



West of England Joint Local Transport Plan 3 Progress Report 2011/12

West of England

Bath & North East
Somerset Council



North
Somerset
Council

South Gloucestershire
Council

travel 

JOINT LOCAL TRANSPORT PLAN 3 PROGRESS REPORT 2011/12

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1. Introduction

- 1.1. The Interim Delivery Plan, approved by the Joint Transport Executive Committee in March 2011, set out how we intended to implement the Joint Local Transport Plan 3 (JLTP3) in 2011/12. This Progress Report looks at what we actually delivered in that year – the first 12 months of the 15-year JLTP3 period.
- 1.2. A new Delivery Plan has been published for the next three years 2012/13 to 2014/15 and we will prepare future Progress Reports to monitor delivery during that period.

2. Approach to developing the 2011/12 programme

- 2.1. In developing the programme we considered a range of influences and requirements such as our key transport goals, the results of public engagement and the Councils' corporate plans, to establish investment priorities for the year. The 2011/12 programme had 6 themes:
 - Public transport;
 - Road safety;
 - Smarter choices;
 - Network management;
 - Environment and public realm; and
 - Asset management.
- 2.2. This report looks at how these themes were reflected in the 2011/12 programme. We also outline schemes and initiatives carried out by our partners.

3. Delivering the 2011/12 programme

Selection of Schemes and Measures

- 3.1. In these challenging times we selected schemes and measures for the 2011/12 programme that offered the greatest value for money and contribution to JLTP3 objectives whilst providing a balance between the 6 themes.
- 3.2. To give a flavour of the types of schemes and measures delivered during the year we give some examples below under each theme. In implementing schemes we looked at opportunities for joint procurement to secure maximum value for money.

Public transport

3.3. The public transport theme was dominated in 2011/12 by delivery of the last phases of the Greater Bristol Bus Network (GBBN) major scheme including new bus priority measures, improved shelters, real-time information and new buses. Work focused on completion of infrastructure works on the last of the 10 corridors and included implementation of bus lanes along:

- Lysander Road (Cribbs Causeway), Park Street , Whiteladies Road (Corridor 2);
- A4 Callington Road to Stockwood Road, Temple Gate Corridor 3);
- Filton Avenue, Great Stoke Way, Pegasus Road (The Mall) (Corridor 4);
- A432 Royate Hill to Staple Hill, Fishponds Road (Corridor 5);
- A4174 Coldharbour Lane- M32 (High Occupancy Vehicle lane), Coldharbour Lane, A38 Gloucester Road (Corridor 7);
- A370 Weston to Bristol (Corridor 8); and
- A369 Portishead to Bristol (Corridor 9).

3.4. A series of local publicity events was held to highlight GBBN progress and this culminated in a 'Big Bang' launch of the project on the 15th March 2012 attended by the Rt Hon Norman Baker MP, Minister of Transport.

3.5. Funding from our successful 'Key Component' bid to the Local Sustainable Transport Fund (LSTF) (see para. 4.5) enabled us to carry out further bus improvement measures along the Bath/ Bristol, Weston-super-Mare/ Bristol and Portishead/ Bristol corridors, focusing in particular on real time information. (At the end of March 2012 we were pleased that the Department for Transport (DfT) agreed to support our bid to the Better Bus Area Fund: this will give us scope to make additional enhancements in 2012/13 and 2013/14).

3.6. Also featuring in the 2011/12 programme were:

- bus priority measures where opportunities arose on the non-GBBN network;
- ongoing upgrading of bus stops and provision of timetable and other information; and
- financial support within the resources available for non-commercial bus services, Severn Beach Line services, community transport and demand responsive transport.

3.7. Taking account of budget pressures, all four councils took a hard look at supported bus services where contracts came up for renewal. Although savings had to be made, the aim was to minimise the impact. In summer 2011 North Somerset Council held a public consultation to help shape the direction of service changes and received 562 responses over a four week period.

- 3.8. By the end of March 2012 over 6000 people had responded to a survey carried out by the City Council into Bristol's community transport needs. The Hartcliffe and Withywood Community Partnership subsequently began to operate two new developer-funded minibuses to provide services to the new South Bristol Hospital.
- 3.9. A significant public transport scheme that started in 2011/12 was the enhancement of Bath Spa station (see para. 6.6). Another initiative was the opening in May 2011 of a 200-space park and ride facility near Parkway station to give drivers bound for the city centre the option of completing their journey by train or bus.
- 3.10. See also section 4 for good news we received in 2011 about DfT funding for future investment in our major schemes, all due to benefit public transport.
- 3.11. Eighteen taxi and private hire drivers in Bristol received certificates from the Lord Mayor under the Gold Standards scheme designed to help drivers improve their skills, especially in meeting the needs of all passengers including those with disabilities.

Road safety

- 3.12. The road safety programme continued to focus on revenue funding of education, training and publicity and capital investment in local safety and other engineering schemes. We worked with the West of England Road Safety Partnership to identify priorities, taking account of the 2011 national Strategic Framework for Road Safety and of changes in funding for enforcement, including safety cameras.
- 3.13. Among the engineering schemes to improve road safety was a project in Julian Road, Bath carried out in consultation with a local school and residents' groups. The scheme included two new zebra crossings, a raised speed table, realignment of a lay-by to accommodate a new bus stop, and a paved area with cycle parking racks. A new toucan crossing for pedestrians and cyclists was installed on a section of the A4 Portway in Bristol combined with a reduction in the speed limit from 50 to 40mph to help people cross this busy road and give safer access to local bus stops. In South Gloucestershire 'before and after' monitoring during 2011/12 showed that no accidents had occurred at the Westerleigh Road/ Shorthill Road crossroads since the traffic signal scheme was introduced in 2008 to resolve a history of accidents.
- 3.14. Bristol's first mobile enforcement car was introduced to help combat illegal and dangerous parking at school entrances, bus stops, pedestrian crossings, taxi ranks, hospital emergency spaces and where loading restrictions are in place.



