



West of England **Joint Local Transport Plan 3** **Progress Report 2012/13**

travelwest 

Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire Councils
working together to improve your local transport

JOINT LOCAL TRANSPORT PLAN 3 PROGRESS REPORT 2012/13

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1. Introduction

- 1.1. In the Joint Local Transport Plan 3 (JLTP3) we said that we would produce an annual report on progress made in delivering transport improvements. In the Progress Report 2011/12, agreed by JTEC on 20th September 2012, we looked at what was achieved in the first year of the 15-year JLTP3 period. This current report outlines what we delivered in the second year, 2012/13.
- 1.2. This JLTP3 Progress Report 2012/13 assesses what we actually delivered in that year compared to the proposals put forward in the JLTP3 Delivery Report 2012/13 to 2014/15, approved by the Joint Transport Executive Committee in March 2012.

2. Approach to developing the 2012/13 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 2012/13 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 2012/13 programme. We also outline schemes and initiatives carried out by our partners.

3. Delivering the 2012/13 programme

Selection of Schemes and Measures

- 3.1. In these challenging times we selected schemes and measures for the 2012/13 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. During 2012/13 we continued to invest in improvements to bus services, adding to those brought about by the Greater Bristol Bus Network (GBBN) major scheme launched in the previous year. We agreed 'Quality Bus

Partnerships' with the operators along most of the GBBN corridors and in October 2012 organised the first West of England Bus Conference. This was held in Bath and attended by 60 delegates representing bus operators, Councils, passenger groups, major employers, young people and older people. Transport Minister Norman Baker gave the keynote speech.



3.4. In addition to improvements introduced by the Bath Transportation Package major scheme – described in Section 4 - our investment was boosted by funding from both the Department for Transport's (DfT) Better Bus Area Fund (BBAF) and Local Sustainable Transport Fund (LSTF). Following news in March and June 2012 that our bids had been successful we appointed a single project manager to co-ordinate delivery of the public transport aspects of the two projects which focus on:

- infrastructure to give buses greater priority on the highway and help reliability and punctuality;
- improved bus shelters and stops;
- information, especially real time;
- marketing;
- ticketing;
- new and upgraded services; and
- better vehicles.

Box 3a Better Bus Area Fund improvements in South Gloucestershire

Kingswood Town Centre

- Installation of 'MOVA' at signals to give buses priority at the junction of Hanham Road/High Street;
- Traffic signal upgrades at junctions Regent Street/Downend Road and Two Mile Hill Road/Blackhorse Road;
- Realignment of delivery bay in Kingswood High Street;
- Improvements to the bus stand in Cecil Road

Bus Stops

Over 200 bus stop sites in South Gloucestershire have been assessed and scoped for provision of either new shelters or refurbishment of existing ones. Initial consultation has been undertaken with relevant Parish & Town Councils. Installation of raised borders has been undertaken at certain locations that lacked them.

3.5. Highway infrastructure improvements included early phases of BBAF proposals to upgrade three further bus corridors to GBBN standard: A38 South Bristol/ Filton; A420/ A421 Kingswood/ Hanham/ Bath; and A4 in Bristol city centre. Box 3a outlines some of the improvements in South Gloucestershire. Refurbishment and replacement of bus shelters were included in that town

centre project and also featured elsewhere. Box 3b describes the opening of the Cheswick Bus Link in South Gloucestershire (jointly funded by developers and South Gloucestershire Council's Block Grant from the DfT for Integrated Transport).

Box 3b Cheswick Bus Link set to improve journey times



The drive to upgrade and improve bus services in South Gloucestershire and the Greater Bristol area took a further step forward in September 2012 with the official opening of the Cheswick Bus Link in Stoke Gifford.

The 1km bus and cycle-only route between the University of the West of England (UWE) and Abbeywood Roundabout in Stoke Gifford is set to improve journey times and reduce delays by allowing buses to bypass traffic on the Ring Road and Coldharbour Lane.

The link will also connect residents of the new Cheswick Village development into the area's public transport network and provide a vital link to the proposed Romney Avenue Bus Link, south of Cheswick Village, combining to form a direct, bus only route between the North Fringe and Bristol.

Chair of South Gloucestershire Council's Planning and Transportation Committee Cllr Brian Allinson said: "I'm delighted to be opening another link in our area's public transport network, helping improve services for bus users and reducing congestion on our roads.

"This route builds on the Greater Bristol Bus Network infrastructure and will complement other schemes such as the Great Stoke Way bus lane and the Abbeywood Roundabout improvements.

