

travel 



*Joint Local
Transport
Plan*



**Progress
Report**



2008/09



West of England Partnership

**Bath & North East
Somerset Council**



**North
Somerset
Council**

**South Gloucestershire
Council**

Introduction

1. In March 2006 the four councils in the West of England sub-region joined forces to produce a Joint Local Transport Plan (JLTP). The JLTP covers the period from 2006 to 2011, and includes a range of integrated strategies to tackle congestion, improve road safety, air quality and accessibility, and enhance the overall quality of life of all people living and working in the West of England.
2. A Mid-Term Progress Review was published in December 2008, which looked back over delivery of the JLTP in 2006/07 and 2007/08, the first two years of the 5-year plan period. In commenting on the Progress Review the Government Office for the South West (GOSW) said that 'overall we consider that your JLTP strategies are being delivered and that you have made considerable progress in the first two years...'
3. This report summarises the progress we have since made in 2008/09, the third year of our programme. The clear majority of our **targets** remain on track to be achieved by 2010/11. We have also continued to contribute towards the wider objectives set in our **Local Area Agreements**.
4. In particular, public transport patronage and cycling went up in 2008/09 and traffic delays in Greater Bristol reduced, suggesting that we are making progress in **tackling congestion**. **Access by public transport** to health facilities and key employment sites improved despite some bus service reductions. GOSW have encouraged us to continue to put resources into **road safety** and we are pleased to report that there was a considerable drop in casualties in 2008. On the other hand **air quality** - GOSW's main concern - has not improved in 2008/09 as we had hoped and we recognise we still have much to do to meet our targets.
5. Management of our **highway infrastructure assets** has improved in 2008/09 although there has been some deterioration in parts of the road network. The amount of **funding** available for transport has grown with the expansion of our **major scheme programme** and we have enhanced our **governance** and project management arrangements to ensure better delivery on the ground.
6. We conclude our review of 2008/09 with a look into the future and preparations for **updating the JLTP** and rolling it forward beyond 2011.

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Progress towards Targets in 2008/09

7. The JLTP set 21 targets to be met by 2011 and we are on track to achieve 18 of them: Table 1. Air quality remains a problem and we have some concerns about meeting our highway maintenance targets. Nevertheless overall progress during 2008/09 has been encouraging.

Table 1: Progress Towards JLTP Targets

Objective & Target	On track?
Tackling Congestion	
<i>Traffic</i>	
Restrict traffic growth across the JLTP area to 12% by 2010	✓
Limit the increase in journey times on the network to 14% by 2014/15	✓
Ensure there is no increase in peak period flow to Bristol City Centre	✓
<i>Public Transport</i>	
Increase bus patronage by 3% by 2011 (NI 177)	✓
Increase bus satisfaction from 38% to 44% by 2011	✓
Increase the proportion of buses running on time to 90% by 2014/15 (NI 178)	✓
Increase park and ride journeys by 16% by 2011	✓
Increase the number of community and demand responsive passenger journeys by 50% by 2011.	✓
Increase the number of rail trips by 15% by 2011	✓
<i>Cycling</i>	
Increase the number of cycling trips by 30% by 2010/11	✓
<i>Travel to School</i>	
Ensure there is no increase in the number of children being driven to school	✓
Delivering Accessibility	
Increase the proportion of households within 30 minutes public transport travel time of health facilities from 57% to 61% by 2010/11	✓
Increase the proportion of households within 40 minutes public transport travel time of key employment sites from 65.4% to 66.2% by 2010/11	✓
Safer Roads	
Reduce the number of people killed or seriously injured on roads by 20% by 2010	✓
Reduce the number children killed or seriously injured on road by 25% by 2010	✓
Ensure there is no increase in the number of slight injury casualties	✓
Better Air Quality	
Reduce the concentration of NO ₂ in Bristol Air Quality Management Area by 4% by 2011 and in Bath Air Quality Management Area by 12% by 2011.	✗
Asset Management	
Reduce the proportion of the principal road network where structural maintenance is necessary by 8% by 2011 (NI 168).	*
Ensure no further deterioration in the non-principal road network occurs by 2011 (NI 169)	*
Reduce the proportion of unclassified roads where structural maintenance is necessary by 29% by 2011.	✓
Reduce the proportion of footways where structural maintenance is necessary by 30% by 2011	✓

* no clear evidence

Transport's Contribution to Wider Objectives

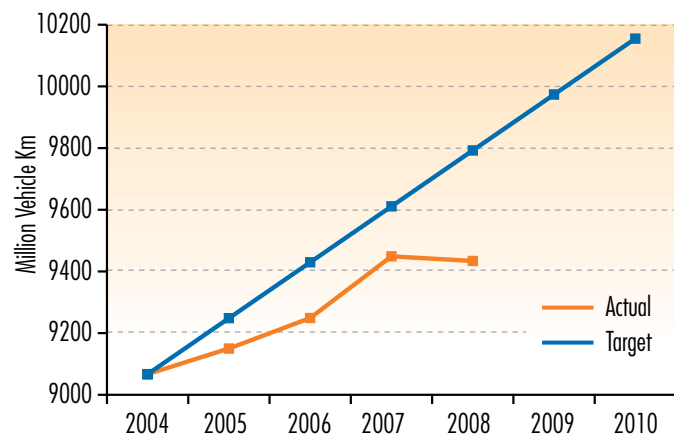
8. Progress in delivering the JLTP's targets also contributes to wider objectives and complementary local and national strategies including the Regional Spatial Strategy, New Growth Points initiative, Local Development Frameworks, Local Strategic Partnerships and the new Sustainable Community Strategies.
9. During 2008/09 we continued to work with our partners to link transport activities with each council's Local Area Agreement (LAA). Tackling traffic delays and promoting bus patronage are also common threads that feature in the emerging Multi Area Agreement between the four authorities. In addition, achieving greater access to services by public transport is crucial to delivering the wider corporate objectives of the four councils. We also recognise the need for transport to contribute towards LAA targets for reducing carbon emissions. There is a relationship as well between JLTP activities and LAA targets for reducing child obesity through investment in walking and cycling infrastructure and promotion.
10. At national level the Department for Transport's (DfT) Delivering a Sustainable Transport System (DaSTS) has set us new goals and challenges and we are looking at how these will shape the review and rolling forward of the JLTP. The regional picture will be clearer, including new areas of housing, when the Government releases the final Regional Spatial Strategy.