New Zebra Crossing and street layout, Julian Road, Bath

Smarter choices

3.15. With support from the Local Sustainable Transport Fund (LSTF) for our 'Key Component' project we have been able to build on the progress made in the 'smarter choices' thematic area through the previous Greater Bristol Cycling City project. The Key Component project – spread over the two years 2011/12 and 2012/13 - is tackling barriers to mode shift; working with employers located along main commuter corridors to achieve a shift to more sustainable travel by their staff; and undertaking a promotional campaign to motivate behavioural change. (In June 2012 the DfT announced that our bid for the larger LSTF 'WEST' project had been successful. We will report on this in the next JLTP3 Progress Report).

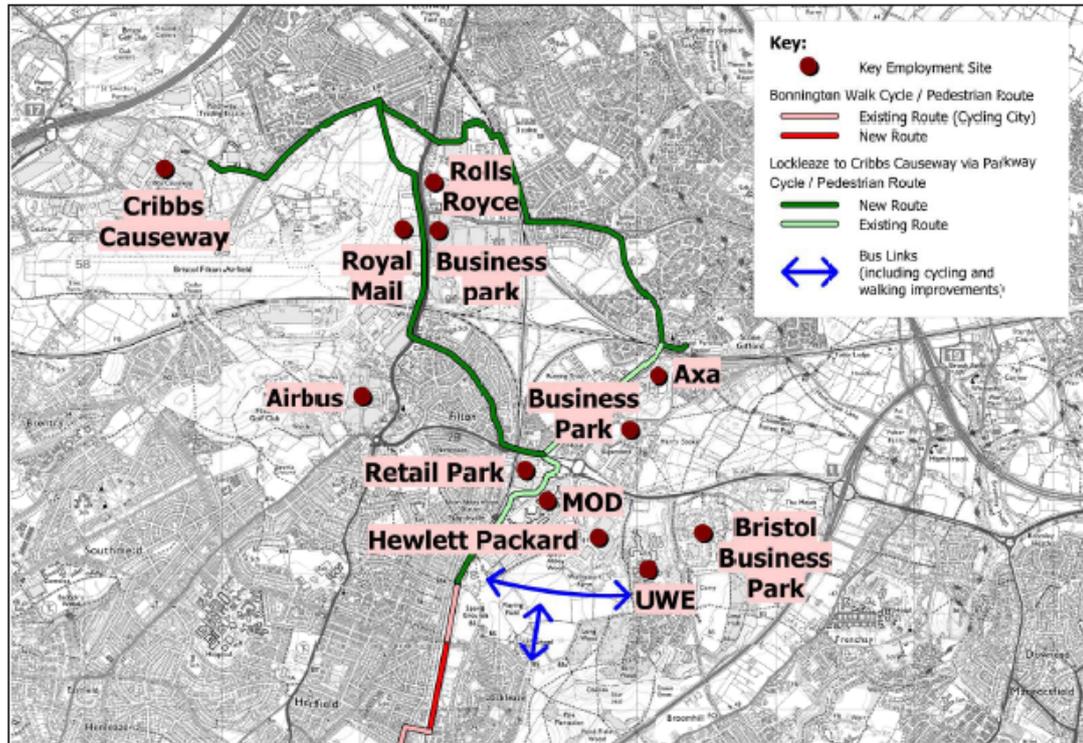
3.16. To tackle the barriers to mode shift we focused in 2011/12 on:

- recruiting a Sustainable Transport Field Team;
- promoting cycling (loan bike service; cycle to work purchase scheme; grants for cycle shelters; a 'Dr Bike' cycle maintenance service; roadshows at major employment sites; and bike buddy service and adult cycle training);
- promoting bus commuting (free 'bus taster' tickets; web-based services and smart phone apps; and roadshows at major employment sites);
- establishing a portal for web-based travel information; and
- supporting the development as a social enterprise of the Avon and Wiltshire Mental Healthcare Trust's Go-Low scheme for pool cycles and low emission electric cars.

- 3.17. Work with employers during the year built on the good relationship we have with three travel plan networks: Suscom (covering employers in the Bristol North Fringe with about 40,000 staff and 30,000 students), the North Somerset Travel Plan network, and the Bath and North East Somerset Employers' Travel Forum. Through Project Account Managers we have tailored measures to individual businesses, provided advice and encouragement, established collaboration between businesses and jointly promoted initiatives such as car sharing and improvements to cycling facilities and bus services.
- 3.18. Our promotional campaign to motivate behavioural change has involved both West of England-wide and local activities. These have included:
- trailers on morning and evening drive time slots on local radio announcing the new www.travelwest.info website and promoting different modes of travel each week;
 - outdoor poster campaign on billboards, bus shelters and telephone boxes in Bristol city centre featuring "Join the Commuter Evolution.. enjoy a more relaxing commute";
 - events to coincide with national Bike Week in June and preparing for the 2012 Jambusting Commuter Challenge;
 - local press and TV and radio coverage for car sharing in North Somerset (also received national TV coverage on Channel 4); and
 - a cycling 'safari' along the popular Strawberry Line trail as part of the North Somerset go4life healthy living initiative (visit www.go4life.org).
- 3.19. Another important aspect of the Key Component project in 2011/12 was action taken to improve provision for cycling and walking on 4 corridors: Weston-super-Mare to Bristol; North Fringe to Bristol city centre; Midsomer Norton and Radstock to Bath; and Batheaston/ Bath Spa University to Bath city centre. We have aimed to build missing links and spur routes to key employment sites (see Figure 2.1).
- 3.20. Bristol Parkway is included in a pilot study of station travel plans by the Association of Train Operating Companies (ATOC). Lead by South Gloucestershire Council in partnership with First Great Western the study found that in the two years since the travel plan was adopted in 2009 the number of passengers walking to and from the station had gone up by 20% and cycling by 11%. The number of buses serving the station in the morning peak had increased from 48 to 54 and satisfaction with public transport links was up from 61% to 70%.
- 3.21. Good progress has been made on a number of routes including two 2Connect schemes in partnership with Sustrans: the Nailsea to Bristol Festival Way scheme (see Box 2A) and the Bath Two Tunnels scheme. The Two Tunnel project involves the re-opening of old railway tunnels on the former Somerset and Dorset line to create a four-mile route from Bath to Midford. Last year saw the completion of new bridges over Monksdale

Road and Millmead Road along the Linear Park section of the route in Bath and work has recently begun on the tunnels themselves.

