Joint Delivery Report

This leaflet tells you about the progress made by the four Councils of Bath and North East Somerset, Bristol City, North Somerset and South Gloucestershire in their first Local Transport Plans (LTP).

An LTP sets out our local objectives for improving transport and how this will be achieved. Each of the four Councils produced a separate LTP for the period 2001 to 2006.

Since then we have joined forces to produce a Joint Local Transport Plan (JLTP) for 2006 to 2011 (see our Final JLTP leaflet). We believe joint working brings with it many benefits for those living and working in the area. In the same spirit of co-operation we have come together to prepare a Joint Delivery Report. This leaflet provides a summary of that Report. For a full copy see Further Information.
Impact of the Local Transport Plan

Our area is a safer and easier place to get around as a result of the LTP. Our achievements are across the board. On targets an extra 1.2 million trips were made by bus, cycling has gone up 26% and our target to reduce the number of children killed and seriously injured on our roads is being met.

On schemes, to name just a few, we have delivered the A38 showcase bus corridor, A4 Portway park and ride, 74km of cycle lanes and tracks, 84 20 mph zones, 7 Home Zones, 3 High Occupancy Vehicle lanes and innovative public transport schemes such as the Chew Valley Explorer.

We have met our objectives and tackled the problems of congestion, traffic growth at up to three times national levels, massive growth in housing and rural accessibility.

Meeting Wider Objectives

The LTP has had a much wider impact than just on transport. Our Joint Delivery Report highlights the major contributions we have made towards city and town centre vitality and viability and promoting social inclusion.

City and Town Centre Vitality and Viability

During the LTP period we have transformed the environment of central Bristol and attracted large scale investment in transport, office, residential and leisure developments. Schemes include:

- Harbourside and Broadmead expansion
- Restoration of the historic Queen Square
- Broadmead Freight Consolidation Centre
- New Marlborough Street bus and coach station
- New pedestrian signing system.

In the World Heritage Site of Bath, environmental enhancements have gone hand in hand with maintaining access to the city centre and bringing benefits to the local economy by maximising footfall and improving the visitor experience. A new bus interchange adjacent to Bath Spa railway station has now been approved.

Weston-super-Mare’s Civic Pride project has seen over £11m of investment in the town improving signage, traffic management, pedestrian facilities, high quality streetscape and public art.

Elsewhere we have invested in measures to increase the attractiveness of our smaller towns with schemes in Clevedon, Norton-Radstock, Keynsham, Kingswood, Downend and Staple Hill.
Social Inclusion

We have done a lot to make it easier for people to get around, particularly for those in deprived communities, rural areas and with disabilities. Measures include:

- £20m supporting socially necessary, non-commercial bus services
- Innovative services such as the Chew Valley Explorer bus and the Fare Car in Bath
- New hospital bus services in Bath and Weston-super-Mare
- Low floor accessible buses and hundreds of new raised kerbs at bus stops for easy access
- 11 Dial-a-Ride schemes carrying over 123,000 passengers a year
- New joint Diamond Travelcard providing free bus travel for senior citizens and the disabled
- Night bus services for leisure and employment outside of normal hours.

Progress Towards Targets

We have made excellent progress in meeting our LTP targets. 62% of them are on track. There were 1.2 million extra trips made by bus, 26% more people cycling, the lowest ever number of children killed or seriously injured in accidents and our highway network is in the best state ever. This is all against a national backdrop of declining bus and cycle use. We are reversing national trends.

For some of our targets we have seen good improvement but not quite achieved the challenging goals we set ourselves. Setting targets is difficult. Who could have foreseen at the start of the LTP the huge increase in the price of oil and the impact this would have had on fares and bus patronage at the end of the plan period? Yet despite this we still achieved growth. Overall we believe that our LTP has been successful and that judged against our achievements we have performed well.
## Achieving our targets