Tackling Congestion

Traffic and Parking

11. We are on track to meet all three of the JLTP targets for controlling traffic growth. Target LTP2 seeks to reduce the upward trend in area-wide traffic levels and between 2004 and 2008 the increase was only 4% compared to our target of 8%: Figure 1.

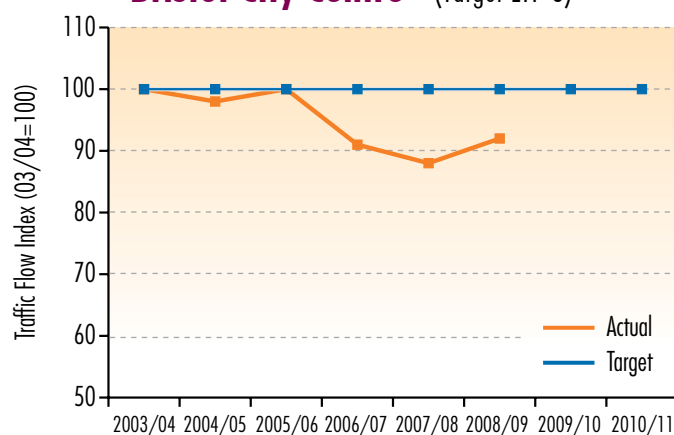
Figure 1: Area-Wide Traffic Levels (Target LTP2)



Note: the lower the figure, the better the performance

12. Target LTP 6 is to stabilise the amount of inbound morning peak period traffic into central Bristol. There was a slight increase in 2008/09 over the previous year, due in part to the opening of the Cabot Circus Shopping Centre- but traffic was in fact 8% below the 2004 baseline: Figure 2.

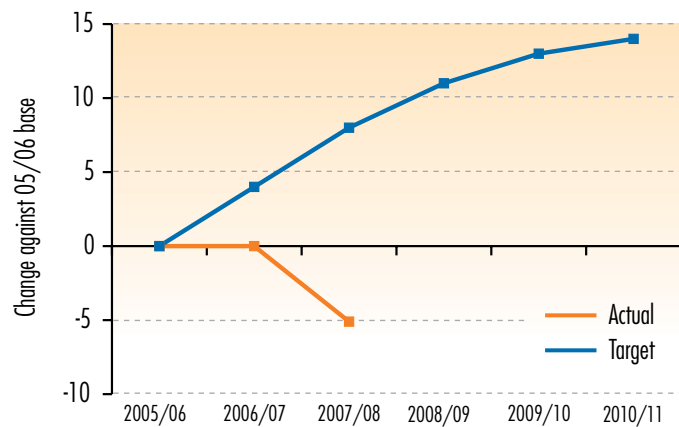
Figure 2: Inbound Morning Peak Traffic into Bristol City Centre (Target LTP 6)



Note: the lower the figure, the better the performance

13. In our Congestion Delivery Plan we estimated that there would be a steady increase in journey times as congestion builds up along Greater Bristol's key corridors. In practice traffic delays in 2007/08 (the latest available information) have dropped by 5.1% compared to 2006/07 demonstrating that our policies for tackling congestion are being rewarded: Figure 3.

Figure 3: Change in Journey Times on Congested Routes (NI 167/ Target LTP 7)



Note: the lower the figure, the better the performance

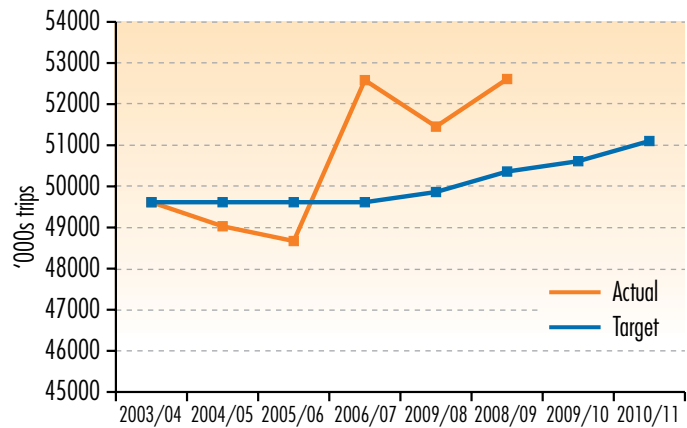


- On the strength of the Congestion Delivery Plan the DfT allocated us over £500,000 further reward funding in 2008/09. This funding is being targeted at congestion hotspots on the network. Previous examples of capital investment have included contributing to the remodelling of the A4 Bath Road/ West Town Lane junction and A37 Wells Road/St John's Lane junction in Bristol. Revenue funding has gone towards our Urban Traffic Control system and day-to-day management of the network, optimising traffic signal performance and minimising traffic queues at key locations.
- West of England Traffic Managers took part in a DfT regional workshop in September 2008 on meeting the 'network management duty' set out in the **Traffic Management Act 2004**. Officers from other parts of the region were particularly interested in the development of the new Traffic Control Centre in Bristol which greatly improves our ability to monitor the road network and react to incidents or undue congestion. Like other authorities in the South West we acknowledge that we can do more to meet the management duty, including better co-operation with utility companies on roadworks.
- In relation to **parking**, Bristol City Council carried out consultation in June 2008 to gauge support for Residents' Parking Zone (RPZ) schemes in residential areas adjacent to the city centre. In Clifton Wood and Kingsdown, the City Council decided to draw up detailed proposals for pilot RPZs following a high consultation response and a majority supporting the proposals. A separate consultation took place in July 2008 into proposed extensions to the Bristol Central Area Controlled Parking Zone. The first phase, involving areas of positive response or limited objection, is expected to be implemented during July/Aug 2009. Further consultation on other areas is programmed for Autumn 2009.