"Importantly, it also means that the residents of Cheswick Village will also have ready access to our public transport network and underlines our commitment to delivering better public transport services across South Gloucestershire and the Greater Bristol area."

Chris Abbott, Director of Facilities at UWE Bristol said, "This new link is a great step forward in helping to improve journey times and transport options for students and staff travelling to UWE. This initiative is part of UWE's long term strategy to ensure good transport links and develop the main Frenchay Campus. We are pleased to be working closely with our partners to deliver transport improvements that will benefit the whole community."

Based on media release Sept 2012

- 3.6. BBAF funding enabled us to develop further the West of England real time bus information system with emphasis on enhancing the quality of data, increasing the number of displays at bus stops and getting more equipment. We updated timetable information and the operators installed 'next stop' displays on many buses. The TravelWest website was enhanced and re-launched (see 3.17) and marketing directed at selected bus services.

- 3.7. The newly formed West of England Bus Operators' Association launched a multi-operator bus ticket in September 2012. Called AvonRider, the ticket offers a day's unlimited travel on most of the bus network in the West of England. Two more tickets were introduced by the operators in January 2013: the BristolRider and the WestonRider, available from 14 operators for daily travel in each area.
- 3.8. In line with the Councils' Travel+ Ticketing Vision, 2012/13 saw expanded use of the Diamond travelcard (bus pass) as a smartcard. Almost 130,000 journeys took place in January 2013 using this smartcard technology. Work continued with the roll out of 'smart' ticket machines and the development of the complex 'back office' facilities needed to extend smartcard use to all bus services including park and ride buses.
- 3.9. In January 2013 the First Group announced a proposed review of commercial bus fares, inviting participation from bus passengers, the general public, local MPs, Councillors, and Bristol's Mayor. Justin Davies, Regional Managing Director for First in the South West and Wales, said "We want to heighten awareness about the industry and allow people to better understand the economics of running buses and the cost pressures we face. In return we want to hear from the public and their representatives, in particular what they think we could do differently to both attract more people on to buses and deliver the best possible value for money for our customers. This is why we are launching this review and consultation and we hope that as many people as possible will let us have their views." We will report on the outcome in next year's Progress Report.

Box 3c More bus links to University of the West of England (UWE)

Wessex Red 13 and 19 bus services have been improved:

- 13 route extended from UWE Bristol's Frenchay campus and the city centre to include Bradley Stoke;
- 19 doubled in frequency and re-routed through Cotham and Kingsdown as well as UWE Bristol and the city centre.



WESSEX
RED

With support from LSTF funding the improved services are aimed at helping local residents and will run in partnership with South Gloucestershire Council and UWE Bristol.

Both services have new buses with on-board 'next stop' information. Ticket prices are discounted for Wessex Red smart card users.

"These new services are yet more evidence of the council's continuing commitment to make travelling by public transport as attractive an option as possible for our residents."

Councillor Brian Allinson, Chairman of South Gloucestershire Council's Planning, Transportation and Strategic Environment Committee

- 3.10. In 2012/13 we took the opportunity, with LSTF and other support, to work with the operators to introduce new or enhanced bus services or increase support for existing services: see Boxes 3c, Box 3d and 3e. Another initiative was developing a package of measures to improve bus service links to the new Southmead Hospital, funded through a planning agreement with the Bristol NHS Trust.

Box 3d New express bus service links East Bristol with UWE, MOD and Aztec West



A new express bus service was launched in January 2012 linking Kingswood and Emersons Green with major employment centres in the North Fringe of Bristol.

The X18 service, operated by First Group working in partnership with South Gloucestershire Council, provides five or six journeys in each direction during both the morning and afternoon rush hours, Monday to Friday.

First says the new service will use modern, low-floor buses that will “offer a better bus travel experience that will help persuade people to leave their cars behind and feel good about taking the bus”.

Features of the “executive-style” service include:

- individual leather seats
- free wi-fi
- BBC news updates on screen
- ‘next stop information
- free Metro newspaper.

Locally, the X18 route sees buses enter the UWE Frenchay campus from Coldharbour Lane before heading along the new Cheswick Bus Link to MoD Abbey Wood before returning to the Ring Road and heading up to Filton.

Buses will then proceed north up the A38 Gloucester Road before entering the Aztec West Business Park.

Based on media release January 2013

Box 3e Hospital bus provides South Bristol community links



Senior Staff Nurse Elaine Green welcomes Councillor Tim Kent and Wessex Connect's Justin Thomson to the hospital bus stop, which is now served by the 515.

