



West of England Joint Local Transport Plan 3 Progress Report 2013/14

travelwest 

1. Introduction

In the Joint Local Transport Plan 3 (JLTP3) we said that we would produce an annual report on progress made in delivering transport improvements.

This report outlines what we spent in 2013/14 and how we did against our targets and indicators.

To give a flavour of the types of schemes and measures delivered during 2013/14 photographs are included throughout this report.



Bath cycle hire scheme

2. Major Schemes

In late 2011 the Department for Transport (DfT) agreed to make available £135m towards the cost of five major schemes in the West of England and during 2013/14 we continued to focus our efforts on progressing delivery of these substantial infrastructure projects.

Bath Transportation Package

Improvements at the Odd Down and Lansdown Park & Rides, High Street, and major junction street works have been completed.

Work has commenced at Newbridge Park and Ride.

278 bus stops have been upgraded and **80 new shelters** installed.

Car park counts systems have been installed and linked to inner car park signs and outer variable message signs



New bus stop at Lansdown Park & Ride

Weston Package

The Weston Package was completed ahead of programme and under budget in February 2014 with a Ministerial launch on 13 February 2014.

Already providing benefits with large reductions in congestion and queuing.

Use of the new Worle station car park continues to grow, rising to **more than 100 cars per day**.



New car parking and interchange at Worle station

MetroBus Ashton Vale to Temple Meads

Transport & Works Act Order came into force on 9 January 2014 with no challenges, tenders for Design & Build construction contracts issued, Portbury Freight Line Skewed Bridge being developed and Compulsory Purchase Order processes underway.



M5 Junction 21 improvements

MetroBus North Fringe to Hengrove Package

As of March 2014 planning application submitted, procurement strategy developed and work to prepare the Invitation to Tenders started and Compulsory Purchase Order process for the Stoke Gifford Transport Link progressing.



Artist's impression of MetroBus scheme in Bristol

MetroBus South Bristol Link

Planning application approved by North Somerset and Bristol City Councils, publication of Compulsory Purchase Order and Side Road Order with 42 objections received, formal public inquiry process started, face to face negotiation with land owners and tenants underway, tender documents for Design and Build sent out and a revised project team now set up with a focus on the delivery and procurement.

MetroWest

MetroWest is the West of England project to bring half hourly services to local rail stations and the reopening of the Portishead and Henbury lines to passenger services.

Major work undertaken during 2013/14 included:

- Network Rail Interim Report on work to date on MetroWest Phase 1 published November 2013.
- MetroWest Phase 1 GRIP Stage 1-2 work and modelling and appraisal work for Preliminary Business Case started.
- Network Rail's Crossrail Iteration 5 timetable modelling project (including MetroWest) expected completed March 2014.
- MetroWest Phase 1 leaflet produced.
- Environmental work stream started.
- North Fringe Stations Study (including stations on the Henbury Line) published March 2014.
- GRIP Stage 1-2 and Preliminary Business Case briefs for MetroWest Phase 2 under preparation.
- Bristol New Stations High Level Assessment Study looking at Ashley Down, Horfield and Ashton Gate (part of New Stations Package not Phase 2) under preparation.



Regular updates on all the major transport schemes including MetroWest are reported to the quarterly meetings of the West of England's [Joint Transport Board](#).

In addition, funding was received for:

Better Bus Area Fund 1 (2012-2014)

Comprising bus measures on the A38 and A420/A431 corridors:

- 385 buses equipped with free on board Wi-Fi,
- roll out of Real Time Information On-Bus Units providing 'next stop' information,
- infrastructure improvements in Kingswood town centre to improve traffic flow and assist buses,
- development of training for bus drivers about vulnerable road users.

Cycling Ambition Fund

Including work started on Cribbs Causeway to Emerson's Green Trunk Route scheme (Hambrook Crossroads improvements and toucan crossing at M32 Junction 1), design work on the Seven Dials scheme in Bath, Vauxhall Bridge improvements and the Promenade and River Crossings package in Bristol.