Public Transport

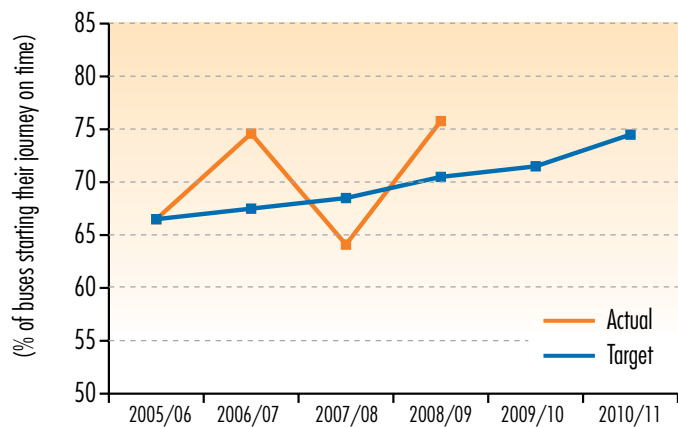
17. We are pleased that the downturn in **bus patronage** during 2007/08 was arrested in 2008/09 despite difficult economic conditions: Figure 4. Passenger numbers remain above the JLTP trajectory with last year's growth arising from park and ride as well as mainstream services, assisted by the enhanced concessionary travel scheme introduced in April 2008.

Figure 4: West of England Bus Patronage
(NI 177)



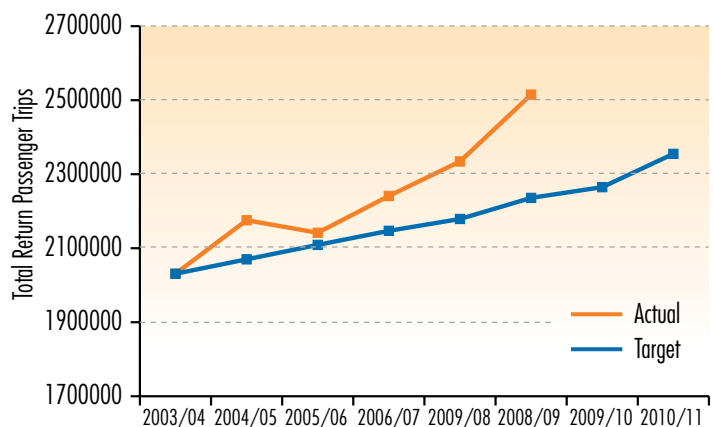
18. Over the last year there have been significant improvements in **bus punctuality** in the West of England. In 2007/08 the proportion of buses starting their journey on time (between 1 minute early and 5 minutes late) had dropped to 64% but this increased to almost 76% in 2008/09, well above the target: Figure 5. The proportion of buses on time at 'intermediate timing points' also showed a respectable improvement over 2007/08 as did the punctuality of frequent bus services (6 or more buses an hour). Both these 'sub-indicators' are on track to meet our 2010/11 targets.

Figure 5: Bus Punctuality: Buses Starting on Time
(Target LTP5/ NI 178)



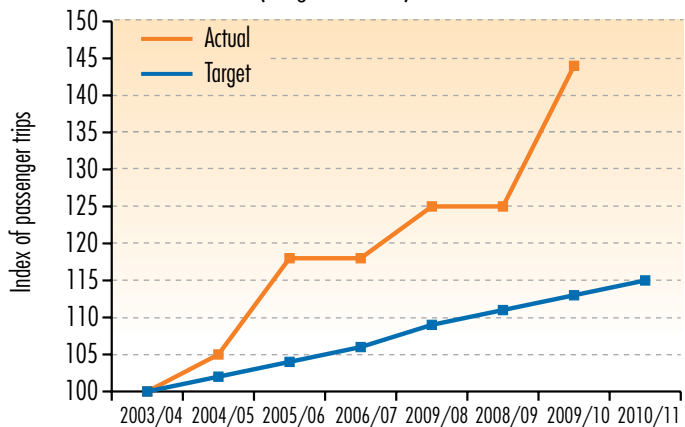
19. The number of people using **park and ride** services in Bath and Bristol has gone up by nearly 200,000 since 2007/08, an increase of almost 8%: Figure 6. This represents a healthy growth rate, substantially greater than the trajectory for target Local 2. Major factors in this increase include the completion of large city centre retail development in Bristol and the opening in September 2008 of the extension to the Portway park and ride site and associated A4 Portway bus lane.

Figure 6: Park and Ride Passengers
(Target Local 2)



20. Rail patronage in 2008/09 was up 15% on the 2007/08 figure and 44% higher than the 2003/04 baseline total: Figure 7. Growth was experienced across most of the local rail network but with significant increases at Bath Spa and on the Severn Beach Line (which has recorded a 22% increase in patronage since 2006, suggesting that the increased service frequency funded by Bristol City Council is proving attractive to passengers).

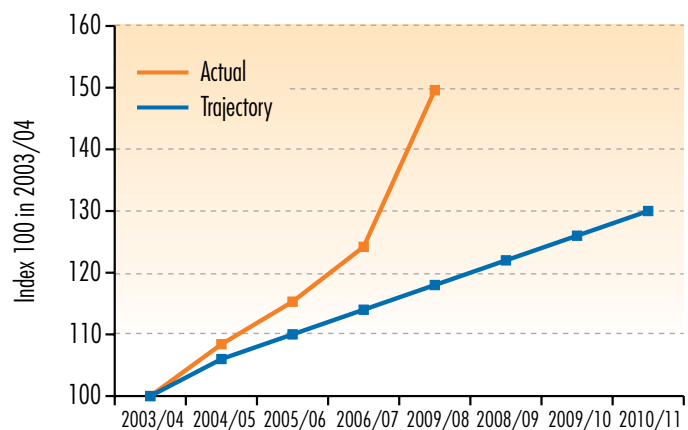
Figure 7: West of England Rail Patronage
(Target Local 1)



Cycling and Walking

21. Cycling trips in the sub-region grew substantially in 2008/09 and are an encouraging 50% above the level in 2003/04: Figure 8.