Figure 2.1: LSTF Key Component Cycle and Pedestrian Route Proposals in North Fringe



Box 2A LSTF Key Component Festival Way Scheme

An example of joint working which includes match funding and active involvement from volunteers can be seen in the delivery of the Connect2 Festival Way scheme a mostly traffic free route for walking and cycling between Nailsea and Bristol with good links to residential areas in between. Sustrans, North Somerset Council and Bristol City Council are working in partnership to develop the scheme. Sustrans have committed to contribute £450,000 towards completion of two links in North Somerset through a Memorandum of Understanding subject to the works being completed by 2012/13. Sustrans Community Volunteer Rangers are already active in this corridor and hold regular workdays and special events to enhance and maintain the routes. Volunteers from other community groups are also working with Sustrans on similar projects and it is expected that this level of activity will continue over the next two years.



3.22. Five Arches Greenway provides a traffic free route along a disused railway line between the towns of Radstock and Midsomer Norton. It overcomes the hilly terrain around the Radstock area which used to make walking and cycling difficult, provides a peaceful haven for wildlife and creates an enjoyable, relaxing place for people to visit. A joint partnership between Sustrans, Bath & North East Somerset Council and Norton

Radstock Action Group, Five Arches Greenway was officially opened in September 2011.

Two Tunnels - bridges under construction



Opening of Five Arches scheme, Midsomer Norton, September 2011

- 3.23. As part of the EU CIVITAS Renaissance project a public cycle hire service was introduced in Bath offering residents and visitors an environmentally-friendly, pleasant and practical alternative to walking or driving in the World Heritage city. Four docking stations were installed next to Bath Spa station and other key city centre locations with over 50 cycles provided for hire. (Visit www.bikeinbath.com).
- 3.24. Budgetary pressures limited the resources available for other smarter choice initiatives such as working with schools on promoting travel plans. A total of 22 schools participated in the Bikelt scheme in Bath & North East Somerset, undertaken by Sustrans with funding from the council and NHS B&NES. Paulton School saw the proportion of pupils cycling to school increasing from 6% to 50% in the last two years. The Bikelt officer in Bath & North East Somerset also coached advanced bike skills to 30 local Year 5 children at the Odd Down BMX track in Bath. In South Gloucestershire rural footway links were implemented based on Safer Routes to School Plans, for example at Alveston, Pilning and Frampton Cottrell.
- 3.25. Box 2B overleaf describes the Strawberry Line extension scheme. Other schemes were delivered as part of our Rights of Way Improvement Plans in consultation with our Local Access Forums for example enhancement of the Lockleaze footpath link, Severn Way Link and work on the Yate-Mangotsfield Link. In addition the development of the

www.OutdoorsWest.org.uk website provided information about the rights of way network in Bath and North East Somerset, Bristol and South Gloucestershire.

Box 2B Strawberry Line Extension, Congresbury

A new 350 metre section of the Strawberry Line Heritage trail has been recently completed and officially opened. The path gives those using the trail a safer route, avoiding a busy section of the A370 at Congresbury. It has been completed with the co-operation of the Environment Agency which has allowed the construction of this stone-dust path on their flood defence banks along the River Yeo.



What may look like a fairly straightforward project presented a number of challenges. For example, the riverbank is a raised flood defence of engineered clay compacted to set levels, so excavation in the bank was not permitted. Contractors were instructed to remove the turf, build the path on top of the engineered clay bank and raise the ground level to the top of the new path with new and existing top soil and turf. A flood defence consent was required due to the proximity of the river and Natural England's permission was also needed as the cycle path lies within a Site of Special Scientific Interest.

The works took approximately 6 weeks to complete over the course of 3 months.

3.26. A new City Centre Access Guide was produced in Bristol aimed at encouraging disabled visitors with valuable input from local group Bristol Physical Access Chain. In South Gloucestershire funding was awarded from the DfT/ Sustrans Links to School Project to improve a cycling and

walking route over Rodway Common providing safer access to Mangotsfield Secondary School. These works were complementary to the successful Cycling City programme.

Network management

3.27. Schemes and measure under the theme of network management focused on:

- managing speed or capacity;
- congestion reduction;
- Urban Traffic Management & Control systems; and
- car parking enforcement and parking controls.

3.28. During 2011/12 the four Traffic Managers continued to work together on meeting their respective 'network management duty' under the Traffic Management Act 2004. We kept close liaison with the Highways Agency through our Memorandum of Agreement (see para 6.1). We delivered the last phase of M5 Junction 19 improvements with new traffic signals, carriageway widening on the A369 and slip road widening funded through GBBN, Highways Agency and developer contributions. These improvements have had a significant impact on journey times and reliability with associated reductions in pollution and cost savings for commuters and local businesses. In Bath about 350 members of the public attended an exhibition in February 2011 on proposals to implement two-way traffic flow along a section of A36 Rossiter Road to reduce the impact of traffic on Widcombe village.

3.29. In Bristol the City Council went ahead with its programme of 20mph speed zones. A report released in March 2012 highlighted a small reduction in vehicle speeds, an increase in walking and cycling and a strengthening of public support for the zones. Bath & North East Somerset Council consulted on proposals for similar zones in Southdown and Twerton in Bath. To increase rural road safety, speed limits were reduced from 60 to 50mph on the A368 between Marksbury and Chelwood and the B3115 between the A367 and Tunley. A similar scheme took place on the A420 at Marshfield promoted jointly with the Kings Forest Area Forum and with a contribution from the Parish Council. As a result of a speed review in South Gloucestershire a 'Casualty Reduction Route Action' scheme was delivered on the B4427 near Winterbourne.

