
The West of England Partnership

Joint Local Transport Plan 2008 Progress Review



**Bath & North East
Somerset Council**



**North
Somerset
COUNCIL**

**South Gloucestershire
Council**

Joint Local Transport Plan 2008 Progress Review

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Foreword

“As four Executive Members responsible for transport in the West of England, we are committed to working together to achieve the best results possible for our residents and are delighted that partnership working has resulted in government funding of £42 million for the Greater Bristol Bus Network and the Greater Bristol award of £11.4 million for Cycling City.

These are clear examples that closer working and cooperation really does pay and we look forward to further investment to support our shared priorities of reducing road congestion and unlocking traffic flow.

We now want to strengthen our joint working arrangements to give confidence to our residents and partner organisations that we are determined to deliver, and in this review you can read about the progress we are making in tackling congestion and giving the travelling public better quality and more integrated choices for everyday travel.”



Councillor Charles Gerrish, Cabinet Member for Customer Services, Bath and North East Somerset Council



Councillor Mark Bradshaw, Cabinet Member for Sustainable Development, Bristol City Council



Councillor Elfan Ap Rees, Executive Member for Strategic Planning, Highways and Economic Development, North Somerset Council



Councillor Brian Allinson, Executive Member for Planning, Transportation and Strategic Environment, South Gloucestershire Council

Executive Summary

The News

18 out of 21 targets on track 😊

Full approval received for Greater Bristol Bus Network in May 2008 😊

Bath Package Programme Entry - October 2007 😊

£100 million combined additional investment in public transport 😊

Cycle City bid an extra £11.4 million 😊

Air Quality – more work needed 😞

Welcome to our Joint Local Transport Plan 2008 Progress Review. We're two years in with three years to go so how are we doing? Read on.

What's a Joint Local Transport Plan?

The Joint Local Transport Plan or JLTP sets out our strategy and delivery plan for transport for the years 2006 to 2011. It brings together the four councils of Bath and North East Somerset, Bristol City, North Somerset and South Gloucestershire.

In this summary we're going to focus on how we're delivering against our targets, the four shared priorities for transport of congestion, accessibility, road safety and air quality and the exciting major schemes that make up the JLTP.



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Targets

We have 21 targets. 18 of them are on track. See below.

OBJECTIVES AND TARGETS 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
OBJECTIVES AND TARGETS FOR 2010/11	
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	
**Target will be reviewed as part of Cycling City project	

Tackling Congestion

We all know how slow and difficult it can be at times getting around our area. At 15mph average traffic speeds in Bristol in the peak hours are the lowest of any English city outside London. So what are we doing about it?

The £6m showcase bus corridor on the A420, bus priorities along the A38 and the A432, Punctuality Improvement Partnerships with local operators, renewal of the bus fleet in Bath, more competition amongst operators and new leaflets and travel guides have all helped to boost bus patronage by 3.7% compared with 2003/04. Apart from London it has been going down in every other major city.

Park and Ride goes from strength to strength with patronage up by 15% on 2003/04. New vehicles on the Portway and Long Ashton services, extended bus lanes and the expansion at the Portway park and ride site all reinforce this upward trend. And in case you're interested the Portway bus lane is now the longest continuous lane in the UK.

For train passengers the big news was the introduction in May 2008 of a three trains every two hours service on the Severn Beach line and for the first time ever Sunday trains to Avonmouth. Successful applications to the "Access for All Small Station Schemes" fund resulted in nearly £200,000 for improvements at 11 stations in our area. For all those still waiting for that train to Portishead the good news is North Somerset Council have not only published a study confirming its viability subject to funding but is also buying the disused trackbed too.

Cycling is up 27% on 2003/04 bucking the national trend. Pedalling our way still further forward we are really pleased to be the UK's first official Cycling City with an £11.4 m investment package to follow.

New walking routes and enhanced pedestrian areas, safer walking to school including the 'Bright Star School Travel Passport' in North Somerset, a Joint Rights of Way Improvement Plan, expansion of workplace and school travel plans and personalised travel planning in Clifton, Redland, Fishponds, St George and Worle all form part of our active campaign to encourage more sustainable transport and tackle congestion. We're getting there.

Powered two wheelers can use the High Occupancy Vehicle lanes and the new A420 and A4 bus lanes plus new parking has been provided at the new Cabot Circus shopping centre.

In 2007 the Department for Transport asked us to produce a Congestion Delivery Plan. Our Plan's target is to limit the increase in journey times to 14% by 2011 whilst at the same time accommodating a 7% increase in journeys. So far we've been allocated £0.4m to help unlock congestion hotspots. Every bit helps.

Back in 2004 the Government made it a requirement for local authorities to manage their road networks to secure the 'expeditious movement of all traffic'. We are all actively preparing network management plans with the West of England Traffic Management Group, made up of our specially appointed Traffic Managers, providing the sub-regional framework.

Accessibility

We have a raft of Action Plans aimed at making it easier for people to get to work or access their local health facility. It's still early days yet with some of these Plans but we are working closely with major employers such as the Aztec West business park and the North Bristol NHS Trust to identify transport gaps and measures. Plus we're looking at making public transport information more exciting and usable.