Figure 8: Cycling in West of England
(Target LTP3)



22. In June 2008 the DfT appointed Greater Bristol as the UK's first official **Cycling City**, a £22 million project involving the delivery of a major package of schemes to encourage cycling. We have started in earnest to implement a range of Cycling City measures including:

- ❖ New cycle paths, parking and other facilities at various locations in Bristol, e.g. River Street in the city centre, Meads Reach Bridge, Hartcliffe Academy and Westbury-on-Trym;
- ❖ Designing and developing 11 schemes including links to the University of West of England, Ashton Court, Hartcliffe and Yate to Mangotsfield;
- ❖ Bikeability cycle training with 5,600 participants, exceeding the original target;
- ❖ Introduction of a Bike Hire scheme.

23. We see these Cycling City schemes and initiatives having a positive impact on the level of cycling in the sub-region as a whole. The 2008/09 level of cycling in the West of England was already higher than the JLTP target for 2010/11 and reinforces the need to define a new 'stretched' target. We are currently looking at this.
24. The JLTP sets out an action plan for promoting **walking** although there is no specific target. In 2008/09 we carried out a range of schemes to make walking a safer and more convenient travel option including:
 - ❖ Improvements to the walking network in Bristol, along with signage, street furniture, junction and footway works and maintenance linked to Cycling City and other projects (e.g. the completion of phase 1 of the Northern Link from St Werburghs to Muller Road, part of a proposed pedestrian / cycle route connecting the City Centre to North Bristol and South Gloucestershire);
 - ❖ New shared use paths (e.g. schemes in South Gloucestershire along the B4059 Yate Road, part of a strategic route to link Iron Acton to Yate; the B4060 Wickwar Road on Sodbury Town trust Land; Filton Road; and north of Bradley Stoke Leisure centre);
 - ❖ New footway schemes (e.g. additional pedestrian / cyclist access opened to the south of Worle station in North Somerset providing access to newer residential areas and significantly reducing walking distances to the station);
 - ❖ Schemes flowing from our Rights of Way Improvement Plans (e.g. surfacing and landscaping of popular footpaths in Bristol such as Purdown and alongside the River Trym; and the Walkit.com online trip planner for walking covering routes around Bristol).

Smarter Choices

25. During 2008/09 we continued our promotion of **Workplace Travel Plans**. Green Commuter Clubs met regularly with good support from the major employers in Bristol and the North Fringe and acting as a focal point for sharing good practice in relation to travel planning. In 2008 West of England Travel Plan Awards were made to 8 new employers.
26. South Gloucestershire Council have prepared a Travel Plan for Parkway station in partnership with First Great Western which aims to reduce congestion and improve accessibility to the station. It will encourage commuters and business travellers in particular to make journeys to and from the station sustainably. The plan has been



praised by the DfT as being "well thought out..and there is a good chance they will make good progress towards achieving the objectives". In Bristol some 40 additional developer travel plans were drawn up in 2008/09 adding to 80 voluntary travel plans that have been developed in partnership with employers.

27. Continued partnership working has increased the number of schools with approved **School Travel Plans**. In Bristol 80% of schools now have plans and numerous promotional and travel awareness events were held in 2008/09 as part of the city's Healthy Schools Initiative to promote more sustainable and healthy modes of travel to school. Similar events took place in locations across the sub-region.
28. Our aim is to see no increase in the proportion of pupils who **travel to school by car**. Although survey results will not be published by the DfT until later in the year, early returns suggest that the drop in car usage that we experienced in 2008 may have continued in 2009.
29. A 'TravelSmart' **travel marketing** project was undertaken in Worle (east of Weston-super-Mare town centre) in autumn 2008. This was the first of two projects in the West of England intended to encourage greater use of sustainable travel modes. A total of 1,957 households (94% of the target population) were successfully contacted and feedback has been positive. (One person said, "What we have been given has opened our eyes to the local public transport possibilities"). A second survey is now underway to measure the effects of the programme. Further projects have been commenced in Bristol linked with Cycling City and targeted initially at areas identified through detailed market research, i.e. Bishopston and Central Bristol employers.



30. Other travel awareness activities in 2008/09 have included:

- ❖ Guides published for key destinations such as Bristol Parkway and Frenchay and Southmead Hospitals;
- ❖ Updating travel guides (e.g. the nine area guides for South Gloucestershire which include bus, rail, car share, community transport, taxi, powered two wheeler, cycling and walking information);
- ❖ Personalised mailings (in South Gloucestershire there is a database of almost 3,000 residents who have requested to receive transport updates);
- ❖ Individual route timetables published by operators and councils including door drops to households;

- ❖ Working with local operators to promote services including the Greater Bristol Travel Map and maps for Bath and North East Somerset and North Somerset (although budgetary pressures resulted in the closure of the Bristol city centre Infocentre);
- ❖ Information in council newsletters.

31. **Travel+** is the branding we are using on transport improvements in the West of England. This is initially being used on for our major schemes but will be rolled out more widely in 2009/10. The first Travel+ newsletter was published in June 2009.

32. The **car share scheme** 2carshare.com which covers the West of England has seen a 25% rise in membership on last year and over 43% of members have made contact to try and car share. Major employers in the sub-region including the University of Bristol have established private groups as part of the scheme.