3.30. To reduce congestion in Bath city centre we built on the experience of the Bristol Freight Consolidation Centre by extending the concept to Bath as part of the EU-funded CIVITAS Renaissance project. This uses the same drop off premises for onward delivery to Bath by electric vehicles. Both cities are seeing continued interest and a steady rise in retailers and other businesses participating.

- 3.31. The Bristol Traffic Control Centre continued to play an important role during 2011/12. Elsewhere in North Somerset we upgraded traffic signals in Weston-super-Mare (Boulevard junction with Alfred Street and Albert Quadrant) and on the A370 at Congresbury and on the Long Ashton Bypass slip roads with more energy efficient equipment and more visible LED signals.
- 3.32. Council car parks in Clevedon and Weston-super-Mare retained their 'Park Mark' safer car park scheme award, designed to reduce crime and the fear of crime.

Environment and public realm

- 3.33. In 2011/12 Bath and North East Somerset Council worked with the Homes and Communities Agency to implement infrastructure works to support regeneration of Bath City Riverside. In Bristol we continued our programme of city centre enhancements to improve the walking environment, including works on the A38 at Stokes Croft.
- 3.34. The seafront enhancement in Weston-super-Mare - including substantial public realm enhancements as well as sea defences – became the overall winner of the prestigious Royal Town Planning Institute SW Planning Achievement Awards 2011. This added to previous awards from the Institute of Civil Engineers, the Concrete Society, the Considerate Constructors, the Association of Consulting Engineers and the Worshipful Company of Paviers.

Asset management

- 3.35. A significant proportion of our total capital and revenue spending went in 2011/12 on managing our transport assets ranging from carriageways, footways and cycleways to bridges, retaining walls, lighting, traffic signals, bus stops and drainage. Using funding from the DfT Pothole Fund we continued to tackle the problems caused by severe winter weather.
- 3.36. Maintenance schemes were selected using the framework provided by the Joint Transport Asset Management Plan (JTAMP) and the priorities of each council. The JTAMP is constantly updated to take account of new data and best practice; the latest version was endorsed by the Joint Transport Executive Committee in December 2011. Each council sought to improve its monitoring of its highway assets including use of video surveys and GPS.
- 3.37. We look after over 400km of principal ('A') roads. Significant maintenance carried out during the year included works on the:
- A4 Upper Bristol Road, Kingsmead, Bath;
 - A3062 Bradford Road, Combe Down, Bath;
 - A362 Radstock Road, Norton-Radstock;

- A363 Bradford Road, Bathford;
 - A370 Congresbury;
 - A38 Filton, co-ordinated with Northfield development and GBBN works at Aztec West (major works valued at £0.5m).
 - A4018 Whiteladies Road;
 - A432 Stapleton Road, Fishponds Road;
 - A4 Bath Road; and
 - A37 Wells Road.
- 3.38. Schemes on the 1200km non-principal ('B' and 'C') road network included maintenance of the:
- B3110 Bath Road Hinton Charterhouse;
 - B4060 Wickwar High Street;
 - B4052 Ashley Down Road;
 - B4051 Colston Street; and
 - B4056 Henleaze Road.
- 3.39. On the unclassified road network – over 3200km in total – we carried out a range of maintenance schemes within the finances available embracing works in urban areas (e.g. in Widcombe, Bath, Midland Road – Old Market in Bristol and Clevedon) as well as rural areas (e.g. Bathford, Chew Magna, Paulton, Yatton).
- 3.40. As well as looking after roads we carried out works to highway structures such as bridges and retaining walls. A major structural scheme was completed on Bridge Valley Road in Bristol. The £2.7m project involved rebuilding a major retaining wall and stabilising a disused railway tunnel. Another example was a new structure installed to replace the old Matford Bridge which carries the B4427 over the Bradley Brook near Winterbourne. The works, which included specialist piling for the new retaining walls, started in August 2011 and were completed in February 2012. An ageing footbridge over the A4174 ring road near the Filton roundabout was removed in response to residents' concerns about its condition and their preference for using surface road crossings.
- 3.41. Lighting columns were replaced in many areas incorporating the latest remote monitoring technology to reduce energy and maintenance costs and cut carbon emissions.
- 3.42. North Somerset Council continued to test a new type of manhole cover in Nailsea that could, if successful, be less slippery for motorcyclists and cyclists in wet conditions than conventional iron covers. The new cover is made from a composite material with no scrap value and is therefore less likely to be stolen.

4. Capital Spending

- 4.1. During 2011/12 we looked to maximise capital funding from as wide a range of sources as possible including block grants and major scheme funding from the DfT, the Local Sustainable Transport Fund, funding from the Councils' own resources and other sources including contributions from developers.

DfT Block Grants

- 4.2. The DfT allocated almost £24m to the four Councils in the form of Government grants for capital spending in 2011/12. About £16m of the grant funding was allocated to maintenance schemes and some £8m to integrated transport (including over £1m of 'top up' funding released by the DfT in December 2011 to speed up the delivery of integrated transport schemes in the last quarter of the year). Although not ring-fenced, the councils all made sure that this grant was directed to transport expenditure.
- 4.3. An extra £3.2m was provided by the DfT Pothole Fund aimed at tackling the problems arising from severe winter weather.

DfT Major Scheme Funding

- 4.4. In 2011/12 we received capital funding of about £10.5m for the last phases of GBBN and our major schemes programme was boosted by the announcements by the DfT in November and December 2011 that they would invest £135m in five other projects. The five schemes are:
- Bath Transportation Package;
 - Ashton Vale to Temple Meads and Bristol City Centre Rapid Transit;
 - Weston Package;
 - North Fringe to Hengrove Package; and
 - South Bristol Link.
- 4.5. Since these announcements we have concentrated on further development of the schemes to secure the necessary approvals and permissions required to meet DfT criteria and progress to delivery on the ground.
- 4.6. The 'City Deal' agreed in July 2012 between the councils, the Local Enterprise Partnership and the Government gives us more flexibility in managing the programming of the three Bus Rapid Transit schemes - Ashton Vale to Temple Meads and Bristol City Centre, North Fringe to Hengrove Package and the South Bristol Link. Looking ahead, the City Deal provides a way of channelling major scheme funding into delivering the Greater Bristol Metro from 2014 onwards (see 6.4).