<table>
<thead>
<tr>
<th>Target</th>
<th>Start of Plan</th>
<th>End of Plan</th>
<th>Achievement</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Principal Roads</td>
<td>16.6% (2001/02)</td>
<td>8.0% (2005/06)</td>
<td>52% reduction in roads in need of structural repair</td>
<td>On track - target exceeded and 12% threshold met</td>
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<tr>
<td>Non-Principal Roads</td>
<td>37.4% (2002/03)</td>
<td>13.6% (2005/06)</td>
<td>64% reduction in roads in need of structural repair</td>
<td>On track - target exceeded</td>
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<tr>
<td>Unclassified Roads</td>
<td>25.4% (2002/03)</td>
<td>9.6% (2005/06)</td>
<td>62% reduction in roads in need of structural repair</td>
<td>On track - target exceeded and 12% threshold met</td>
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<tr>
<td>Bus Patronage</td>
<td>52.8M (2001/02)</td>
<td>54.0M (2005/06)</td>
<td>Extra 1.2M bus passengers</td>
<td>Not on track - extra 2.55M passengers required to meet target</td>
</tr>
<tr>
<td>Rural Accessibility</td>
<td>Index =100 (2001/02)</td>
<td>Index =113 (2005/06)</td>
<td>13% improvement in rural accessibility</td>
<td>On track - target exceeded</td>
</tr>
<tr>
<td>KSIs</td>
<td>467 (1994-98 average)</td>
<td>430 (2005)</td>
<td>37 fewer serious or fatal casualties</td>
<td>Not on track - Further reduction of 70 required to meet target</td>
</tr>
<tr>
<td>Child KSIs</td>
<td>60 (1994-98 average)</td>
<td>43 (2005)</td>
<td>17 fewer serious or fatal casualties</td>
<td>On track - target exceeded</td>
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<tr>
<td>Cycling</td>
<td>Index =100 (2000/01)</td>
<td>Index =126 (2005/06)</td>
<td>26% increase in cycling</td>
<td>Not on track - 30% increase required to meet target</td>
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## Delivering our LTP Strategies

We have delivered transport improvements across a range of strategies from public transport to cycling, road safety to travel plans. Our key achievements are listed below.

### Public Transport

Our Public Transport Strategy focused on working with the bus operators on improving bus services, making them more accessible, giving buses priority and providing passengers with better facilities, access and good quality information. Our showcase bus corridors, featuring bus priorities and real time information as well as new bus stops with raised kerbs, shelters, poles, flags and timetable cases, have been particularly successful. We have also worked closely with the rail industry on improving stations and services. Achievements include:

- £12.5m spent on 11 showcase bus routes, 12 bus lanes, 2 High Occupancy Vehicle lanes, 11 other bus priority schemes, 664 raised kerbs, 327 new bus shelters and 703 improvements to existing bus stops
- Showcase bus routes include services 75, 76 and 77 along the A38, X1 Bristol to Weston-super-Mare, 375/6 Wells to Bristol and 13 in Bath
- Flexible bus service from the Odd Down park and ride site to the Royal United Hospital in Bath
- New fleet of 110 buses introduced by First in Bath and North East Somerset
- TravelBristol Info Centre opened in partnership with First.
- New A4 Portway park and ride service and A4 Bath Road service enhanced with real time information
- First park and share site in Great Britain opened at Aspects Leisure Just off A4174 Avon Ring Road
Road Safety

During the LTP period we have targeted over £35m on road safety measures and training, making significant strides towards reducing the number of road accidents. Achievements include:

- 67 urban and 17 rural 20mph zones
- 60 puffin and toucans, 109 zebras and 50 other signalised crossings
- 194 safer routes to school schemes
- 272 local safety and 312 traffic calming schemes including 7 Home Zones
- 109 vehicle activated signs reducing speeds
- Motorcycle awareness campaigns reduced accidents by 44%
- Extensive cycle and pedestrian training
- Walk on Wednesday and Going for Gold initiatives leading the way in encouraging primary school children to walk to school.

This impressive delivery has resulted in:

- Extra 1.2m bus trips in the last five years
- Park and ride patronage up 28% in Bath, 21% in Bristol
- 41% increase in rail passengers over the same period
- Bus passengers up 12% on showcase routes
- 63% increase in community transport passengers since 2000/01
- Traffic down by 10% in central Bristol and 11% in Bath.
Sustainable Transport
We have continued to raise travel awareness, reduce the contribution of road transport to pollution, address the needs of the freight industry and countryside and improve access to Bristol International Airport. Achievements include:

- Working with Bristol International Airport on its Surface Access Strategy
- Air Quality Action Plans developed for Bristol and Bath to improve air quality in designated problem areas
- 43% reduction in NO\textsubscript{2} levels in Kingswood following implementation of major environmental scheme
- Traffic calming measures at pollution ‘hotspots’
- 120 new easy access Euro III low emission buses introduced in Bath
- 247 noise reducing road surfacing schemes implemented
- Major events such as ‘Bristol’s Biggest Bike Ride,’ ‘Jam Busting June’ and ‘Don’t Choke Bristol’ raised awareness of sustainable transport issues
- Rural Transport Partnership promoted rural needs and funded small scale sustainable travel schemes
- Expansion of community transport services in rural areas
- Broadmead freight consolidation centre serving 46 city centre retailers from base at Emersons Green
- Bristol and Neighbouring Authorities Freight Quality Partnership launched to promote more sustainable distribution of freight
- Commercial Vehicle Drivers Atlas published highlighting appropriate routes.

Cycling
Maximising the role of cycling has been a key element of the LTP with over £4m spent on schemes. It has also been very successful. Our achievements include:

- 48 cycle lanes covering 33km
- 48 cycle tracks covering 40km
- 171 new cycle parking facilities
- 250 new cycle spaces at Bristol Temple Meads, new lockers at Yate station
- 53 new advanced stop lines
- 25 other cycling schemes
- National Standard for Cycle Training being introduced
- 40,000 copies of the new four interlocking cycle maps distributed across the area
- New links to the National Cycle Network (NCN) added including NCN route 33 to Portishead and NCN 24 from Dundas Aqueduct to Frome
- Cycling absorbed into the wider planning context including Local Plans, Obesity Strategy, Active for Life, Road Safety Strategies and accessibility planning work.

This impressive delivery has resulted in:

- 26% increase in cycling overall
- 60% increase in cycle trips to Bristol city centre.
We have been:

- Innovative in our approach to tackling congestion, traffic growth and accessibility problems with schemes such as the Freight Consolidation Centre, hospital park and ride, High Occupancy Vehicle lanes, www.2CarShare.com, ferries and taxi sharing.

- Delivering schemes and meeting targets. £75m spent on integrated transport schemes, achieving our key aims and objectives. For each year of the plan we have spent our full LTP funding allocation.
Travel Plans
Over the last five years we have worked actively with major employers and business parks across our area to develop and implement travel plans and adopt innovative approaches. These plans aim to reduce single car occupancy and encourage cycling, walking, public transport and car sharing. Successes include:

- 132 travel plans implemented by major employers
- Internet based car sharing network www.2CarShare.com now has over 4,000 members with 60% of users finding a match
- Greater Bristol Commuter Club Network set up with Clubs/Forums established across the area
- Avon Area Employers’ Travel Plan Awards supported by the Confederation of British Industry and Business West with over 40 winners
- 198 school travel plans adopted
- 15% of employees in the Bath and North East Somerset area are now covered by travel plans
- 40 Neighbourhood Transport Schemes supported in Bristol providing pool bikes, information and community transport
- Over 200 pedestrian schemes delivered making it easier and safer to walk to work or school.

These initiatives have resulted in:

- 1,000 fewer cars a day using the A4174 Avon Ring Road
- % of cars with 2+ occupants up from 8.8% in 2001/02 to 13.1% in 2005/06 in South Gloucestershire. Cycling up from 4% to 10% over the same period
- Car use on the school run in North Somerset fallen from 47% in 2003 to 41% in 2006 and in South Gloucestershire down from 39% in 2000/01 to 33% in 2005/06.

Conclusions
In our first LTP the Department for Transport set us a series of challenges and targets. Challenges to deal with local, regional and national transport issues, challenges to tackle wider policy objectives such as economic vitality and social inclusion and targets to reduce accidents, improve highway maintenance and encourage cycling and bus use. All of this we believe we have achieved and more.

We are proud of our achievements but not everything has quite gone to plan. Aspects park and share was less successful than anticipated and the Home Zones Initiative was so successful we were inundated with requests. Light rapid transit proposals did not receive Government funding. Our plans now focus on the Greater Bristol Bus Network scheme. Proposals for new park and ride services in Bath were delayed by planning issues.

Nonetheless the experience and expertise we have gained with the LTP will be invaluable in taking forward the Joint Local Transport Plan to 2011 and beyond.

Further Information
If you would like further information on any of the issues mentioned in this leaflet please contact us, or visit our website for a copy of the Joint Delivery Report, related information and useful links.

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