reduce specific vehicle emissions, low emission and 'clear' zones, and additional monitoring. In addition, there are closely links with other JLTP action plans, particularly influencing travel behaviour, promotion of alternatives to the private car, managing demand to travel and the major scheme bid programme.

6.4. Air quality is unfortunately an area where progress in the first two years of the JLTP has been off-track. In Bristol, conditions deteriorated significantly in 2006 after which there has been a modest improvement, although we are still above the trajectory (Figure 6.1).

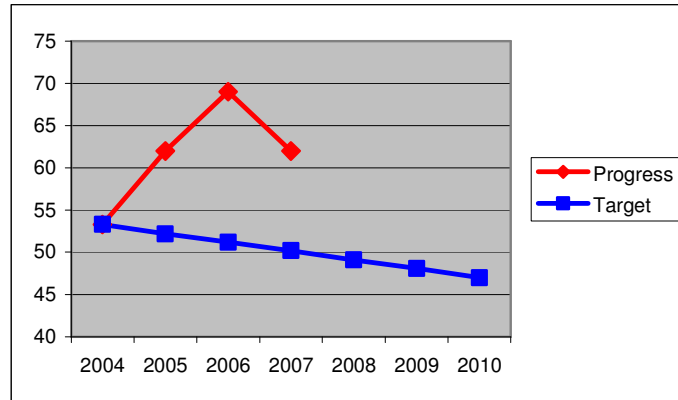
Figure 6.1 Air Quality in Bristol Air Quality Management Area

Based on ug of Nitrogen Dioxide/ M³



- 6.5. In Bath, conditions worsened in 2005 and 2006, although 2007 saw a significant recovery, although still some way off track (Figure 6.2).

Figure 6.2 Air Quality in Bath Air Quality Management Area
Based on ug of Nitrogen Dioxide/ M³



Contributory factors to progress so far

- 6.6. It is possible that weather conditions in 2006 and 2007 have contributed to a concentration in pollutants in the AQMAs. In addition, a higher the proportion of diesel vehicles in the overall fleet size is likely to result in an increase in the NO₂ indicator whilst reducing other air quality indicators....insert ref to national issues re weather and diesel fleet take up.....
- 6.7. In addition, the disruption on the highway network as a result of construction associated with Cabot Circus, the A420 Showcase bus route and the SouthGate retail development may have had an impact in terms of concentrating traffic queues and associated emissions within the AQMAs. NO_x indicator update.
- 6.8. However, given the importance of this indicator, it is imperative that we are not complacent and actions to improve air quality are accelerated. Actions over the first two years of the JLTP period which will have limited the increase in NO₂ emissions included the following:
- The comprehensive renewal of the bus fleet in Bath and extended P&R operating times in this city;
 - Amendments to parking charges in Bath and Bristol city centres to continue to restrict long stay parking for commuters;
 - Continued workplace travel planning progress to reduce car dependency for commuting in Bath and Bristol, and the promotion of cycling & walking as part of a sustainable network.

Looking Forward - Schemes being progressed to bring target back on track

- Include reference to actions in JLTP chapter on air quality;

- The launch of A420 showcase route in December 2007, in addition to reducing car dependency on this corridor, has been complemented by the delivery of a further 42 new low emission buses to help reduce emissions on this corridor into Bristol city centre. The progression of a new park and ride facilities including a site by Bristol Parkway station, and the expansion of the existing site at Portway. The provision of a new bus station as part of the Southgate development in Bath, closely integrated with Bath Spa railway station;
- The Bath Vision takes full account of the JLTP strategies to improve mode choice and reduce car dependency for trips to the city centre, thereby reducing congestion and improving air quality, in particular through an aspiration to significantly reduce car movements through the city centre (see Box 6A);
- The continued expansion of the UTC network in both Bath and Bristol, targeting investment at existing congestion hotspots on the core network, together with the signalisation of Junction 3 of the M32;
- Reducing lorry movements to Bristol city centre through closely linking the Cabot Circus development with the existing Freight Consolidation Centre;
- Future extensions in residents parking schemes in both Bath and Bristol; and
- The expansion of the car club network in Bath and Bristol, together with driver education and eco-driver training programmes.

Box 6A Bath CIVITAS

.....scheme package, including freight consolidation centre in Bath alternative fuel tests for Rapid Transit, car club and cycle facilities. **text to be inserted**

Partnership Working

6.9. As is apparent from the above set of measures, a range of different disciplines contribute to meeting the air quality targets and partnership working will need to play a major role in delivery. All four councils already co-operate closely with major employers, meeting regularly through Green Commuter Clubs to minimise car dependency and encourage sustainable travel behaviour. The four councils co-ordinate air quality monitoring through the University of the West of England, facilitating quarterly meetings to share best practice and update on monitoring and reporting arrangements.

Major Scheme Progress

- 6.10. As emphasised elsewhere in this review, more demanding targets for air quality are linked to the delivery of the GBBN and Bath Package major scheme bids, and both schemes will be expected to significantly reduce emissions through a further shift onto sustainable transport modes and a reduction in traffic congestion, facilitated through new bus lanes and junction enhancements and further substantial bus fleet replacement (with reduced vehicle emissions) by the operator.
- 6.11. Following the full approval of GBBN in May 2008, work was completed on the first phase of the M32 corridor in Autumn 2008, with the extension of the inbound bus lane and associated speed management measures to commence in 2009. This measure alone will significantly improve the quality and reliability of bus services into the Bristol AQMA from the north of the city. Upon full approval, the Bath Transportation Package, in addition to showcase bus routes, will deliver the sub-region's first rapid transit route, expand of existing P&R sites and provide a new site east of Bath, together with HGV management, pedestrian improvements, and associated mode shift benefits.

Future Challenges

- 6.12. Overall, the redevelopment of centrally accessible sites is significantly more sustainable than green field locations, as in transport terms central locations will maximise accessibility by alternative modes to the private car. However, such redevelopment will also lead to further car trips into the AQMAs and the above measures will also need to ensure that this increase is off-set by mode shift away from the car for existing land uses to minimise additional vehicle emissions. This is particularly the case for retail expansion in Bath and Bristol city centres, Harbourside in Bristol and the Western Riverside development in Bath. In future years, background traffic growth associated with forecast residential and employment development across the submission will raise similar challenges, and the next tranche of major schemes, including Rapid Transit, will assist in addressing the air quality implications.

Monitoring and New AQMA Declarations

- 6.13. Following comprehensive monitoring and consultation, there have been significant changes in the definitions of the sub-region's AQMAs since the production of the JLTP in April 2006. In Bath, a major expansion in the AQMA monitoring network came into operation in July 2008. This has significantly increased the extent of the city centre highway network covered ensuring the AQMA more appropriately includes those parts of the network experiencing congestion and associated emissions from the transport sector (Figure 6.3).
- 6.14. Air Quality Action Plan Progress Reports have also been formulated for submission to DeFRA and are attached as Appendix 5, and their content has also been included in the above summary.
- 6.15. In Bristol, the AQMA has been amended to remove the Avonmouth area and to introduce the Fishponds Road A432 corridor. The removal of the Avonmouth area resulted from a sustained monitoring campaign demonstrating that air

quality in this area was better than the annual mean limit to trigger designation in the AQMA. The Fishponds Road corridor is a key transport route into the city centre which experiences significant levels of congestion at peak periods (Figure 6.4).

- 6.16. South Gloucestershire Council is currently undertaking a review of air quality in the area. The results of this are emerging and will be considered by the appropriate Executive Members in due course.