33. **Jam Busting June** is now in its fifth year. Once again local employers have supported the competition by donating prizes and promoting it to employees. Interest in this innovative competition continues to grow following a successful launch in Bath City Centre.

34. **Car Club** membership in Bristol at the end of 2008/09 was up to 1,279, more than double the same period in 2007/08. Further cars and bays are planned adding to the 45 existing Car Club bays and vehicles. Car club membership is not so well established in Bath although it did increase by 50% during 2008/09. Although usage is being affected by the recession we look forward to future car club growth in Bath with improvements in booking systems, promotion through workplace travel plans and - as part of the European Commission (EC) funded CIVITAS Renaissance project - provision of alternative fuelled vehicles and new parking bays.

Freight

35. The Bristol Freight Consolidation centre was expanded during 2008 to provide services to retailers in the new Cabot Circus Development and work continued into the setting up of a similar facility for Bath as part of the EC CIVITAS Renaissance project.

Delivering Accessibility

36. JLTP target LTP1a is aimed at achieving better public transport **access to health facilities** covered by the Bristol Health Services Plan. In 2008 69.4% of non-car owning households could reach these facilities within 30 minutes: Figure 9. This was slightly down on the 2007 figure because of reductions in bus services but remains ahead of the trajectory.
37. The object of target LTP1b is to improve **public transport access to key employment sites**. The introduction of new services in the North Fringe in 2008/09 offset cuts elsewhere and resulted overall in a significant increase in the proportion of households able to reach key sites within 40 minutes by bus or train: Figure 10. It should be noted, however, that the accessibility to key employment sites within 20 minutes by bus or train (as opposed to the JLTP 40 minute threshold) did reduce during 2008.
38. Our accessibility action plan for public transport information aims to improve its quality, consistency and format. The **travel+** brand has been introduced with this in mind and will feature widely on publicity material, vehicles and elsewhere to promote West of England transport improvements.
39. In 2008/09 passenger numbers on **community transport** in the sub-region went up about a quarter on the previous year. The total of over 600,000 compares with our baseline figure of 263,000 in 2003/04 and this substantial growth is far ahead of our trajectory. Features of 2008/09 included:
- ❖ Successful merger of Weston Dial-A-Ride and Weston Community Transport in North Somerset;
 - ❖ Three new low floor minibuses purchased by South Gloucestershire Council along with a number of Multi-Purpose Vehicles (MPV) for social care operation to further aid the increased demand for these services. (The MPVs will improve access to medical services for a large number of people in the district and allow Community Transport minibuses to concentrate on the movement of greater numbers of passengers);
 - ❖ Successful marketing campaign by Midsomer Norton & Radstock Ring & Ride improving

Figure 9: Access to Health Facilities (Target LTP1a)

Percentage of all households with access to health facilities in the Bristol Health Services Plan within 30 minutes by public transport.

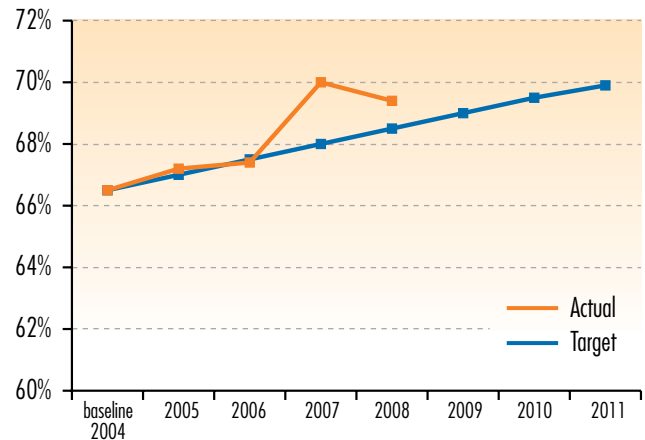
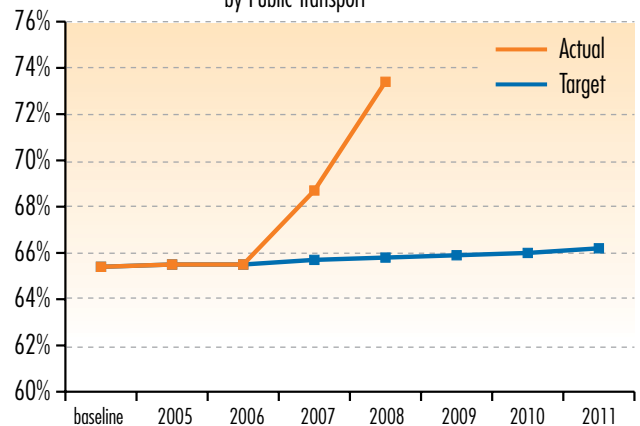


Figure 10: Access to Key Employment Sites (Target LTP1b)

Percentage of all Households with Access to a Key Employment Site within 40 minutes by Public Transport



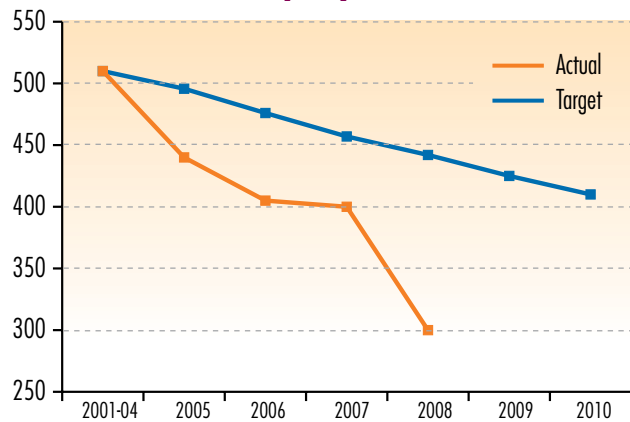
patronage in the Chew Valley by 30% from 2007/8 figures, as well as general improvement in usage in areas south of Bath and in Norton Radstock, providing elderly people, young people, people with learning difficulties and disabled people greater access to employment and training;

- ❖ Improved access to hospital appointments for dial a ride members provided by Swan Advice Network funded by Bath & North East Somerset Council.