Local Sustainable Transport Fund (LSTF)

Including roll out of 20mph areas in Bristol, installation of electric charging points, 108 grants (£0.62m) to businesses generating £1.17m of match funding, travel advisors working with Southmead Hospital, 48,000 people downloaded the 'BusChecker App' and a successful £4m bid for LSTF revenue funding in 2015/16.

Local Pinch Point Fund

Funding was secured in September 2013 for improvements at M5 Junctions 16 and 17 to reduce traffic congestion at these locations helping to facilitate growth sites in the North Fringe of Bristol. £1.68 million in DfT grant has been secured, matched by local contributions, and the schemes will be constructed by Spring 2015.

Rapid Charging Points

Funding has been secured from the Office for Low Emission Vehicles (OLEV) for the installation of 11 rapid charging points for electric vehicles across Bristol and South Gloucestershire. The first sites were installed in Spring 2014 and the programme will be completed by Spring 2015.



The X1 service between Weston-super-Mare and Bristol received kickstart funding through the LSTF

3. Capital Spending

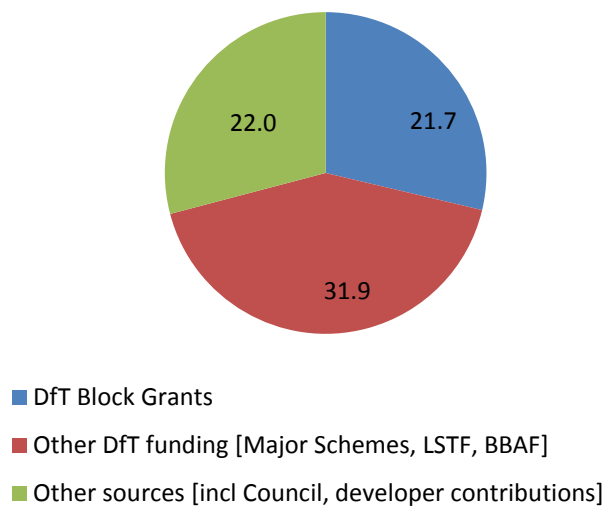
During 2013/14 we looked to maximise capital funding from as wide a range of sources as possible as set out below:

DfT Integrated Transport Block	£7.2m
DfT Maintenance Block	£14.5m
DfT Major scheme funding	£25m
Local Sustainable Transport fund	£3.7m
Better Bus Area Fund	£3.1m
Council resources	£9.4m
Developers contributions and other	£12.7m



In summary we estimate that almost £76m has been spent on capital investment in transport during 2013/14 as shown in Figure 3.1.

Figure 3.1: Capital spending on transport in 2013/14 £m



Revenue budgets were under severe pressure and limited what we could achieve in the year although the revenue elements of LSTF funding and Better Bus Area

Funding made a valuable contribution to the programmes.

The bulk of the Councils' revenue spending was spent, as in previous years, on highway maintenance and the concessionary bus travel scheme.

4. Targets and Monitoring

We have five 'Top Targets' and five Supporting Indicators. The targets take account of our successful major scheme bids and funding for the WEST LSTF bid.