Local Sustainable Transport Fund

- 4.7. At the beginning of 2011/12 we submitted a bid to the DfT for LSTF funding for our two-year Key Component project, built around six 'Key Commuter Routes' and representing an integrated package promoting low carbon alternatives to single occupancy car use. In August 2011 we were pleased that the DfT confirmed that our bid had been successful. As a result, some £1m of capital funding was made available for the project in 2011/12. (Additional revenue funding was provided by the DfT and other contributions, both capital and revenue, were forthcoming from our health partners and developers' contributions as well from council resources: see para. 4.10).
- 4.8. Our Key Component project forms part of a larger, more comprehensive, West of England- wide LSTF bid. This larger West of England Sustainable Travel (WEST) project focuses on supporting sustainable travel choices to ensure maximum benefits from other transport investments and to support the achievement of the JLTP3's key goals for reducing carbon emissions and supporting economic growth. In June 2012 the DfT announced that our bid had been successful and, as mentioned in para 3.14, we will report on this in the next annual JLTP3 Progress Report.

Council Resources

- 4.9. Our 2011/12 programme was supplemented by capital funding for transport from the Councils' own resources. In total we provided over £8m towards integrated transport and maintenance schemes in this way.
- 4.10. Revenue budgets were under severe pressure and limited what we could achieve in the year although our smarter choices initiatives were helped by the successful LSTF Key Component bid. The bulk of the Councils' revenue spending was spent, as in previous years, on highway maintenance and the concessionary bus travel scheme.

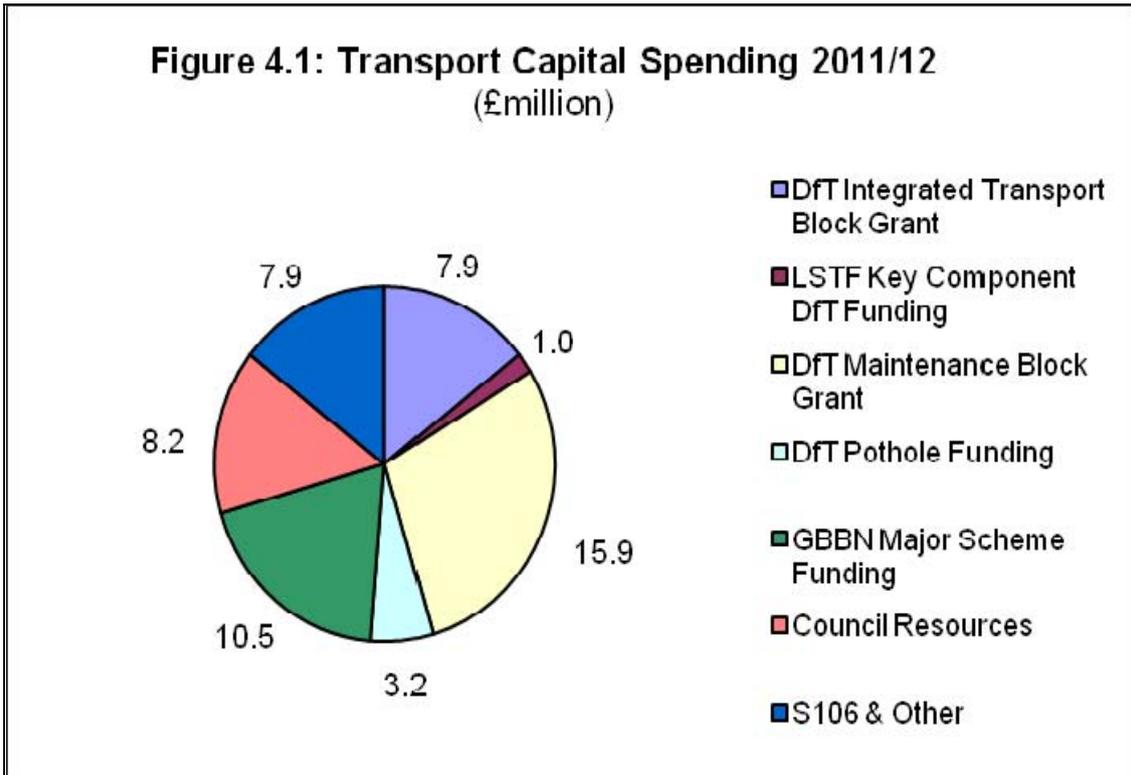
Other Funding Sources

- 4.11. Additional funding arose in 2011/12 from developer contributions under S106 of the Town and Country Planning Act 1990 and from a variety of other sources, including third party contributions to our LSTF Key Component project. These funding sources are estimated to have yielded almost £11m of capital investment.

Summary of Transport Capital Spending

- 4.12. In summary we estimate that almost £55m has been spent on capital investment in transport during 2011/12: Figure 4.1 shows the source of this spending.

West of England



5. Programme and risk management

- 5.1. Performance monitoring is an integral part of managing the JLTP3 programme and we also aim to have effective performance management in place at scheme level. Details of our programme management were set out in the 3-year Delivery Plan together with the risk management practices we will apply from programme level down to individual projects.

6. Our Partners' Programmes

- 6.1. Through the Memoranda of Understanding (MoU) with our partners in the Highways Agency, the rail industry and health sector we are seeking to increase opportunities for co-ordinating our respective programmes and demonstrating how the JLTP3 fits into the wider delivery picture. In 2011/12 we continued to build on these MoUs and the associated action plans.
- 6.2. Major construction work was officially started in January 2012 by Roads Minister Mike Penning on the Highways Agency's £88.6m M4/M5 'managed motorway' scheme. The project, due to be completed by Spring 2014, is aimed at improving journey times by use of variable speed limits to smooth out traffic flows and opening up the hard shoulder as an extra traffic lane. It covers 3.4 miles of the M4 between junctions 19 and 20 and 3.1 miles of the M5 between Junction 15 and Junction 17 on the approaches to the busy Almondsbury Interchange. Work includes strengthening the hard shoulder, building emergency refuge areas,

installing gantries and electronic signs, installing sensors in the road to measure traffic flow, and CCTV cameras.