Safer Roads

40. In 2008 there was a substantial drop in the number of people **killed or seriously injured** on the West of England's roads and all the signs point to us being able to achieve the target we set for 2010 in the JLTP: Figure 11. Fewer pedestrians, cyclists and powered two wheeler riders were injured compared to 2007 but on the other hand there was an increase in their fatalities from 16 in 2007 to 24 in 2008, underlining the need for continuing efforts to enhance road safety for these vulnerable groups.

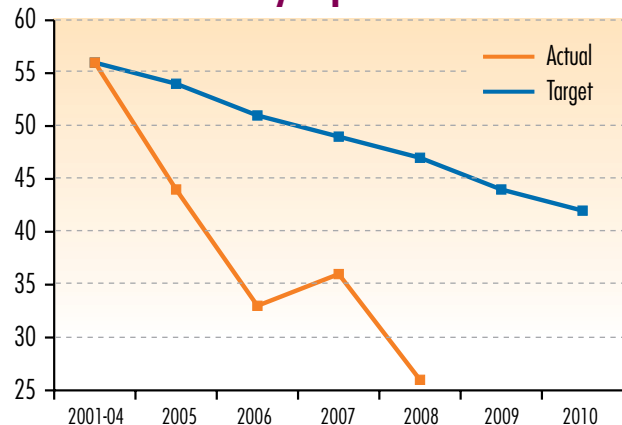
Figure 11: Number of Casualties Killed or Seriously Injured



Note: the lower the figure, the better the performance

41. The number of **children killed or seriously injured** has also continued its downward trend after a slight increase in 2007: Figure 12.

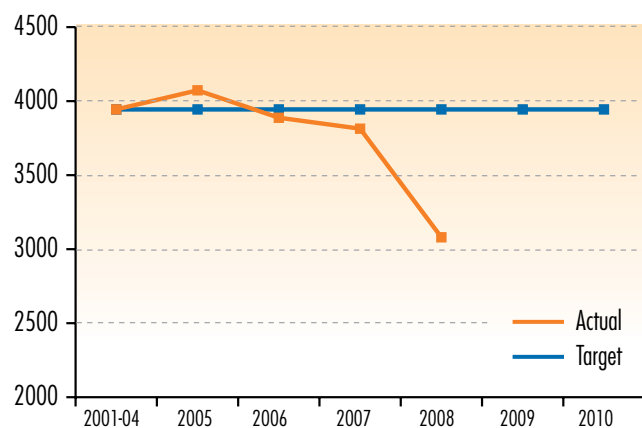
Figure 12: Number of Children Killed or Seriously Injured



Note: the lower the figure, the better the performance

42. Last year also saw a very encouraging and sharp decrease in the number of people **slightly injured** in collisions: Figure 13.

Figure 13: Number of Casualties Slightly Injured



Note: the lower the figure, the better the performance

43. Contributing to this downward trend in casualty statistics is the combination of educational programmes, engineering measures and enforcement. On the education front we have continued to cooperate through the West of England Road Safety Partnership to run extensive programmes of training and publicity. The programmes are being evaluated to ensure that they are targeted at achieving the maximum benefits. To improve motorcyclist safety we have been working with the police on a regional campaign as well as local initiatives (e.g. Advanced Motorcycle Training Sessions, Bikesafe, Conspicuity, Kickstart, Wheels Project).

44. In 2008/09 we carried out engineering schemes ranging from pedestrian crossings and traffic signals to vehicular activated speed signs and high friction surfacing. We are continuing to review the speed limits on our 'A' and 'B' roads as part of our strategy to adopt appropriate highway speeds on the network. Progress is also being made with the West of England Road Safety Partnership on a review of camera sites to encourage drivers to adopt a more responsible attitude to speed.

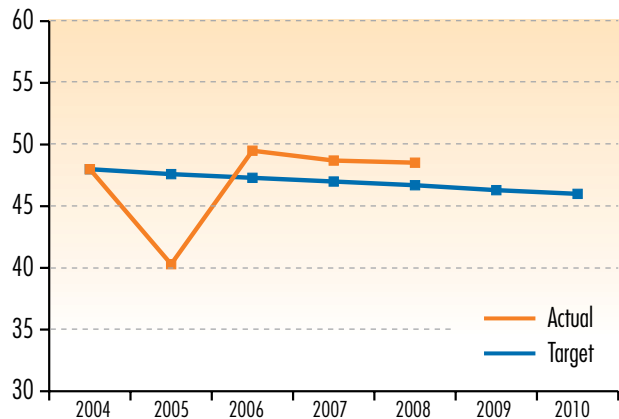


Better Air Quality

Bristol Air Quality Management Area

45. There was a slight improvement in the level of **NO₂ emissions** in the Bristol Air Quality Management Area (AQMA) between 2007 and 2008. However the level remains about 4% higher than the trajectory required to achieve the target for 2010: Figure 14. Continuing implementation of the AQMA Action Plan, combined with reduced levels of traffic because of current economic conditions, are expected to bring down emission levels during 2009 and get the target back on track.