Road Safety

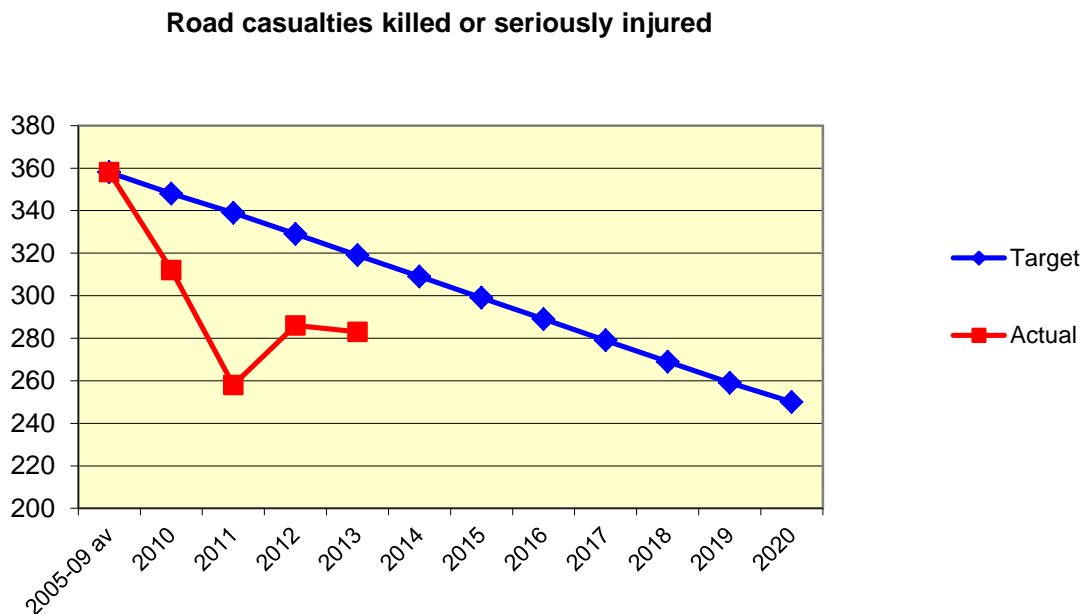
Our local target is to achieve a 30% reduction in the number of people killed and seriously injured across the West of England by 2020, based on the average between 2005 and 2009. This will mean a reduction from 358 to 250 by 2020.

Numbers were steadily dropping until a slight increase to 286 between 2011 and 2012 but the figures now look to have stabilised with 283 in 2013. This figure is still well below the trajectory (Figure 4.1). This shows very positive progress although the total of 31 fatalities in 2013 (24 in 2012) is still too high.



A432 Chipping Sodbury road safety scheme - reduced speed limit, new cycle lane and improved road surface