- 6.3. During 2011/12 we worked with our partners to ensure that the West of England's priorities were fully taken into account in the DfT's plans for rail service improvements including the new Greater Western franchise, electrification and investment in rolling stock. In November 2011 we staged a conference attended by over 80 people with presentations given by the DfT, Network Rail, First Great Western and TravelWatch South West. Delegates decided that the top priorities for the new franchise should be a) introduction of the Greater Bristol Metro; b), re-opening of the Portishead line; and c) additional rolling stock.
- 6.4. To support these priorities we undertook detailed technical work which found that the Greater Bristol Metro would best be delivered in two phases. These form the basis for our proposals for the franchise which is due to begin in April 2013. The re-opening of the Portishead line is included in the first phase of the Metro and we recognise that the 2010 'GRIP Stage 3' feasibility study will need to be updated and further engineering investigations carried out (GRIP Stage 4).
- 6.5. In August and November 2011 welcome announcements were made by the DfT that new carriages are to come into service to tackle overcrowding on peak hour trains. In relation to electrification the DfT confirmed in response to a letter from the West of England that although the business case for electrifying the line from Bristol to Weston-super-Mare is not currently considered viable it will be kept under review.
- 6.6. Our rail partners began major improvement to Bath Spa station during the year which when completed will include new entrances, better drop-off and pick-up points, lifts, a new waiting room and booking hall interior, new toilets, covered cycle parking and the restoration of a number of historic architectural features. Funding is being provided by the SouthGate developers and First Great Western.
- 6.7. Bristol City Council and South Gloucestershire Council continued to support enhanced services on the Severn Beach line during 2011/12. Funding was also provided by the councils to support the Severnside and Heart of Wessex rail partnerships. The Severnside partnership received an award from the Howard League for Penal Reform for its work with the Probation Service on community station improvements. The Heart of Wessex was designated by the DfT as a 'community rail service'- the same status given previously to the Severn Beach line.
- 6.8. To assist the delivery of the Health MoU's draft Health and Transport Action Plan, an officer Transport and Health Forum was established and this has helped foster better understanding between the transport and health sectors. The Forum considered a range of issues of mutual interest, for example seeking better public transport access to the new

Southmead Hospital, providing input into 20mph zone proposals and supporting our LSTF projects. This partnership approach has also improved our assessment of the health impact of the major scheme programme and the health benefits of walking and cycling. We see this partnership work continuing and supporting the councils in preparing for their new statutory duties under the Health and Social Care Act 2012.

- 6.9. The West of England Freight Quality Partnership met in June 2011 and discussed the development of a draft action plan. This aims to take forward the measures set out in the JLTP3 Freight Supplementary Document, ensuring that the views of the freight and logistics industry are fully taken into account.

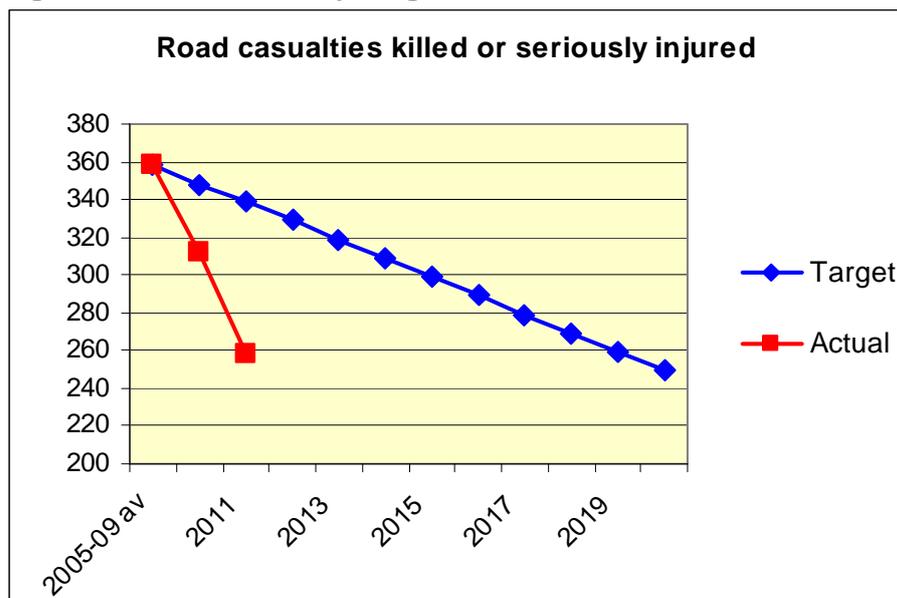
7. Targets and Monitoring

- 7.1. In the 3-year Delivery Plan 2012/13 to 2014/15 we set out our 5 'Top Targets' and our Supporting Indicators. The targets take account of our successful major scheme bids (see para. 4.4) and full funding for the WEST LSTF bid (see para. 4.7).

Road Safety

- 7.2. Our local target is to achieve a 30% reduction in Killed and Seriously Injured across the West of England by 2020 based on the average between 2005 and 2009. This will mean a reduction from 358 to 250 by 2020. In practice the number dropped to 312 in 2010 with a further decline to 258 in 2011 (Figure 7.1). This shows very positive progress although the total of 19 fatalities in 2011 is still too high.