Figure 14: Air Quality in Bristol Air Quality Management Area ($\mu\text{g}/\text{m}^3$ of nitrogen dioxide) (Target LTP 8)

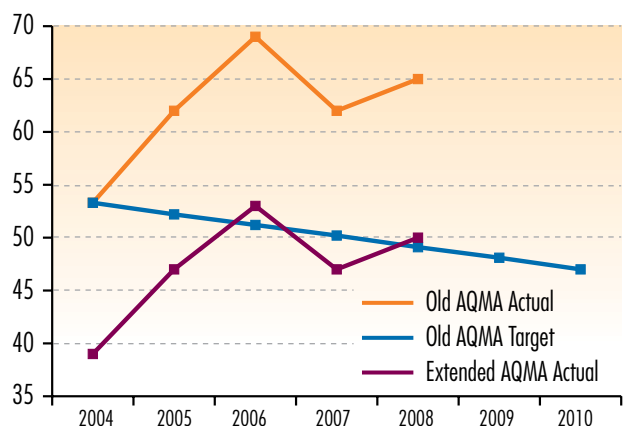


Note: the lower the figure, the better the performance

Bath Air Quality Management Area

46. When the air quality target for Bath was set in the JLTP it was based on the A4 London Road corridor which was the focus of the AQMA at that time. The level of **NO₂ emissions** in 2008 in the London Road area was higher than in 2007 and remains significantly above the JLTP trajectory: Figure 15. The AQMA was extended last year to embrace a much larger part of central Bath and the average level of emissions across this wider area is significantly lower, although it has seen an upward trend since 2004. An action plan is currently being developed for the extended AQMA which will set out a range of measures for tackling air quality issues.

Figure 15: Air Quality in Bath Air Quality Management Area ($\mu\text{g}/\text{m}^3$ of nitrogen dioxide) (Target LTP 8)



Note: the lower the figure, the better the performance



47. Consultations are currently taking place into a potential Air Quality Management Area for Keynsham High Street. Later this year three other potential Air Quality Management Areas will be the subject of consultation:

- ❖ Staple Hill at the Broad Street (A4175), High Street (B4465), Victoria Street and Soundwell Road (A4017) crossroads;
- ❖ Kingswood along Regent Street (A420); and
- ❖ Cribbs Causeway adjacent to the M5 Roundabout at Junction 17.

Asset Management

48. The first phase of the Joint Transport Asset Management Plan (JTAMP) was completed in 2008/09, a long term plan setting out how the four highway authorities will manage the West of England's transport infrastructure in the most effective way. The JTAMP will be developed further over the next two years with the aid of additional funding of £534,500 from the DfT.

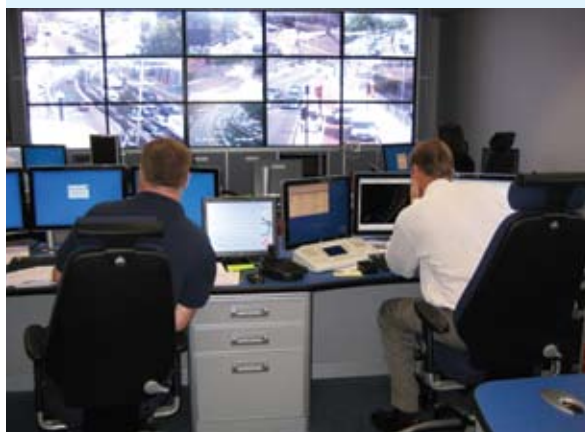


Principal and Non-Principal Roads

49. In the 2008 Mid Term Progress Report we identified a worsening in the condition of our principal (mainly 'A') roads between 2006/07 and 2007/08. During 2008/09 there was a further slight deterioration in these roads, although the proportion of the network in need of early attention was low (just under 5%). The condition of our non-principal roads also worsened in 2008/09 and about 12% of the network may have to be the subject of structural maintenance works.



50. Although disappointing, the decline in highway condition was not unexpected bearing in mind the impact of adverse winter weather in 2008/09. With further investment in maintenance schemes, enhanced by more cost effective delivery through our JTAMP work, we expect the situation to improve by 2010/11. However it is not clear on present evidence that we will meet our JLTP targets and we recognise that we need to work hard to get back on track.



Unclassified Roads and Footways

51. The available survey information suggests that the year on year improvement in the condition of our network of unclassified roads continued in 2008/09. Welcome improvements were also recorded in the condition of our footway network compared to the previous year (with an estimated 18.5% of the network in need of repair, down from 25.9% in 2007/08) and we are now back on track to meet our 2010/11 target.



Bridges and Structures

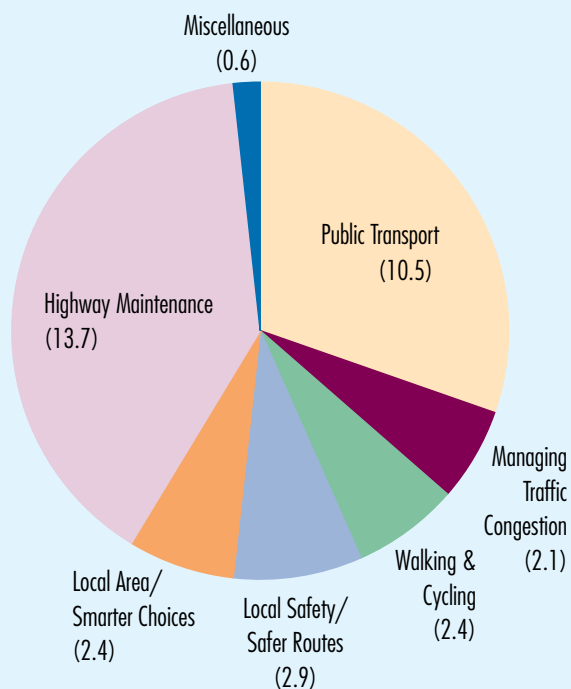
52. In addition to our normal programme of maintenance schemes for bridges, retaining walls and other structures we received extra funding from the DfT in 2008/09 for work on the A4 Portway in Bristol. This welcome funding enabled the strengthening of the footways on the Portway Viaduct and railway bridge to be carried out to avoid potential problems by over-running vehicles.