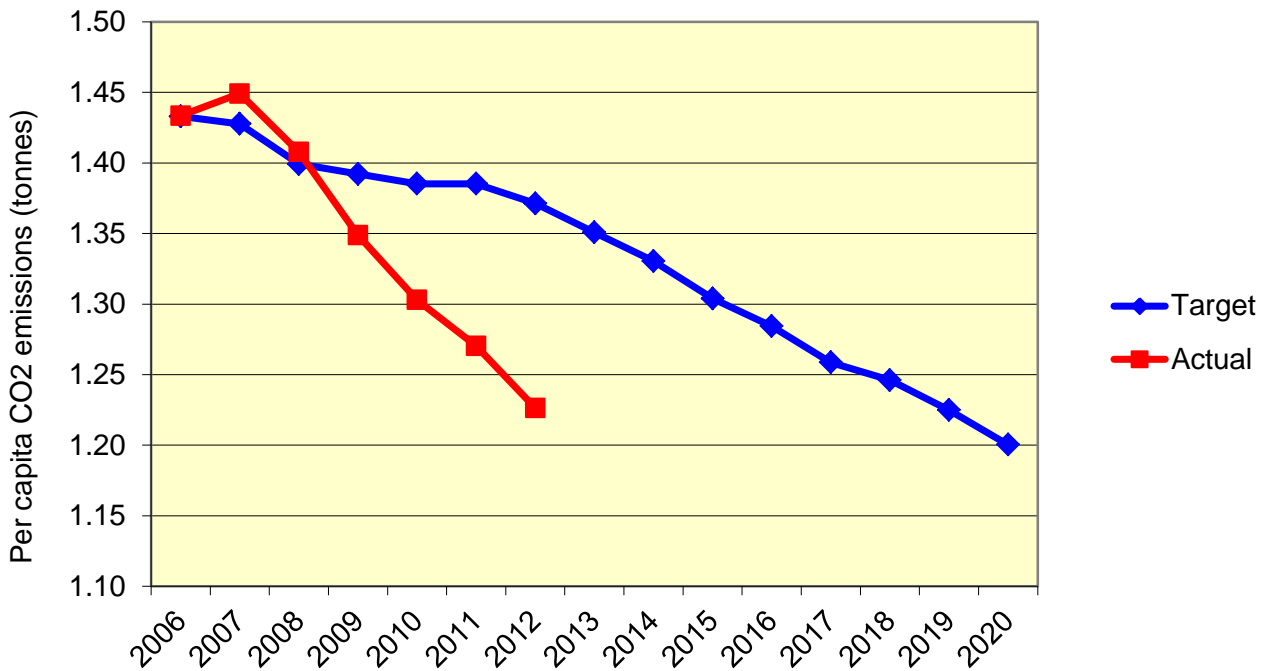
Figure 4.1: Road safety target



CO₂ emissions

This target relates to CO₂ emissions from road transport and is measured using data supplied by the Department of Energy and Climate Change (DECC). This data is a year in arrears so figures are for 2012. Our target is for a 16% reduction in per capita emissions from road transport by 2020 from a 2006 baseline. Figure 4.2 shows that we are well on track to meet the 2020 target.

Figure 4.2: CO₂ emissions target



Electric charging point and hybrid buses in Bath & North East Somerset

Cycling

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.

The aim is to achieve a 76% increase in trips by 2015/16 carrying on the momentum built up by the Cycling City project.

Unfortunately, due to technical problems with the cycle counters in Bristol no data was collected during 2012/13. Figures are only available for the other three local authority areas and these are shown in Figure 4.3, along with a revised interim target trajectory of 30% which excludes Bristol.

Figure 4.3 shows there has been a **highly encouraging 9% growth** in cycling in the areas outside Bristol.

Bristol City Council has a strategy in place to restore the cycling counter network and for 2014/15 the cycle target will be rebased with the new data.

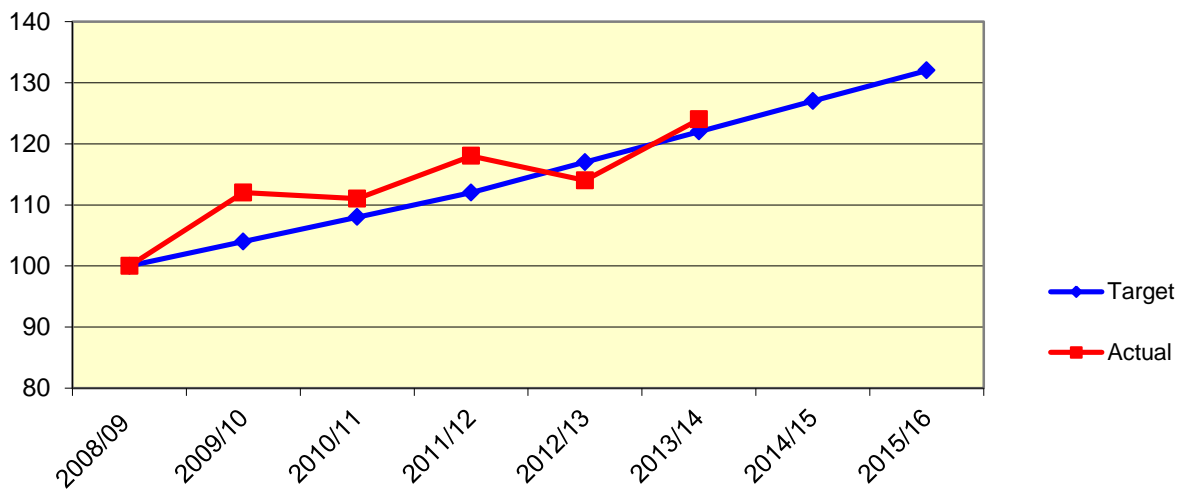


New pedestrian and cycling bridge at Batheaston



Shared use path at Bath University

Figure 4.3: Cycling interim target (excluding Bristol)



Rail

The JLTP3 target for rail patronage reflects the forecasts put forward in the 2010 Network Rail Great Western Route Utilisation Strategy for 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.

In 2013 passengers grew by 10.7% (Severn Beach Line up 27.4%) and the 2019 target was met six years ahead of schedule.