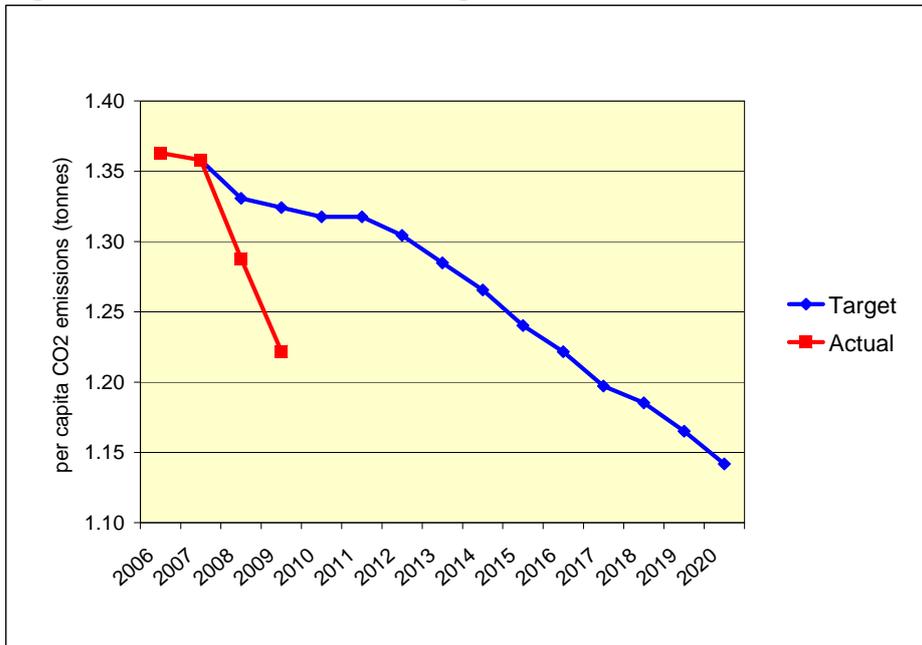
Figure 7.1: Road safety target



CO₂ emissions

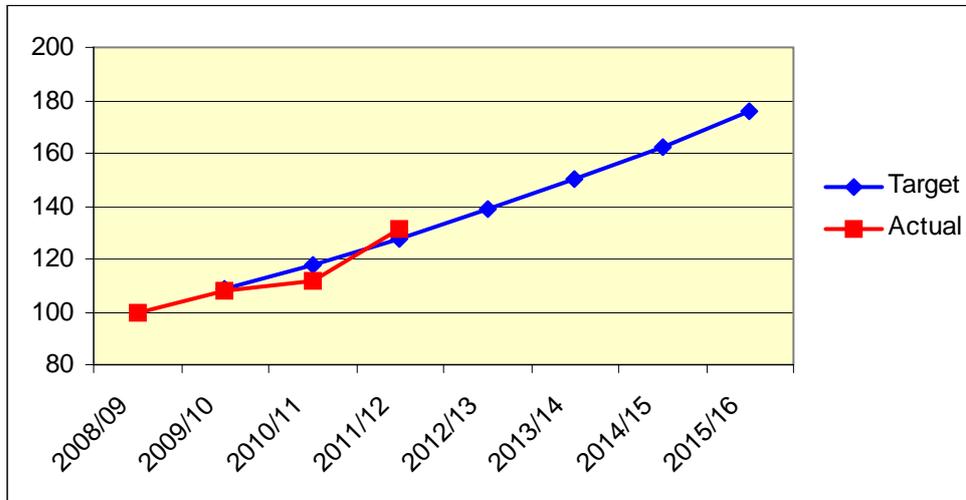
7.3. This target relates to CO₂ emissions from road transport and is measured using data supplied by the Department of Energy and Climate Change (DECC). Our target is for a 16% reduction in per capita emissions from road transport by 2020 from a 2006 baseline of 1.35 tonnes. The most recent DECC data shows (Figure 7.2) that there was a large drop in per capita emissions between 2007 and 2009 linked with reductions in traffic levels associated with the national economic downturn. We will assess DECC data for 2010 and 2011 when released and review the JLTP3 target at that stage.

Figure 7.2: CO₂ emissions target



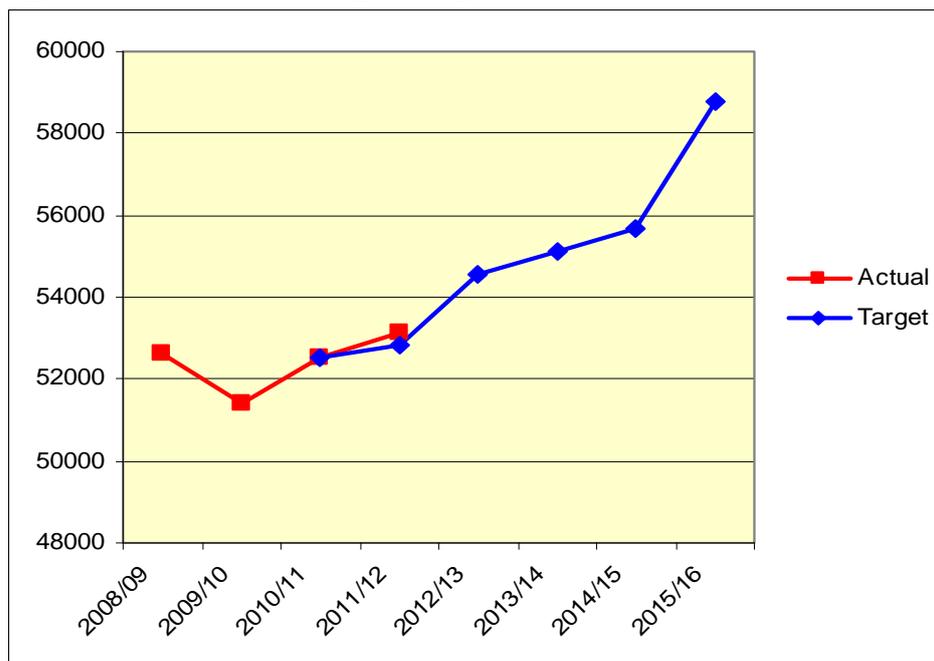
Cycling

- 7.4. The JLTP3 West of England cycling target uses an annualised Index of Cycling Trips with a base year of 2008/9. Cycling data is recorded as an Annual Average Weekday Total (AAWT), collected through a network of cycle count sites acting as a proxy for cycling trips across the area as a whole.
- 7.5. The aim is to achieve a 76% increase in trips by 2015/16 carrying on the momentum built up by the Cycling City project (Figure 7.3). A slight unexplained dip below the target trajectory in 2010/11 has been replaced by sustained growth in 2011/12 as Cycling City measures kick in. The target is now back on track. LSTF measures and cycling schemes as part of the major transport schemes will see this trend continue.