Figure 6.3 Bath AQMA map

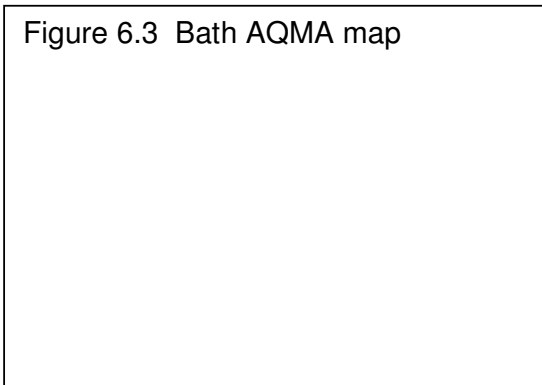
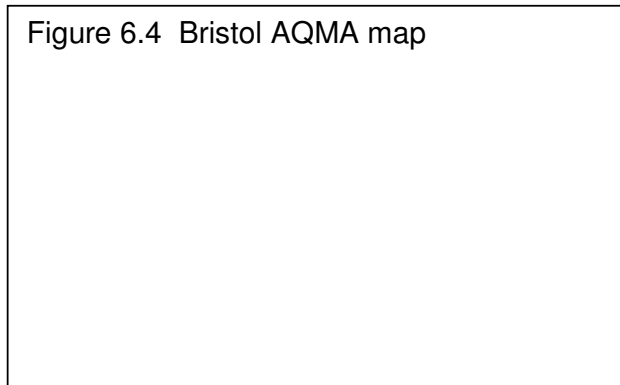


Figure 6.4 Bristol AQMA map



7. ASSET MAINTENANCE

7.1. In the JLTP we set out our action plan for developing a Joint Transport Asset Management Plan (JTAMP), a long term plan setting out how we will manage our transport infrastructure to deliver agreed levels of service and performance targets in the most cost-effective way. Since then our Officer Working Group - made up of asset management staff from each Council, a representative from GOSW and a specialist consultant - has met at regular intervals to develop and agree the JTAMP. We have looked at national good practice including the County Surveyors Society's Framework for Highways Asset Management. An important driver for the JTAMP has been enhancing customer satisfaction. This has informed our approach to asset management: see Figures 7.1 and 7.2.

7.2. We intend the JTAMP to be a living document that can be expanded as knowledge and experience of asset management grows. Initially it concentrates on 4 key types of asset: carriageways; footways and cycleways; bridges and structures; and public lighting. The JTAMP is to be adopted in late 2008 and will set the strategic asset management framework for each of the 4 Councils focusing on:

- aims, goals and objectives: links to the JLTP, legal regulations and codes of practice;
- asset base and characteristics: inventory of our assets;
- service levels: explains how levels of service and performance measures flow from and support the objectives;
- gap analysis: identifies gaps in our current performance;
- lifecycle planning: how we will manage our assets throughout their life with the aim of achieving the required level of service while minimising whole life costs;
- work programmes and finance: considers the funding available and work needed to manage and operate the assets at the required level of service;
- risk management: how we will identify and manage the risks to service delivery;
- implementation plan: how we will improve our current approach to asset management.

Figure 7.1 Life Cycle Planning

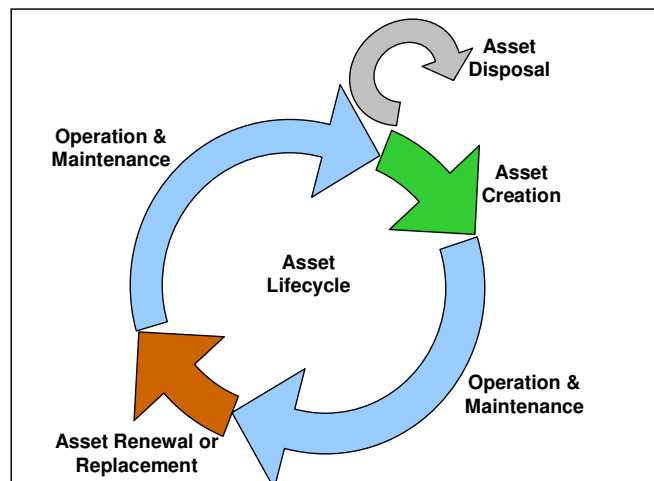
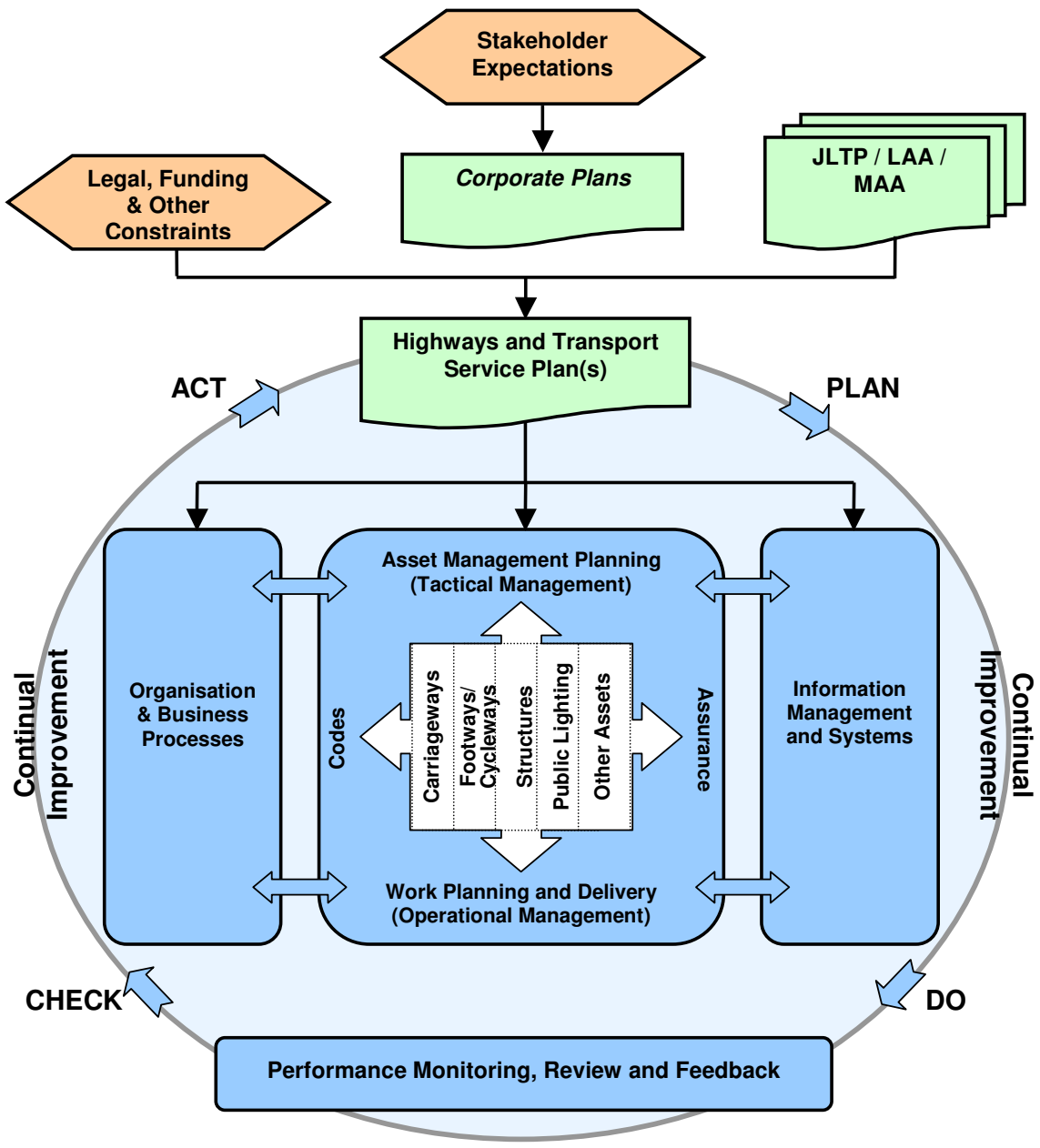


Figure 7.2 Asset Management Approach



7.3. The West of England's transport assets consist of

- 4843 km of carriageways (excluding A4 between Bath and Bristol which was de-trunked in April 2008);
- 7,300,000 sq m of footways and cycleways;
- 2951 highway structures; and
- 114,644 streetlights and illuminated signs.

Principal Roads

7.4. The JLTP base figure and target relating to the condition of the principal road network (mainly Class A) have been superseded as a result of national changes in the way information is collected. Further changes have been brought in as part of the move from BVPI 223 to NI 168. In the first two years of the JLTP period we foresaw that there would be no deterioration in overall condition but improvements would arise in the remaining three years as a result of efficiencies efficiencies associated with the introduction of the JTAMP. The proportion of our 413km network of principal roads in need of structural maintenance was 8.15% in 2006/07, in line with the average for England. In 2007/08 this figure had increased to 9% (see Table 7.1) (Based on the new NI 168 methodology the 2007/08 figure is lower, at 4%). This suggests a slight worsening in overall condition and there is not enough evidence yet to show that we are 'on track' to achieve our improvement target for 2010/11. However we do not envisage any problem in meeting the target, with continuing investment in schemes and the new approaches flowing from the JTAMP.