A new hospital bus service has been launched in between the South Bristol Community Hospital, the Skills Academy and Stockwood, Hengrove and Whitchurch. The cost of the one year contract has been paid for through developer contributions for local benefits around Hengrove Park.

"The bus provides a vital link to the hospital and the Skills Academy. It also stops at shops, supermarkets and other facilities across South Bristol, so it's useful for residents' daily needs as well."

Bristol City Councillor Tim Kent, Executive Member for Transport

Based on media release, July 2012

- 3.11. The year also saw the introduction of new vehicles to the West of England bus fleet. Transport Minister Norman Baker launched Bath's new park and ride fleet of eight hybrid diesel-electric buses, partly financed by an award of £0.65 million from the DfT Green Bus Fund. With the help of BBAF and LSTF funding the operators equipped a substantial number of buses with on-board Wi-Fi and enhanced seating.



- 3.12. Bus services in 2012/13 continued to be backed up by community transport. In Bristol the City Council carried out extensive residents' surveys to identify the extent of existing services and outstanding demands. Proposals will be drawn up in the light of survey results and pressures on Council budgets, potentially focusing on area-based, door to door demand-responsive travel services in each area of the city for older people and disabled people; and a hire service for wheelchair and mobility aids based in the city centre. Developer funding helped to support a service for the Henbury and Brentry areas of the city: see Box 3f.

Box 3f Community transport helping older people in Henbury and Brentry



A new community transport scheme is providing a lifeline to older and disabled residents living in the Henbury and Brentry areas of Bristol. The initiative enables people who might otherwise find themselves housebound to get out to the shops once a week and, almost as importantly, to mix and socialise with their neighbours.

The transport link was launched in March 2012 with the backing of Section 106 funding provided from Aldi and the help of the Henbury and Brentry Neighbourhood Partnership.

Tim Parkinson, a local resident who came up with the idea of the scheme, said: "The service is widely welcomed by the elderly, some of whom don't really get out much." Adrian Boyce, vice-chair of the Henbury and Brentry Community Council, added: "It's a brilliant success – it's bringing elderly people together. At first it was difficult to get people involved because they didn't know anyone. But once people started signing up, other people were happy to join. It's got to the stage now where we have to do two runs."

Based on media release November 2012

Road safety

3.13. The road safety programme continued to focus on revenue funding of education, training and publicity (ETP) and capital investment in local safety and other engineering schemes. Our extensive ETP programme included:

- Car seat clinic: see Box 3g for GoodEgg campaign in Weston-super-Mare);
- Bikeability training, Bike Safe Day with police, cycle safety adverts in local cinemas;
- *Keep calm and carry on* video in South Gloucestershire schools;
- School workshops on pedestrian, cycle and in-car safety;
- *Young Voyager* booklets for Year 6; *Getting To Your NEW School Safely* leaflet; *Getting Around Safely* Year 7 workbook; *Ghost Street* aimed at Year 9/10; *Wrecked* DVD resource for Years 11/12 and 13;
- *My Girlfriend*: real time accident rescue simulation in partnership with Avon & Somerset Fire Service aimed at 17-year olds; and
- Pre-driver training, working with driving instructors, (theory sessions and 'on-road' training on private roads).

Box 3g In Car Safety campaign (Good Egg in Car Safety)

As part of this national campaign we held a car seat clinic at Asda Supermarket, Weston-super-Mare in September 2012.

57 car seats were checked and 40 were found to be incorrectly fitted. Of these, three were incompatible with the car or child, 23 needed major adjustments such as re-routing and disconnecting the front airbag, and 14 needed minor adjustments to the belt, harness or headrest.

Road Safety Officers and an expert were on hand to address these issues on the day. The in car safety guides and a new app was promoted which gives up-to-date safety news, advice and locations of expert retailers.



- 3.14. Among the many engineering schemes carried out to improve road safety were those at Backwell and Bradley Stoke (Boxes 3h and 3i) and installation of a puffin crossing on the busy A37 at Clutton.

Box 3h Improving road safety in Backwell

A scheme was implemented to combat a problem on the A370 at West Town, Backwell, due to drivers losing control accidents on a double bend. Warning signs and road markings were enhanced in conjunction with a surface dressing scheme. There were seven recorded injury accidents in the three years prior to the works, including one serious accident.

The unclassified rural road at Brockley Combe, again had a history of loss of control accidents on two bends, a popular route to Bristol Airport. Bend warning signs and chevrons were improved. There were seven recorded injury accidents in the three years prior to the works, including one serious accident.