Figure 7.3: Cycling target

Bus Passengers

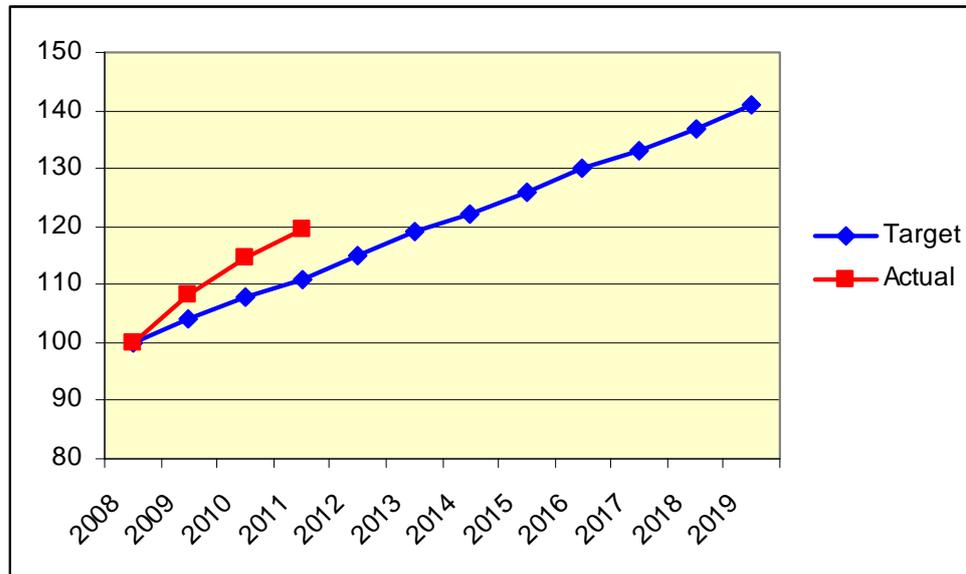
- 7.6. The bus patronage target takes account of and builds upon the predicted growth arising from GBBN, the Bath Transportation Package, the Weston Package and Ashton Vale to Bristol City Centre Rapid Transit scheme. This represents an overall target of over 11% growth between 2008/09 and 2015/16. In 2009/10 the number of bus users unfortunately fell, a reflection of continuing national economic difficulties but 2010/11 saw a welcome recovery and this continued in 2011/12 with patronage slightly above the target figure for that year (see Figure 7.4).

Figure 7.4: Bus Passenger target

Rail

7.7. The JLTP3 target for rail patronage reflects the forecasts put forward in the 2010 Network Rail Great Western Route Utilisation Strategy - a 41% growth in passengers from 2008 to 2019 at an average annual rate of 3.2%. In practice growth in the West of England since 2008 has happened at a much faster rate with the 2011 figure already 20% above the 2008 total (see Figure 7.5). All stations experienced growth ranging from major stops like Bath Spa and Bristol Parkway to smaller stops on the Severn Beach Line.

Figure 7.5: Rail target



Supporting Indicators

7.8 We monitor our 4 Supporting Indicators using a 'traffic light' system. Green means performance is improving, amber no significant change whilst red means performance is slipping. Progress in 2011/12 is shown in Table 7.1.

Table 7.1: Supporting Indicators

Indicator	Performance in 2011/12
Maintenance	
• Principal Roads	
• Non- Principal Roads	
Congestion	Data not yet available
Air Quality	
• Bath	
• Bristol	
• Other areas	
Bus punctuality	
• Starting on time	
• On time at intermediate stops	
• Waiting time for frequent services	

- 7.9 The overall condition of principal (mainly 'A') roads in the West of England did not change significantly in 2011/12 compared with the previous year but the non-principal road network worsened. In both cases however the picture varied between authority areas. For congestion we rely on information from the DfT and figures for 2011/12 will not be published until November 2012.
- 7.10 Air quality in both the Bath and Bristol Air Quality Management Areas (AQMA) improved during 2011 compared to the previous year. The average level of nitrogen dioxide fell from 50 to 45 µg/m³ in Bath and from 51 to 45 in Bristol. This is good progress but levels still remain above the 'objective' of 40 µg/m³ set in the National Air Quality Strategy. In the West of England's smaller AQMAs the picture was also positive with improvements at Keynsham and Staple Hill and a relatively static situation in Kingswood.
- 7.11 For bus punctuality the overall trend is one of improvement but at a slightly slower rate compared to previous years. Surveys were carried out in October 2011 when GBN construction work was being carried out and this will have affected the results. Whilst waiting time for frequent services did go up to 1.32 minutes the figure was still below the 1.52 minutes recorded in 2009/10. With GBN now complete we expect to

see further improvements across the bus punctuality indicators during 2012/13.

- 7.12 We have also been benchmarking our performance with neighbouring authorities using data from the National Highways and Transport Public Satisfaction Survey and the annual benchmarking report of the South West Highways Service Improvement Group although survey results have not yet been published for 2011/12. In 2010/11 public satisfaction with rights of way was particularly high in Bath & North East Somerset and South Gloucestershire. Bristol and South Gloucestershire scored highly for satisfaction with the provision of cycle routes and facilities. Satisfaction with street works was high in Bath & North East Somerset and South Gloucestershire scored highly for maintenance operations. North Somerset was very efficient in dealing with the highway aspects of planning applications.

West of England

Bath & North East
Somerset Council



North
Somerset
Council

South Gloucestershire
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travel 