Table 7.1 Condition of Principal Roads
(% where structural maintenance should be considered)

	BVPI 96	BVPI 223			NI 168
West of England	Base 2004/05	2005/06	2006/07	2007/08	2007/08
Actual	33.90%	8.10%	8.15%	9.0%	4.00%
Target	N/a	No deterioration			

It should be noted that the lower the figure, the better the performance.

7.5. The largest scheme delivered in the last two years has been the reconstruction of a 1.9km dual carriageway stretch of the A4174 ring road with funding of £3.95m provided by the DfT's 'exceptional' maintenance scheme budget. This funding enabled works to take place in an intensive period during the summer and autumn of 2006 to minimise traffic disruption. Other significant schemes have included the reconstruction of the carriageway of the A4 Lower Bristol Road in Bath (see Box 7A).

Non- Principal Roads

7.6. There was not enough survey information available in 2006 to set a base figure for the condition of our non-principal (B and C Class) road network which extends to about 1200km. Our aim however is to prevent any deterioration in the period to 2011. In practice the average condition has improved in the first two years of the JLTP period and the proportion of the network in need of structural maintenance is now 12.25%, down from 15.38% in 2004/05: see Table 7.2.

Box 7A Comprehensive Highway Maintenance Scheme
Bath

The A36 Lower Bristol Road is the principal road approaching the city of Bath from Bristol. This scheme involved extensive highway drainage, carriageway reconstruction and resurfacing, footway surfacing and kerb replacements. The works were carried out under portable day-time and night-time traffic signal controls 7 days a week with manual controls at peak times. The road was temporarily closed at night with signed diversions for through traffic. This included temporary alterations to the traffic signals at the A34/ A36 Twerton Fork.

Programming of the works included a shut down to facilitate the Bath Half Marathon event which took place successfully in March 2007 in close liaison with the Race Director. The opportunity was taken to install ducting and chambers for future traffic signals.

Tar-bound materials were encountered during the works, involving disposal of this hazardous material to a special waste tip.

Table 7.2 Condition of Non-Principal Roads
(% where structural maintenance should be considered)

	BVPI 97a		BVPI 224a		NI 169
West of England	2004/05	2005/06	2006/07	2007/08	2007/08
Actual	15.38%	13.44%	12.10%	12.25%	9.00%
Target	N/a	N/a	No deterioration		

Unclassified Roads

- 7.7. Our 3200 kms of unclassified roads make up two thirds of the West of England's highway network. Surveys show that there has been a year on year improvement: in their condition, much better progress than we foresaw in the JLTP: see Table 7.3.

Table 7.3 Condition of Unclassified Roads
(% where structural maintenance should be considered)

	BVPI 97b	BVPI 223			
West of England	Base 2003/04	2004/05	2005/06	2006/07	2007/08
Actual	15.91%	11.19%	9.70%	8.77%	6.72%
Target	N/a	N/a	N/a	14.30%	14.30%

Footways

- 7.8. In the first year of the JLTP period we made good progress on footway maintenance with less than 19% of the network needing structural works compared to our target of 21.4%. However our surveys suggest that the state of the network in 2007/08 was not as good, with 25.88% now needing attention: see Table 7.4. This may have been due to limitations in the way the surveys are conducted rather than actual deterioration but nevertheless it is a concern and

we aim to get back on target by enhancing our maintenance programme during 2008/09.

Table 7.4 Condition of Footways
 (% where structural maintenance should be considered)

	<i>BVPI 187</i>				
West of England	Base 2003/04	2004/05	2005/06	2006/07	2007/08
Actual	27.50%	21.27%	22%	18.67%	25.88%
Target	N/a	N/a	N/a	21.4%	21.4%

Streetlights

7.9. Together the four Councils have invested over £3m since April 2006 in the replacement of street light columns. This represents a substantial programme of works, recognising the contribution good lighting makes to road and community safety.

Bridges and Structures

7.10. In the first two years of the JLTP period we have continued to implement our programme of bridge strengthening and works to retaining walls. Schemes have included the stabilisation of Hinton Hill (see Box 7B) and the following:

- A4 Portway viaduct, Bristol;
- A 38 Patchway Viaduct (received additional DfT allocation of £1.35m);
- A37) Yanley Viaduct, completion of waterproofing, replacement of joints, drainage and resurfacing;
- A371 Flowerdown Bridge, Weston-super-Mare, reconstruction, drainage, kerbing and resurfacing;
- Twerton footbridge repairs, Bath;
- Retaining wall schemes at Radstock, Charfield and Winterbourne.

Box 7B Structural Works
 South of Bath

The DfT gave a special allocation of £418,000 to help fund the stabilisation of Hinton Hill, an important rural link road south of Bath. The scheme was aimed at providing a permanent solution to a long standing problem of unstable ground conditions and failure of the highway construction. Stabilisation was achieved by the installation of bored piles up to 1.2m in diameter and to an average depth of 20m. Substantial temporary accommodation works were necessary to enable large piling equipment to access the site.

8. TARGETS AND MONITORING

Summary of Progress

8.1. Table 8.1 summarises the progress made towards achievement of our JLTP targets in the first two years. In summary, progress has been as follows:

- Best Value Performance Indicators: 7 out of 9 on track; one off track, no clear evidence for another;
- DFT Local Transport Plan Indicators: 7 out of 8 on track; one off track;
- Local Indicators: all 3 on track.

Table 8.1 Summary of Progress Towards Targets

	Target	Progress	Future Monitoring
	Best Value Performance Indicators		
99x	To reduce the number of children killed or seriously injured on roads by 25% by 2010 compared with the 2001-04 average		NI 48
99y	To ensure there is no increase in the number of slight injury casualties		Road Safety Partnership monitoring
99z	To reduce the number of people killed or seriously injured on roads by 20% by 2010 compared with the 2001-04 average		NI 47
102	To increase bus patronage by 3% by 2010/11		NI 177
104	To increase bus satisfaction from 38% to 44% by 2010/11		Major scheme monitoring
187	To reduce the proportion of footways where structural maintenance is necessary by 30% by 2010/11		Will continue monitoring as part of JTAMP
223	To reduce the proportion of the principal road network where structural maintenance is necessary by 8% by 2010/11		NI168
224a	To ensure no further deterioration in the non-principal road network occurs by 2010/11		NI169
224b	To reduce the proportion of unclassified roads where structural maintenance is necessary by 29% by 2010/11		Will continue monitoring as part of JTAMP
	National LTP Indicators		
LTP1a	To increase the proportion of households within 30 minutes public transport travel time of health facilities by 7% by 2010/11		Will continue to monitor accessibility action plans and as part of NI 175
LTP1b	To increase the proportion of households within 40 minutes public transport travel time of key employment sites by 5% by 2010/11		Will continue to monitor accessibility action plans and as part of NI 175
LTP2	To restrict traffic growth across the sub-region to 12% by 2010		Data to be provided by DfT
LTP3	To increase the number of cycling trips by 30% by 2010/11*		Will continue to monitor
LTP4	To ensure there is no increase in the number of children being driven to school by car.		NI198

LTP5	To increase the proportion of buses running on time to 90% by 2014/15		NI 178
LTP6	To ensure there is no increase in peak period flow to Bristol city centre		Will continue to monitor as part of CDP
LTP7	To limit journey time increase on the network to 14% by 2010/11		NI 167
LTP8	To reduce the concentration of NO ₂ in the Bristol Air Quality Management Area (AQMA) by 4%, and in Bath AQMA by 12%, by 2010/11.		Monitoring for DEFRA purposes
Local JLTP Targets			
Local 1	To increase the number of rail trips by 15% by 2010/11		Will continue to monitor
Local 2	To increase park and ride journeys by 16% by 2010/11		Will continue to monitor (feeds into NI 177)
Local 3	To increase the number of community transport and demand-responsive passenger journeys by 50% by 2010/11		Will continue to monitor

*LTP3 will be reviewed as part of Cycling City project

Links with National Indicators and Future Monitoring

8.2. Table 8.1 shows how the Best Value Performance Indicators and national LTP indicators used in the JLTP relate to the new National Indicator regime and our plans for future monitoring. Nine of the previous mandatory indicators are carried forward into the new system and our monitoring programme will continue as before. We intend to carry on monitoring the four best value indicators excluded from the new national regime as they are important for measuring local performance on road safety and highway condition and with our Greater Bristol Bus Network major scheme. Similarly we plan to continue monitoring LTP2, LTP3, LTP6 and LTP8 because of the importance we attach to traffic and our network management duties, to cycling and to air quality. We also consider it essential to keep on tracking trends in rail, park and ride and community transport patronage, the subject of our 3 local targets.