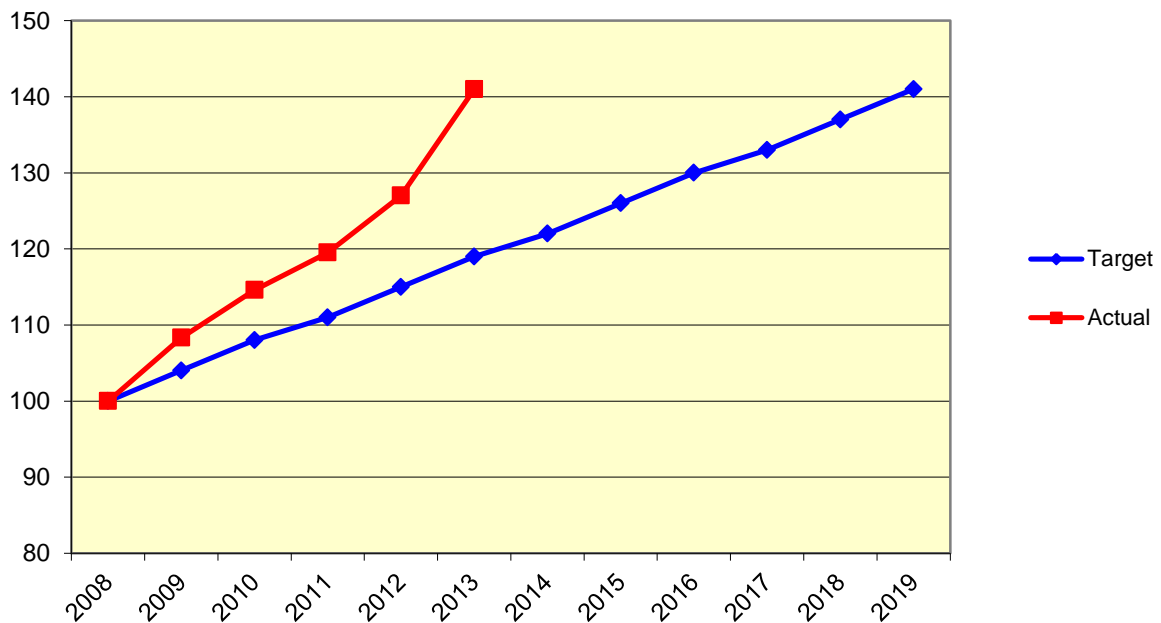
This high rate of growth reinforces the need for further investment in the rail network through the MetroWest project.

For 2015 we will look at setting a new target for rail patronage.



Passengers at Filton Abbey Wood

Figure 4.4: Rail target



Bus passengers

The bus patronage target is based on predicted growth arising from GBBN, the Bath Transportation Package, the Weston Package and the Ashton Vale to Bristol City Centre Rapid Transit scheme.

This represents an overall target of over 11% growth between 2008/09 and 2015/16.



Buses serving the new Northfield development on Highwood Road, South Gloucestershire