Investing in Schemes

53. In 2008/09 we invested about £35m of capital funding in a range of transport schemes. Almost 40% went on highway maintenance and 30% on public transport: Figure 16. Two thirds of this funding came from DfT 'block allocations' for integrated transport and maintenance schemes. The remainder came from a variety of sources including:

- ❖ Greater Bristol Bus Network major scheme funding;
- ❖ Road Safety Grant;
- ❖ Congestion Reward;
- ❖ Cycling City;
- ❖ Special maintenance funding;
- ❖ Council funding;
- ❖ S106 developer contributions

Figure 16: Broad Breakdown of Capital Spending in 2008/09
(£m)



Major Schemes

54. In February 2009 the South West Regional Assembly submitted its 'South West Regional Funding Advice 2009-2019' (RFA) to the Government setting out recommended priorities for major transport investment. The RFA includes 11 major schemes in the West of England representing a total potential investment of over £600m.

55. A summary of our major scheme programme is given in Table 2. The **Greater Bristol Bus Network** scheme passed a significant milestone in May 2008 when the DfT gave it final approval. This enabled us to press ahead with delivering the scheme on the ground and a detailed update on progress was included in the May 2009 edition of the Travel+ newsletter.

56. Recent work on our other major schemes has included:

- ❖ Funding bids for the **Rapid Transit Ashton Vale to Temple Meads & Bristol City Centre** and **Weston Package** schemes successfully submitted to DfT;
- ❖ Consultation at the end of 2008 on options for the **South Bristol Link**; Option Appraisal Report published in March 2009 covering 5 road and rapid transit options;
- ❖ Planning permissions being sought for parts of the **Bath Transportation Package**;
- ❖ Assessment of range of technical work required to support bid for the **North Fringe to Hengrove Package**;
- ❖ Network Rail engineering study commissioned by North Somerset Council in February 2009 into re-opening the **Portishead rail line** for passenger train services.

Table 2: Major Schemes Programme

Scheme	2008/ 2009	2009/ 2010	2010/ 2011	2011/ 2012	2012/ 2013	2013/ 2014	2014/ 2015	2015/ 2016	2016/ 2017	2017/ 2018	2018/ 2019	2019/20 Onwards
Greater Bristol Bus Network	→											
Bath Transportation Package	→	→	→	→	→							
Weston Package Phase 1	→	→	→	→	→	→	→					
Rapid Transit Ashton Vale to Temple Meads and Bristol City Centre	→	→	→	→	→	→	→					
North Fringe to Hengrove Package	••••	••••	••••	••••	••••	••••	••••	••••	••••	••••	••••	••••
South Bristol Link Phases 1 & 2	••••	••••	••••	••••	••••	••••	••••	••••	••••	••••	••••	••••
Portishead Rail Corridor	••••	••••	••••	••••	••••	••••	••••	••••	••••	••••	••••	••••
Greater Bristol Metro Rail Project			••••	••••	••••	••••	••••	••••	••••	••••	••••	••••
M5 Junction 21 Bypass			••••	••••	••••	••••	••••	••••	••••	••••	••••	••••
Callington Road Link/Bath Road Improvements	••••	••••	••••	••••	••••	••••	••••	••••	••••	••••	••••	••••
Rapid Transit Emerson's Green to Temple Meads	••••	••••	••••	••••	••••	••••	••••	••••	••••	••••	••••	••••

- Technical work to support funding bid to DfT
- DfT assess and approve bid/ Planning and Other Consents/ Procurement
- Implementation



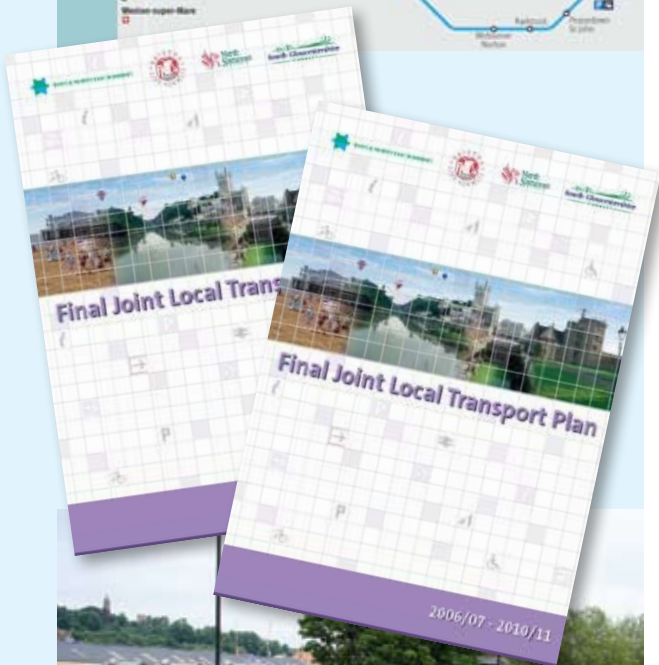
Governance

- 57. In their formal letter commenting on our Mid-Term Progress Review GOSW said they were pleased about 'the considerable progress you have made in overcoming the complex legal and financial responsibilities required in order to set up an enhanced governance procedure'. GOSW looked forward to the establishment of a **Joint Transport Executive Committee** and the first meeting took place in April 2009.
- 58. An early decision of the Joint Transport Executive Committee was to approve governance and project management arrangements for major transport schemes and other key sub-regional transport projects. These arrangements are seen as an essential ingredient to delivering transport investment in the West of England.



Review of the JLTP

- 59. We are starting work on the **replacement Joint Local Transport Plan** to cover the years after 2011. The Plan is likely to be in two parts with a Strategy document taking a longer term view beyond the 5-year time period of the current JLTP. This will be backed up with a shorter term Delivery Plan setting out a programme for implementing schemes which deliver the Strategy.
- 60. Supplementary documents for example on walking, parking, buses, road safety, cycling and rail will support both the Strategy and Delivery Plan.
- 61. Consultation on the draft Plan will take place in early summer 2010. Look out for consultation on vision shaping and objectives in autumn 2009.
- 62. Our aim is to produce a clear, concise and accessible Joint Local Transport Plan. The Plan must be submitted to the Department for Transport by 31 March 2011.



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