8.3. As shown in Table 2.1 we have chosen NI 167 (congestion) and NI 177 (bus patronage) as designated indicators for our MAA. In addition NI 175 (access to services) features in the LAAs of both Bath and North East Somerset and Bristol City Councils.

Major Scheme Stretched Targets

8.4. In the JLTP we indicated that some targets could be stretched if good progress is made in delivering the GBBN and the Bath Transportation Package major schemes in the period to 2010/11. However, the scheme sign-off process has been more protracted than originally envisaged. There still remains an opportunity, however, to re-consider some of our targets dependent on the proportion of our major schemes likely to be delivered by the end of the JLTP period, and we will be investigating this potential further.

9. USE OF RESOURCES

Capital Spending 2006/07 and 2007/08

- 9.1. In the first two years of the JLTP period our budget for capital spending amounted to £61.38m: see Table 9.1. The bulk came from funding allocated by the DfT supplemented by almost £8m from Council resources. Additional funding of about £7m has also been provided by developers' contributions and the Transport Innovation Fund.

Table 9.1 Source of Capital Funding in First Two Years
PROVISIONAL FIGURES

Source of Funding 2006/07 and 2007/08	£ million
Integrated Transport	
DfT Allocation	23.11
Road Safety Grant	0.38
DfT Congestion Reward	0.21
Council Resources	4.67
Other Grants	0.80
Sub-Total	29.17
Maintenance	
DfT Allocation	22.74
Additional DfT funding	6.16
Council Resources	3.31
Sub-Total	32.21
TOTAL	61.38
Additional Sources of Funding	
S106 Contributions	4.85
Transport Innovation Fund	2.12

- 9.2. The JLTP capital programme was based on the DfT financial guidelines available in March 2006. We expected to spend about £47m in the first two years but in practice our expenditure was almost £60m, about half on highway maintenance and the other half on a range of integrated transport schemes as outlined in Figure 9.1. About a third of spending on integrated transport was put into public transport and about a fifth into local safety and safer routes schemes. Table 9.2 compares our actual spending with the original programmes set out in the JLTP.

Figure 9.1 Broad Breakdown of Capital Spending in 2006/07 and 2007/08

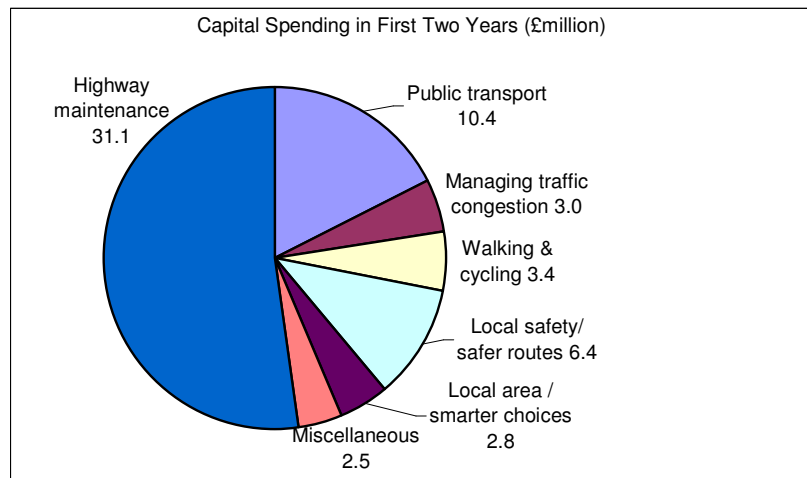


Table 9.2 Capital Spending 2006/07 and 2007/08 Actual and Planned (£m) PROVISIONAL FIGURES

Scheme Type	Two Year Total Spend		Divergence
	Proposed in JLTP	Actual	
Integrated Transport			
Bus and rail	6.30	8.89	+2.59
Park and Ride	1.75	1.55	-0.20
Managing traffic congestion	2.80	2.98	+0.18
Walking	2.05	1.99	-0.06
Cycling	1.55	1.43	-0.12
Local safety schemes/ safer routes	6.19	6.39	+0.20
Local area / smarter choices	2.10	2.83	+0.73
Major scheme preparation/ miscellaneous	0.36	2.54	+2.18
Sub-Total	23.10	28.60	+5.50
Maintenance			
Carriageways and footways	14.43	19.86	+5.43
Bridges and structures	6.78	6.10	-0.68
Other including street lighting	2.89	5.13	+2.24
Sub-Total	24.10	31.09	+6.99
TOTAL	47.20	59.68	+12.48

DfT Allocations	
Integrated Transport	
Base Allocation	23.108
Road Safety Grant	0.376
Sub-Total	23.494
Maintenance	
Base Allocation	22.739
Additional Allocations	6.161
Sub-Total	28.900
TOTAL	52.384

Note: excludes S106 developer contributions

9.3. For integrated transport we expected to spend £23.1m but in fact our programme amounted to £28.6m due largely to extra funding being invested from the Councils' own resources and from the new DfT Road Safety Grant. The main divergences from the original JLTP programme were:

- extra £2.59m put towards public transport, especially delivery of the A420 Showcase scheme (including pedestrian and cycling improvements);
- extra £2.18m allocated for the preparation of major schemes, a proportion of which may be refunded by the DfT; and
- extra £0.73m directed towards local area and smarter choice schemes to reflect community needs.

9.4. Our JLTP maintenance programme for 2006/07 and 2007/08 assumed that we would have an allocation of £24.1m from the DfT. In practice we received £28.9m, the extra funding arising mainly from our successful bids for the A4174 'exceptional maintenance scheme' and for various urgent structural schemes. Combined with the £3.31m that we invested from our own resources for additional carriageway works and street lighting, the budget for the first two years of the JLTP period amounted to over £32m. As

Capital Programme 2008/09

9.5. *.....to be inserted.....*

Revenue Spending

9.6. *.....to be inserted...*

Programme Management

9.7. *.....insert commentary on practices to improve efficiency & value for money.....*

Community Infrastructure Fund

9.7. In March 2008 the Government asked for bids for the Community Infrastructure Fund Round 2. £200m was available for transport schemes that support housing growth in the Growth Areas, the West of England being one of these areas.

9.8. The West of England put forward 6 schemes for prioritisation by the South West Regional Assembly prior to submission to the Government. Four schemes in the South West were successfully shortlisted but unfortunately none of these were from the West of England. We look forward to Round 3.

10. MAJOR SCHEMES

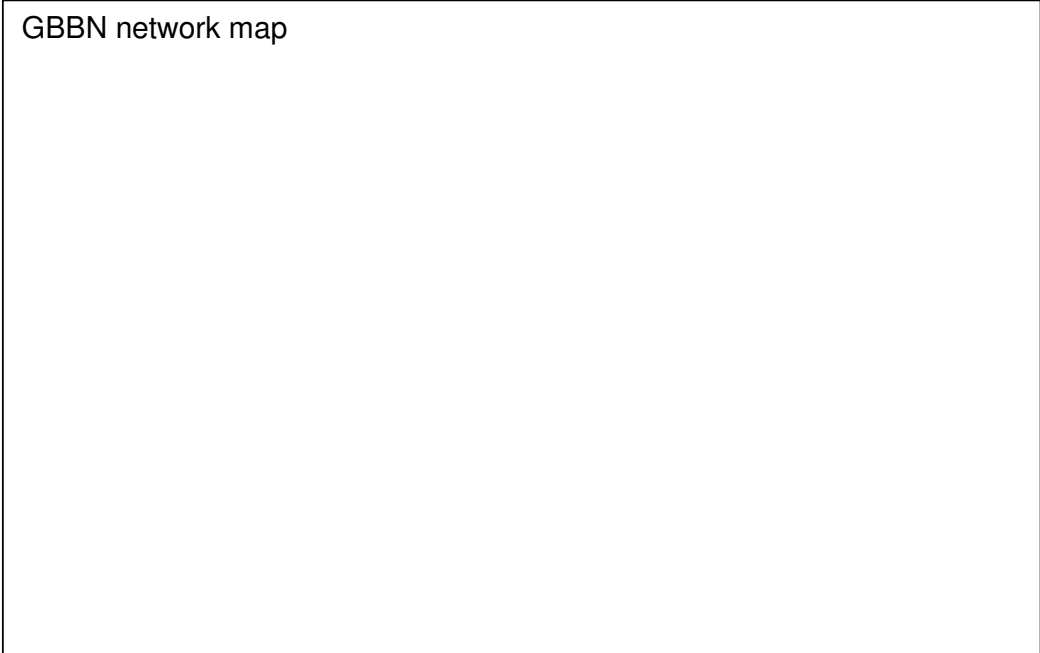
10.1. The JLTP sets out a substantial programme of major schemes. Our first two schemes, the Greater Bristol Bus Network and Bath Transportation Package, are together attracting an extra £100 million of government funding into the sub-region. Major schemes in the West of England sub-region to the value of £350m have been prioritised through the Regional Funding Allocation process. The four councils are working closely to unlock this funding whilst meeting public aspirations for the future transport network and DfT appraisal criteria.