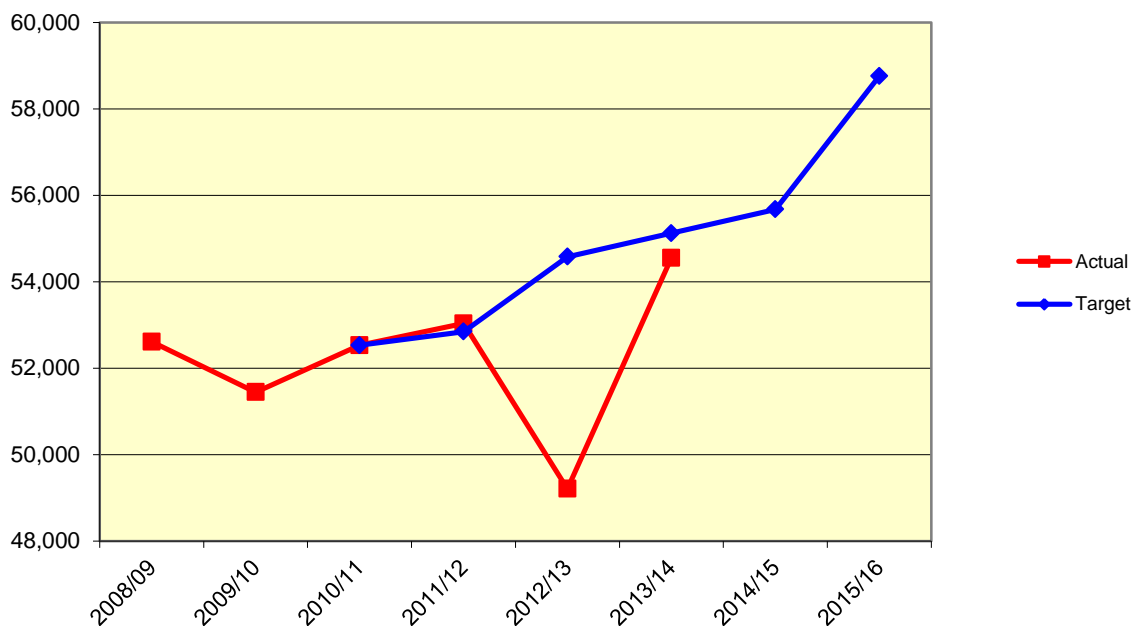
Provisional figures for 2012/13 suggested bus passenger numbers had fallen.

A number of reasons were put forward including the poor weather in summer 2012 and winter 2013 and the effect of the Olympic Games on travel patterns.

Subsequently it has emerged that there had been problems with new ticket machines not recording all journeys.

It has not proved possible to establish how many journeys were missed. Results for 2012/13 must therefore be treated as a blip. For 2013/14 the target is close to being back on track (Figure 4.5) with 54.5m bus passengers carried.

Figure 4.5: Bus passenger targets












Note: 2012/13 data distorted by new ticket machines not recording all journeys.

5. Supporting Indicators

We monitor our four Supporting Indicators using a 'traffic light' system. Green means performance is improving, amber no significant change whilst red means performance is slipping. Progress in 2012/13 is shown in Table 5.1.

Table 5.1: Supporting indicators

Indicator	Performance in 2013/14
Maintenance	
• Principal Roads	
• Non-Principal Roads	
Congestion (2012/13 data)	
Air Quality	
• Bath	
• Bristol	
• Other areas	
Bus punctuality	
• Starting on time	
• On time at intermediate stops	
• Waiting time for frequent services	

The overall condition of both principal (mainly 'A') roads and non-principal in the West of England showed no significant changes in 2013/14 hence the amber status. This indicates that the investment in road maintenance in 2013/14 was sufficient to avoid deterioration, but not enough to improve the condition of the asset.

For congestion we rely on information from the DfT and figures for 2012/13, the latest available, show that average traffic speeds fell slightly by 3.1% to 22.7mph compared to a fall of 1.5% to 24.9mph nationally. There are variations across the four authorities.

Air quality in the Bristol Air Quality Management Areas (AQMA) worsened slightly in 2013 compared to the previous year with a rise in the average level of nitrogen dioxide from 43 to 45 $\mu\text{g}/\text{m}^3$. In the Bath AQMA there was a slight improvement from 46 to 45 $\mu\text{g}/\text{m}^3$. In both cases levels still remain above the 'objective' of 40 $\mu\text{g}/\text{m}^3$ set in the National Air Quality Strategy. In the West of England's smaller AQMA the picture was better with improvements in Kingswood, Saltford and Staple Hill and a relatively static situation in Keynsham.

Overall bus punctuality was unchanged in 2013/14. In part this was due to major construction projects such as the Weston and Bath Transportation Packages and utilities work causing disruption to local bus services. With construction now finished or about to finish we will be expecting improvements in 2014/15. Overall results for waiting time showed an improvement but as the data is incomplete and conceals wide variations it has been given an amber rather than green status.