Road Safety

We're making really encouraging progress. The number of people killed or seriously injured in road accidents is down 22% on the 2001-04 average whilst for children it's down 36%. Slight injuries have fallen by 3%. Our West of England Road Safety Partnership has led the way in targeting investment and publicity, sharing best practice, taking cross boundary route actions and improving enforcement. Over four years £8m will be spent on supporting education, training and publicity, engineering measures, speed management and Safecam activity. There are still areas of concern, particular for young motorcyclists and moped riders, so initiatives such as 'SCOOTERZ' and 'Keep Your Wheels' are all the more crucial.

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Air Quality

This area has proved more difficult. We have Air Quality Management Areas in Bath and Bristol (both recently expanded) and we are off target for reducing Nitrogen Dioxide levels. Some progress was made in 2007 and the delivery of new low emission buses, showcase bus routes, park and ride expansion, new bus station in Bath, extension of the Urban Traffic Control Network and freight consolidation centres will all contribute to improving air quality in our two city centres and hopefully bring the targets back on track.

Asset Management

We published a Joint Transport Asset Management Plan or TAMP as it's known in September 2008. This is a long term plan setting out how we will manage our transport infrastructure from carriageways to bridges to footways and cycleways to public lighting. The TAMP is key to improving the infrastructure we use every day.

For all us who travel by road or footpath the four maintenance targets are important. Changes in the way the state of principal roads (A class roads) are measured means it is difficult to measure our progress in the last two years but this will become clearer in future years. Non principal roads (B and C class roads) aren't doing too badly however whilst the rest of the unclassified network (all 3,200km of it) is doing much better than we thought. Footway condition is off track, so we will up our maintenance programme to get us back in the right direction.

On bridges we've been doing major work on the A4 Portway viaduct, stabilisation of Hinton Hill south of Bath, A38 Patchway viaduct, Twerton footbridge, A371 Flowerdown Bridge in Weston-super-Mare and retaining walls at Radstock, Charfield and Winterbourne.

Major Schemes

Excitingly there is £400m of Regional Funding Allocation (RFA) set aside for our major schemes. We have some way to go with consultation, getting programme entry and final approval for most of the schemes but we are forging ahead.

Our schemes take in the £70m Greater Bristol Bus Network, funding already approved and work starting, and the £54m Bath Package, full approval soon. Both are packed with public transport improvements plus new and expanded park and ride in Bath. Hot on the heels of this success comes our rapid transit network kicking off with the first route from Ashton Vale to Bristol Temple Meads. Extensions to Emerson's Green and a Hengrove to the North Fringe route will follow. Consultation on the Ashton Vale route started in November 2008 with a bid to the Department for Transport for funding in early 2009.

Meanwhile Weston-super-Mare looks set to benefit from the Weston Package delivering new bus links, bridge over the railway and improvements at Worle Station and Junction 21 on the M5 motorway. Consultation started in autumn 2008 with a bid in early 2009. Keep an eye out also for the South Bristol Link connecting regeneration with improved access. Looking still further ahead we have a possible Transport Innovation Fund bid aimed at realising our 20 year "Our Future Transport" vision, tackling congestion and providing those all important alternatives to get you out of your car.

Wider Objectives

We don't work alone. Our work feeds into the Regional Spatial Strategy, New Growth Points initiative, Local Development Frameworks, Local Strategic Partnerships and the new Sustainable Community Strategies, Great Western Main Line Route Utilisation Strategy, Bristol International Airport's Surface Access Strategy and the emerging master plan for the Port of Bristol. The revised Regional Spatial Strategy, July 2008 gives us our greatest challenge to date providing transport infrastructure to deliver the 137,950 new households and 137,200 jobs required by 2026.

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Transport also features in our Local Area Agreements with Bath and North East Somerset Council and Bristol City Council including National Indicator 175 on access to services and facilities in theirs. Our Multi Area Agreement gives even greater importance to transport with National Indicators 167 congestion and 177 bus patronage featuring prominently.

Use of Resources

Most of our funding each year comes from the Department for Transport. Helpfully they gave us an early indication of how much funding to expect each year, around £24m, enabling us to plan ahead with some confidence.

Over the first two years of the Joint Local Transport Plan we spent £29m on integrated transport schemes and £31m on highway maintenance. The councils chipped in around £8m from their own resources. Extra investment (almost £5m) came from developers.

What the future holds

Scanning ahead to the future we have our Risk Assessment traffic lights. Red and it's major problems ahead, amber good progress but challenges coming and green we're going to make it. Green spots all round for tackling congestion, accessibility, road safety and using resources, amber for air quality and road maintenance. Getting those ambers back to green will be a priority.

Summary

And finally lets pause for a moment and look back on how far we've come. We started with the Final Joint Local Transport Plan in March 2006. We now have the £70m Greater Bristol Bus Network starting to be built, the £54m Bath Package awaiting final approval, £11.4m awarded for Cycling City, 18 out of 21 targets on track, a Joint Rights of Way Improvement Plan, a Joint Transport Asset Management Plan, a Congestion Delivery Plan, new train services on the Severn Beach Line and major scheme bids on the cusp of being submitted for the Weston Package, rapid transit and South Bristol Link. Yes we have issues over air quality and maintenance. Overall, not bad for our first two years.