Greater Bristol Bus Network (GBBN)

10.2. GBBN achieved full approval in May 2008. This pivotal scheme comprises a major investment in ten Bus Showcase corridors across the sub-region to deliver substantial improvements in the quality and reliability of the strategic bus network. More specifically, we will carry out a wide range of measures to improve the comfort, speed and perception of conventional bus travel in the sub-region.

10.3. The scheme is a combination of bus priority measures, improved frequencies, and better, accessible bus stops with 'Real Time' passenger information displays, complemented by comprehensive bus fleet renewal by the operator. The total cost of the scheme is £69.8 million, made up of £42.3 million from the DfT, £20 million from First and the remainder from the four councils and developers.

- 10.4. Implementation has already commenced on a number of key elements including:
- the M32 corridor, to provide a substantial length of inbound bus lane approaching Bristol city centre, reducing journey times and improving reliability for bus and coach services on this corridor whilst maintaining capacity for general traffic;
 - A4018 Lysander Road West roundabout which provides a short length of bus lane on the northern approach and on the circulatory carriageway of the roundabout to reduce peak hour delays to buses;
 - Westbound approach widening to the A4174 / B4058 Hambrook junction, which will enable buses to gain better access to the existing bus lane west of the junction during peak hour congestion.
- 10.5. Construction on the remaining corridors is due to commence in late 2008, with completion of the network scheduled for 2011/12.



Bath Transportation Package

- 10.6. Congestion in the city of Bath is estimated to cost the local economy £50 million per year. Bath’s road network is severely constrained, and over 20,000 people a day commute into the city by car, a figure likely to increase as a result of an estimated 6,000 new homes forecast for the city over the next 20 years.
- 10.7. The Bath Transportation Package received ‘Programme Entry’ status (approval in principle) from the DfT in October 2007. Consultation on the package is already underway, and it is anticipated that implementation could commence in 2009. The £53.8 million scheme aims to create a high quality transport system that provides an attractive alternative to the private car, reduces congestion and improves quality of life in this World Heritage city, whilst supporting the Bath Western Riverside regeneration project and other future developments. The scheme comprises:

- 10 Showcase bus routes;
- a bus-based rapid transit route between Newbridge Park & Ride site and a new A4 Eastern Bath park and ride site;
- expansion of existing Park & Ride sites at Newbridge, Lansdown and Odd Down;
- improvements to the pedestrian and cycling environment (including a dedicated cycle and pedestrian route as part of the rapid transit corridor); and
- electronic signs on major routes to direct drivers to park and ride and car parks with available spaces.



Rapid Transit

- 10.8. Whilst bus travel in the sub-region will be greatly improved with the delivery of GBBN and the Bath Transportation Package, we recognise that further upgrading of the public transport network is essential to sustain economic growth and prosperity in the sub-region, and to successfully and sustainably accommodate forecast housing and employment development over the next 20 years, whilst tackling traffic congestion, improving air quality and enhancing quality of life.
- Picture of vehicle
- 10.9. The Greater Bristol Strategic Transport Study (GBSTS) assessed future development and transport trends across the sub-region and recommended a rapid transit network as the most appropriate, flexible and cost effective concept to deliver this further upgrade. Essentially, the vision is to provide a rapid, reliable, frequent and comfortable network to attract substantial numbers of car users onto the system. This would be achieved through the implementation of a network of sustainable transport corridors, including high quality walking and cycling links to lock in the benefits of the system and improve conditions for passengers, pedestrians, cyclists and local communities.
- 10.10. The first line in the network is the rapid transit route proposed in the Bath Transportation Package. The corridor from Ashton Vale to Emersons Green included consideration of a segregated route alongside the Bristol to Bath railway path, but challenges in successfully addressing implications for the amenity of the existing cycling and pedestrian corridor have resulted in the need to consider a wider range of route options for this corridor. This route will therefore be delivered in two stages, a major scheme bid for the first stage, from Ashton Vale to Temple Meads, for submission to the DfT in January 2009 following public consultation in autumn 2008.
- 10.11. Construction on this route will start in 2011. A detailed review of potential modes is underway to consider the most appropriate and deliverable technology for the line from Ashton Vale to Temple Meads.
- 10.12. A route from Hengrove to the North Fringe will be the subject of a further bid submission to the DfT in autumn 2009. A bid for a route between Temple Meads and Emersons Green will be submitted after we have completed our appraisal of alternative route options in this corridor.

Weston Package

10.13. The regeneration of Weston, set out in the Regional Spatial Strategy, will expand the town to provide some 10,000 new jobs and 9,000 houses over the next 15 to 20 years. The main objective of the Package is to support North Somerset Council's strategy to promote employment development, in advance of new housing, to increase the town's self-containment. The Major Scheme Bid is designed to fund infrastructure improvements to complement that brought forward by development over the same period.

10.14. The Package is formed from a set of inter-linked schemes that will provide:

- improvements at Worle station (new car and cycle parking, bus stops and improved passenger facilities);
- new 'Showcase' bus services between regeneration areas and the town centre (also providing park and ride) which would use a new bridge over the railway which is part of the Major Scheme bid and the Cross-Airfield Link (CAL), which is expected to be delivered by the Airfield development brought forward by a bid to the Regional Infrastructure Fund to be submitted in January 2009;
- improvements to M5 Junction 21 consistent with the Regional Transport Strategy providing capacity improvements to the southbound off-slip, together with increased capacity through the roundabout by the provision of 3 lanes and traffic signals;
- improvements to the approach to the town by making Marchfields Way into a dual carriageway to become the main through route with Winterstoke Road serving buses and local traffic, improving bus journey times without increasing delay to other traffic.

10.15. Public consultation is being undertaken in autumn 2008, and the bid will be submitted for 'Programme Entry' status in January 2009.

South Bristol Link

10.16. This project is considering options to link the A370 to the A4174 Hartcliffe roundabout. Phase 1 would link the A370 to the A38; phase 2, the A38 to Hartcliffe roundabout.

10.17. Consultants are currently working on a range of studies needed to understand the engineering, environmental and economic issues. This covers consideration of a number of road and non-road options on various alignments. Subject to this work, public consultation in Autumn 2008 and approval of the councils, we expect to make a bid to Government for funding in Autumn 2009. Further work would then be needed to look in more detail at whatever option was chosen.

Callington Road Link

10.18. The A4 Bath Road through Brislington suffers from heavy congestion as a result of traffic on the A4 merging with South Bristol traffic using the A4174 Airport Road and Callington Road. The Bristol Local Plan has long safeguarded a link northwards along a disused railway line towards St Philips Causeway at Arno's

Vale. We are currently investigating possible options including public transport, a road, a cycle route and improvements to nearby junctions, with a view to submitting a bid for major scheme funding in 2010.

Transport Innovation Fund

- 10.19. The responses to our JLTP consultation showed broad support for exploring a potential bid to the Government's Transport Innovation Fund (TIF) as a means of accessing substantial funding for tackling congestion and improving the transport network. The Government has allocated an additional £2 billion nationally for investment in the transport network for authorities who progress the implementation of pricing measures.
- 10.20. Supported by the DfT award of £1.5m of TIF pump-priming in November 2005, the authorities have undertaken an extensive investigation of congestion, and tested the contribution that various packages of transport improvements including pricing measures could make to address the area's transport challenges. This has included the updating and enhancement of the area's suite of transport models to make them fit for purpose to assess the impacts of TIF and other major transport schemes.
- 10.21. In October 2007 we produced 'Our Transport Vision' – a joined up picture for the future - which looks at the traffic problems facing the area, highlights the various measures being considered to tackle them and lays out initial proposals for a TIF funding application.
- 10.22. 'Our Future Transport' sets out an extensive package of public transport and other infrastructure and service improvements. This builds upon our existing Joint Local Transport Plan and major schemes programmes, and would more than treble transport investment over the next 10 years. Better public transport will offer a real, attractive alternative to the car, and it is recognised that these improvements would need to be substantially completed in advance of the introduction of any pricing measures. The award of a further £675,000 of TIF pump-priming in 2007/08 and £500,000 for 2008/09 has enabled us to continue to refine the outline TIF package proposals.
- 10.23. The scale and complexity of this process combined with issues around acceptability make the development of the TIF package challenging. Notwithstanding this the authorities continue to work towards developing a package of schemes which balances congestion reduction, meets other local transport objectives, Government funding requirements, has a sound financial strategy and a measure of acceptability. Stakeholder consultation will continue leading up to submission of a bid and wider consultation will be undertaken post submission.

11. CONSULTATION

...to be inserted

12. RISK ASSESSMENT

...to be inserted with reference to Appendix 2

13. GOVERNANCE

- 13.1. The submission of the JLTP in April 2006 represented a defining moment in joint working in the sub-region, and this success has been built on since then with a range of jointly managed initiatives including the Greater Bristol Bus Network and major scheme programme, West of England Road Safety Partnership, Joint TAMP and the Congestion Delivery Plan.
- 13.2. The major scheme programme in particular has been managed through a governance framework including joint representation on all project boards and joint consultation arrangements.
- 13.3. With the full endorsement of the Greater Bristol Bus Network in May 2008, it has been acknowledged that the governance of major schemes needs to be strengthened in order to accelerate the programme and reduce risks to delivery. During 2008 significant progress has been made to enhance our governance through the following initiatives:
- The establishment in Autumn 2008 (subject to agreement by the four authorities) of a Joint Transport Committee, composed of the Executive Members of the four councils, to direct the major scheme programme and prioritise the submission of bids for funding;
 - The establishment of a Joint Scrutiny Committee in Summer 2008 for West of England initiatives, including consideration of transport matters in the sub-region and major scheme progress; and
 - The appointment of independent legal and financial advisors to advise on the formulation of a Joint 'Delivery Vehicle' to progress implementation of major infrastructure projects in a cost-effective and integrated manner.
- 13.4. The strengthened governance and delivery arrangements represent a major step forward in accelerating major scheme implementation and the submission of future bids for funding, and will also facilitate progress towards the submission of a sub-regional bid for Transport Innovation Fund investment, subject to political approval.

14. CONCLUSIONS

To be inserted

Appendix 1: DfT Checklist



Theme	Area	Impact	References in Progress Report
Transport's contribution to wider objectives	The difference the JLTP has made to wider local authority objectives	<ul style="list-style-type: none"> • Economy • Quality of life • Easier local, national and international travel • Cultural attractions • Energy efficiency, air quality and protection of environment • Positive use of the mix of urban and rural areas 	
Tackling Congestion	Evidence of progress in delivering a change in travel behaviour sufficient to deliver the plan's congestion strategy	<ul style="list-style-type: none"> • Meeting LTP2 and LTP6 indicators • Smarter choices. North Fringe mode shift surveys • Car clubs • Cycling trip increase 	
	A report on how the Network Management Duties are being carried out in each highway authority	See Appendix 2	
	Evidence of the delivery of a Congestion Delivery Plan	Congestion Delivery Plan submitted July 2007. Within trajectory	
Delivering Accessibility	If a change in LTP1 indicator has been agreed with the DfT or the GOSW since submission of the JLTP, this new indicator should be reported on	Baseline amended to reflect revised DfT data provided since the JLTP was published.	
	Any new indicators or targets, with justification for their inclusion	See above	
	Evidence of action plans implemented on schedule and their impact	<i>To be inserted</i>	
	Discussion of changes in passenger transport patronage	Bus patronage has grown by 1.5% since 2003/04, more than the increase expected as a result of free off-peak travel for senior citizens. Both rail and P&R patronage are significantly above the target trend.	
	Evidence of embedding accessibility planning within wider policy delivery	<i>To be inserted</i>	
Safer roads	Evidence of embedding road safety in wider policy areas	<i>To be inserted</i>	
	Evidence of using data for targeting initiatives	<i>To be inserted</i>	
Better air quality	An update on any new AQMA declarations, in addition to existing AQMAs based on local transport sources and the proposed approach to the development of the Air Quality Action Plan	Expanded Bath and Bristol AQMAs.	
	Evidence of a comprehensive monitoring regime	Expanded Bath and Bristol AQMAs	



	Progress on implementing local transport measures to improve air quality	<i>To be inserted</i>	
	Evidence of partnership working in delivering improvements to air quality	Joint working with UWE	
Asset Management	Evidence of progress in developing and implementing the Transport Asset Management Plan (TAMP)	Joint TAMP	
Use of Resources	Evidence that authorities' capital expenditure allocation has been spent effectively and efficiently	<i>To be inserted</i>	
	Evidence of actual and planned expenditure (revenue and capital) on transport in the LTP2 period, and a comparison with the funding assumptions used to draft the LTP2.	<i>To be inserted</i>	
	Any revisions to the LTP2 as a result of changes in funding	<i>To be inserted</i>	
	Evidence of any practices to improve efficiency and/or value for money	<i>To be inserted</i>	




Appendix 2: Risk Assessment




LTP OBJECTIVES (Related Indicators)	PROGRESS IN YEARS 1 AND 2	RAG Status	YEARS 3 TO 5 OPPORTUNITIES, RISKS & MITIGATION
CONTRIBUTING TO WIDER OBJECTIVES			
Ensure quality of life is improved through the other Shared Priority objectives. (All JLTP indicators relevant)	<ul style="list-style-type: none"> • Climate change: traffic reductions and congestion trends suggest JLTP actions may be having a beneficial effect on local transport-related CO₂ emissions; • Enhancement of public spaces: significant public realm improvements in city and town centres; • Enhancement of community safety: increased investment in street lighting and safer routes. • Neighbourhood renewal and regeneration: • Healthier communities: partnership working with Health Trusts and schools • Protecting landscape and biodiversity 	N/a	<i>To be inserted...</i>
Achieve balanced and sustainable communities. (LTP1a/b but other indicators relevant)	<i>To be inserted Social inclusion.....accessibility planning.....</i>	N/a	<i>To be inserted...</i>


WORKING DRAFT

TACKLING CONGESTION			
<p>Promote use of alternatives to the private car (BV 102/ NI 177; LTP 5/NI 178; LTP 3; Local 1)</p>	<p>Bus patronage above trajectory. 3 out of 4 bus punctuality targets on track. Bus satisfaction better than 2010/11 target. Rail patronage increased and 2010/11 target already met. Cycling increased above trajectory. Range of walking schemes and activities delivered</p>		<p>Further growth in bus patronage expected as result of A420 showcase and park and ride developments. Will work via Bus Quality and Bus Punctuality Partnerships to mitigate against risks. More bus priorities planned to increase bus reliability. GBBN will enhance public transport 'climate' but major benefits not expected to be felt until after 2010/11. Risk of not achieving cycling growth should be offset by Cycling City investment and other initiatives. No specific pedestrian targets but investment in city and town centre public realm/ retail developments and continuing safer routes and other schemes are expected to yield significant benefits.</p>
<p>Encourage more sustainable patterns of travel behaviour (LTP4/ NI 198)</p>	<p>Car use for 'school run' reduced; more school travel plans. Increase in car sharing and car clubs. More workplace travel plans. Successful personalised travel planning pilots. Enhanced public transport information.</p>		<p>No problems envisaged in completing school travel plan programme. Greater awareness arising from programme plus ongoing investment in safer routes, better crossings, road safety education/ training and Cycling City expected to minimise risk of not achieving car mode target. 'Travelsmart' funding secured. Expansion of real time passenger information.</p>

<p>Manage the demand for travel by the private car (LTP 2; LTP 6; LTP 7/ NI 167, Local 2)</p>	<p>Traffic growth slowed and peak hour flows into Bristol city centre reduced. Congestion Delivery Plan endorsed by DfT: congestion trends more favourable than expected, reward funding received. Park and ride patronage up. Arrangements in place to fulfil network management duty. City centre long stay parking charges increased. Decriminalised parking extended.</p>		<p>Opening of new retail complexes in Bath and Bristol centres will expand car parks and will attract more traffic: but not expected to affect Bristol peak hour flows. Congestion Delivery Plan includes detailed risk assessment. Completion of network management plans will underline importance of Traffic Management Act duty. Delays in extending decriminalised parking and controlled/ resident parking zones expected to be offset by wider travel opportunities provided by park and ride and A420 bus showcase enhancements and by ongoing reviews of long stay parking charges.</p>
<p>DELIVERING ACCESSIBILITY</p>			
<p>Improve accessibility for all residents to educational services (No target)</p>	<p>The JLTP foresaw a target being set for access to further education. This has proved impractical and, by agreement with GOSW, no indicator has been put forward</p>	<p>N/a</p>	<p>N/a</p>
<p>Improve accessibility for all residents to health services (LTP 1a/ NI 175, Local 3)</p>	<p>On target to achieve planned increase in accessibility. Good progress on healthcare action plans in partnership with Health Trusts. Growth in community transport patronage ahead of trajectory.</p>		<p>Further partnership working to seek increased access to Southmead, Bristol Royal Infirmary and Royal United hospitals. Some risk of bus service reductions, especially from rural areas: mitigation dependent on funding. Community transport could offset reduced bus access although not included in indicator.</p>

Improve accessibility for all residents to employment (LTP 1b/ NI 175)	On target to achieve planned increase in accessibility. Action plan developed for Aztec West/ North Fringe/ Cribbs Causeway. Royal Portbury Docks Access to Work Action Plan in preparation. Accessibility taken into account as part of planning application transport assessments.		Some risk of bus services being reduced if patronage insufficient to make them commercially sustainable but not expected to significantly affect indicator. Mitigation through increased workplace travel plan activity, discounted fares for major employers and potential S106 contributions.
SAFER ROADS			
Ensure significant reductions in the number of the most serious road casualties (BV 99x/NI 48; BV 99y; BV 99z/ NI 47)	Numbers of casualties reduced; 2010 targets already exceeded. Encouraging progress due to investment in local safety and speed management schemes and in education, training and publicity (ETP). Joint approaches through West of England Road Safety Partnership (WoERSP).		Risk that downward trend slows but 2010 target still expected to be met. Mitigation through active joint working with WoERSP and ongoing investment in local safety schemes, assisted by Road Safety Grant. Liaison with Highways Agency to monitor motorway/ trunk road accidents.
Achieve improvements for road safety for the most vulnerable sections of the community (no specific target)	Improvements delivered as part of A420 bus showcase scheme and local safety schemes. ETP focused on children, pedestrians and cyclists.		No specific target but improvements are expected to continue through ETP programmes and investment in physical measures including those that will result from implementation of the Greater Bristol Bus Network major scheme.

BETTER AIR QUALITY			
Improve air quality in the Air Quality Management Areas (LTP 8)	Progress towards 2010 targets for Bristol and Bath Air Quality Management Areas (AQMA) not as good as expected.		Changes in AQMA boundaries could affect patterns and levels of emissions and the impact will be closely monitored. Emissions from additional traffic due to opening of city centre retail complexes to be mitigated by measures set out in Tackling Congestion section above and in Congestion Delivery Plan.
Ensure air quality in all other areas remains better than the national standards (No target)	Sub-regional air quality strategy updated. Progress made through measures set out in Tackling Congestion section above to promote use of alternatives to the private car; encourage more sustainable patterns of travel behaviour; and manage the demand for travel by the private car.		No target set but progress towards this objective will rely on delivery of the measures set out in Tackling Congestion section above and in Congestion Delivery Plan.
ASSET MANAGEMENT			
Detailed objectives to flow from development of Joint Transport Asset Management Plan (BV 187; BV 223/ NI 168; BV 224a/ NI 169; BV224b)	Condition of non-principal and unclassified roads improved. Slight worsening in state of principal roads. Significant deterioration in footway condition.		Risk to achieving road condition targets not likely to be significant in light of planned investment in carriageway maintenance. Mitigation through efficiencies and economies arising from delivery of the Joint Transport Asset Management Plan. Enhanced footway programmes to mitigate against risk of not meeting 2010 target.

USE OF RESOURCES			
<p>Deliver the programmes put forward in JLTP effectively, efficiently and providing value for money. (no specific target)</p>	<p>DfT capital allocations fully used and supplemented by significant Council resources. 3-year allocations have assisted programming. Performance management enhanced through greater joint working, better programme co-ordination, review of governance and support from external consultants. Scheme prioritisation process introduced.</p>		<p>DfT capital allocations for integrated transport and maintenance already fixed. 2008/09 programmes underway. Programmes for Years 4 and 5 in preparation; built- in flexibility to guard against slippage of individual schemes.</p>
<p>Delivery of major schemes: subject to individual risk assessments</p>	<p>Major scheme bids Greater Bristol Bus Network and Bath Transportation Package include detailed risk assessments</p>	<p>N/a</p>	<p>Work progressing on bids for Weston Package, Rapid Transit and South Bristol Link major scheme bids: all will include detailed risk assessments.</p>

Appendix 3: Network Duty Arrangements

INTERVENTION CRITERIA*	REVIEW OF WEST OF ENGLAND ARRANGEMENTS
Considering the Needs of All Road Users	
How do the authorities manage the road space for everyone?	JLTP sets out strategic framework for managing roadspace. Network Management Plans being developed by the four Councils to include action plans for critical junctions and congested links.
Have the authorities set out a clear understanding of the problems facing the different parts of the network?	Locations and causes of regular congestion on links and at critical junctions identified (CCTV monitoring, UTMC Traffic Control Centre, ITIS, RTP1 etc). Congestion Delivery Plan submitted and endorsed by DfT in July 2007 includes schedule of junction upgrades and capacity improvements underway to address bottlenecks. (Reward funding allocated to contribute towards these). Traffic Sensitive Street plans reviewed.
Are they aware of the needs of different road users?	User hierarchy defined in JLTP to meet the needs of all road users. Junction upgrades include improved facilities for all users including pedestrians and cyclists.
Have they balanced policies for addressing these problems and needs?	Policies in JLTP.
Have the local authorities identified and grouped roads according to their location and the activities on them?	Stakeholder being consulted on Road Hierarchy Plan. Reclassification process in partnership with GOSW.
How have the authorities shown they have balanced competing demands while continuing to manage the network efficiently?	Junction upgrades include new signals hardware and software to increase capacity where possible. Scheme design subject to multi-modal assessment (Major feature of Greater Bristol Bus Network). Classified monitoring of network and regular analysis of data. Traffic Sensitive Street plans and procedures. Highway Authorities and Utilities Committees (HAUC) / New Roads and Street Works Act (NRSWA) co-ordination and streetworks procedures.
In reaching decisions on competing demands, have they taken account of their policies and the particular circumstances of the part of the network being considered?	Policies and objectives being developed based on Road Hierarchy Plan and taking account of existing user hierarchy. Links being formalised between emerging Network Management Plans and existing JLTP strategies for accessibility, bus, walking, and cycling. Policies being developed for lorry routes as part of freight strategy. Routes identified for abnormal loads. Organisational systems and procedures being reviewed. Pre- and post- scheme analysis and reporting.
Are the authorities working together with local businesses, retailers and representatives of the freight and road haulage industry?	Procedures for consultation and liaison with stakeholders. Traffic Managers to input into Freight Quality Partnership. Bristol freight consolidation centre is part of delivery arrangements for Broadmead and Cabot Circus. Freight consolidation centre for Bath forms part of CIVITAS proposals.

	Liaison arrangements with businesses and RHA/FTA being reviewed.
Are they developing means for ensuring economic and efficient servicing of premises and deliveries, whilst mitigating adverse problems?	Policies for deliveries and servicing of properties being reviewed.
Coordinating and planning works and known events	
To what extent have the authorities promoted proactive co-ordination of activities on the network?	<p>HAUC / NRSWA coordination and streetworks procedures. Dedicated NRSWA Teams co-ordinate and monitor road and utility works.</p> <p>Regular co-ordination meetings with maximum benefit derived from road closures and improved control on diversion routes. Ad hoc meetings with individual utilities as necessary.</p> <p>Revised Traffic Sensitive Street plans published through National Streets Gazetteer.</p> <p>Network management staff work closely with Traffic Signals staff. Traffic signal timings amended as necessary with network monitored from UTMC centre and on ground.</p> <p>Introduction and operation of ELGIN (provision of electronic information via Internet).</p> <p>Regular use of NRSWA Section 58; now possible to put restrictions on the Mayrise Streetworks co-ordination system used by all utilities.</p> <p>Adopt new streetworks powers under Traffic Management (TM) Act 2004.</p> <p>Review and consider adoption of new streetworks initiatives.</p>
To what degree have they adopted a planned, evidence-led approach to known events?	<p>Revised internal procedures to ensure awareness of events.</p> <p>Revised documentation for notification of events. Production of guidance.</p> <p>Regular Safety Advisory Group meetings to deal with planned events, ensuring traffic is directed and controlled effectively. Emergency services invited to attend meetings</p>
Have they developed contingency plans for unforeseen events?	See under Incident Management below.
Gathering and providing information needs	
How effective are the arrangements the authorities have in place to gather accurate information about planned works and events?	<p>Good working arrangements for exchange of information through regular internal and cross-boundary co-ordination meetings supplemented by ad hoc contact for urgent and emergency works. Adjacent highway authorities and the Highways Agency invited to regular liaison meetings to discuss upcoming events etc, particularly where they may have an impact over a wider area.</p> <p>Awareness raising and revised reporting procedures.</p>
How do the authorities organise planned works and events to minimise their impact and agree or stipulate their timing to best effect?	<p>HAUC Meetings and Streetworks coordination.</p> <p>Event management procedures.</p> <p>Coordination between streetworks and events.</p>
Do the authorities provide access on demand to information from the authorities' systems for recording and coordinating utilities road works to companies, contractors and adjoining authorities?	Information provided on request and via regular meetings of Street Works and Traffic Management Groups. (Also referred to in Congestion Delivery Plan).

	<p>Liaison via HAUC meetings.</p> <p>Provision of electronic information via Internet (ELGIN).</p>
Do the authorities have, or aim to have, a good and timely source of travel information for road users and the community?	<p>Weekly road reports provided by post, email and internet.</p> <p>Daily monitoring of network from Traffic Control Centre where CCTV coverage available.</p>
	<p>Updated events information and road works bulletins sent to organisations. Joint consultation with others as appropriate to engage local community.</p> <p>Working on improving travel information provision including development of the I-Map which will be a way of geographically displaying congestion information on the internet. Potential displays in major shopping areas. Making use of RTP1 displays at bus stops.</p> <p>Provision of electronic streetworks information via Internet (ELGIN)</p> <p>Provision of information to media organisations.</p>
Does this allow road users to choose a different route or mode of travel or to delay or defer their proposed journey?	<p>Provision of increased information via Elgin (e.g. delays).</p>
Do the authorities work with a variety of travel information providers and do they communicate through a wide range of channels?	<p>Road report information provided to radio, TV and other media.</p> <p>Working on improving travel information provision.</p>
What evidence has been provided to show how well the authorities are meeting existing statutory obligations such as their contribution to the National Street Gazetteer?	<p>Production of Level 3 NSG.</p> <p>Production and maintenance of the Streetworks Registers.</p> <p>HAUC / NRSWA co-ordination and streetworks procedures.</p>
Incident management and contingency planning	
Have the authorities established contingency plans for dealing with situations outside the authorities' control promptly effectively, as far as is practicable?	<p>Systems for responding to calls from emergency services and neighbouring local authorities in place but to be reviewed to identify potential enhancements. Congestion plans in place for major incidents; other plans currently developed as required but it is proposed to develop plans to cover all parts of the network.</p> <p>Local highways and transport incident management response co-ordinated through internal staff and external contractors and with reference to UTMC Traffic Control Centre. Risk Registers in place.</p>
Have the authorities provided evidence to demonstrate that it has ensured that all parties involved in making these contingency arrangements work have been or are fully consulted during their development	<p>Contingency plans developed with Highways Agency and other major stakeholders. Development of further contingency plans to be subject to discussion.</p> <p>Council emergency planning teams in place, emergency plans regularly reviewed and will be developed in conjunction with new incident management protocols. Liaison with Police and other emergency services.</p> <p>Procedures in place for emergency statutory undertaker works.</p>
Have these parties the information they need to put the plans into practice quickly?	<p>Production of operational plans and procedures.</p>

	Multi agency communication is via emergency officer meetings.
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Dealing with Traffic Growth	
What evidence has been given to show the authorities have identified trends in traffic growth on specific routes?	Programme of traffic monitoring surveys and reports. Indicators LTP2 and LTP6 take account of trends. Also fundamental part of the Congestion Delivery Plan.
What policies have been put in place for managing incremental change?	Range of JLTP strategies and measures aimed at widening sustainable travel choices; encouraging smart choices and behavioural change; managing parking; more effective management of the road network; and providing new infrastructure to meet local needs. Development Control reports to include TM Act implications
Working with all stakeholders - internal and external	
What evidence is there to show that those responsible within the authorities for exercising any power to regulate or coordinate the uses made of any road or part of a road in the road network are aware of, and act upon, the authorities' responsibilities arising in relation to the network management duty?	Staff briefings and updates by Traffic Managers. Meetings and procedural updates on an ad-hoc basis. Regular meetings of the Street Works and Traffic Management Groups and works programming staff.
Do authorities ensure that other types of authorities (e.g. planning authorities) are aware of the duty and their impact on the movement of traffic?	Liaison between Traffic Managers and planners being formalised.
What evidence is there to show that the authorities take actions that include consultation on initiatives, the sharing of information needed to meet the duty, processes for ensuring that policies are consistent and agreeing joint working arrangements, including particularly with the Highways Agency?	JLTP was subject to extensive consultation. Regular meetings between West of England Traffic Managers. Formal arrangements agreed with Highways Agency. Ad-hoc meetings to discuss issues as necessary. Police and bus operators invited to local liaison meetings. Regular coordination meetings through SW HAUC Quarterly Co-ordination meetings
Have the authorities involved the Police, FTA, PTEs, bus operators, the Traffic Commissioners, residents and local businesses and different road users where appropriate in decision making processes?	Network Management Plans subject to consultation with stakeholders External communications through other groups, e.g. emergency planning officers, West of England Road Safety Partnership, Bus Quality Partnerships, TAMP etc.
Ensuring parity with others	
Do the authorities apply the same standards and approaches to their own activities as they do to those of others and do they provide evidence of this,	Policy in place for managing and enforcing parking and other traffic regulation and accommodating essential traffic. Potential permit scheme being investigated under new TM Act powers.

particularly in relation to utilities street works and developers' works?	Works undertaken on highway network co-ordinated and monitored in compliance with HAUC Code of Practice. Council highway works managed within principles of the NRSWA and registered on Mayrise system. Regular reports to the Traffic Managers. Noticing procedures for streetworks updated and implemented. Processes introduced to deal with overruns by statutory undertakers.
	Close working with Planning Departments to assess implications of new development and provide optimum traffic and pedestrian management; skips and scaffolding regularly monitored. Event management through Safety Advisory Group.
Do they use locally determined indicators and where relevant any centrally developed key performance indicators?	NI 1167 (Congestion/ LTP7) and NI 177 (Bus punctuality/ previously BVPI 102) apply.
Providing evidence to demonstrate network management	
Have the arrangements established by the authorities for performing the duty been reflected in the LTP?	JLTP describes Traffic Management Act 2004 duties and sets out proposed network management measures
Do reports about the duty performed by the authorities provide clear evidence to demonstrate how they manage the road network?	Network Management Plans being developed include provision for monitoring reports that will demonstrate network management

*Intervention Criteria as recommended by the Traffic Management (Guidance on Intervention Criteria)(England) Order 2007

Appendix 4 : Air Quality Action Plan Progress Reports

...to be inserted