Box 3i Improving road safety in Bradley Stoke

In 2011 there were two accidents involving serious injuries to children in Bradley Stoke Way, South Gloucestershire near the community school and the Willow Brook Centre. An e-petition was submitted to the Council signed by 1006 people seeking road safety improvements. In response a scheme was drawn up by the Council in liaison with local schools, Avon & Somerset Constabulary and local Councillors. Included in the 2012/13 capital programme the scheme involved:

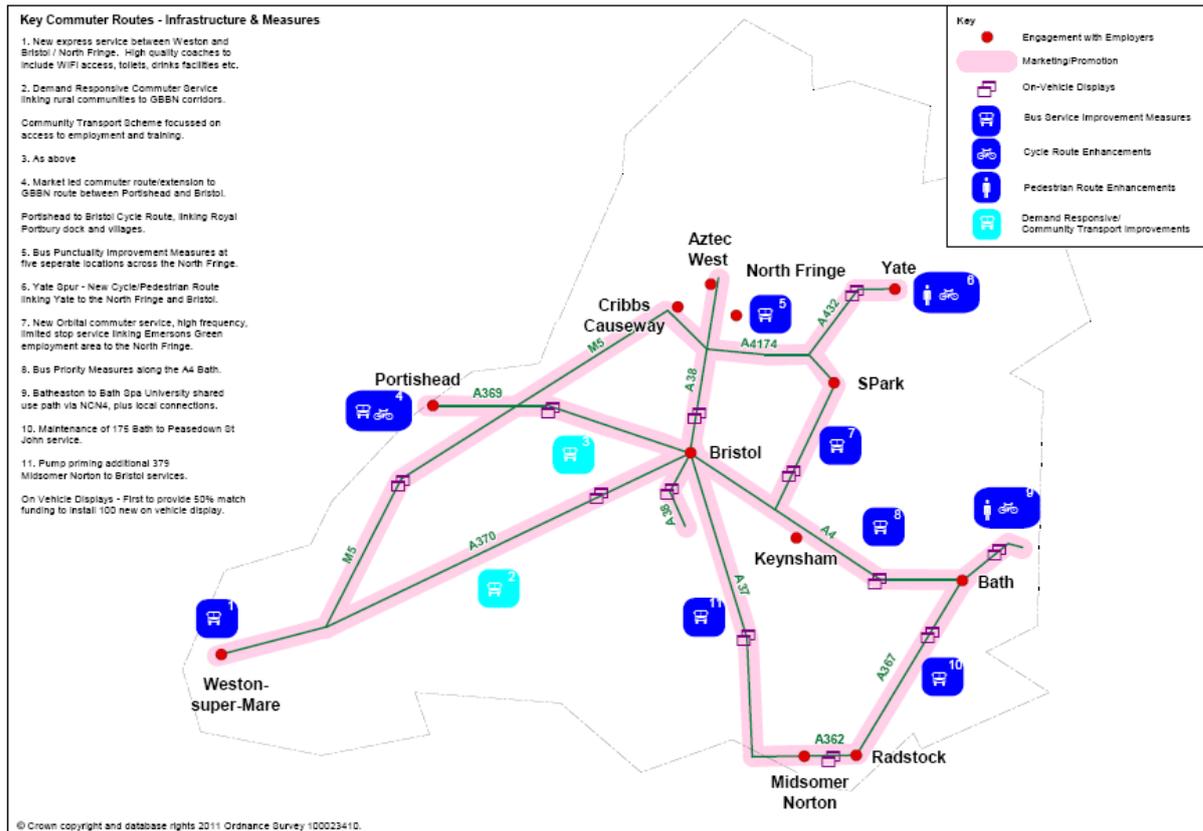
- a signal controlled toucan crossing to replace the existing pedestrian refuge crossing;
- existing 30mph speed limit extended;
- northbound carriageway reduced to a single lane for the majority of vehicles by the introduction of a bus lane and reshaping/extension of the central reservation;
- high friction surfacing, appropriate signs and road markings on both approaches to the new crossing;
- shared use footway/cycleway on the eastern side of Bradley Stoke Way extended beyond the new crossing point, providing a link to the nature reserve;
- better lighting at the crossing;
- improved access for mobility scooter users.



Smarter choices

3.15. Last year we reported on the progress made in the 'smarter choices' thematic area through our LSTF 'Key Component' project. This work was completed in 2012/13 and boosted by the DfT's announcement in June 2012 that our bid for the larger 3-year LSTF 'WEST' project had been awarded £24m. WEST focuses on increasing sustainable travel choices to ensure maximum benefits from other transport investments and help achieve the JLTP3's key goals of reducing carbon emissions and supporting economic growth: see Figure 3.1.

Figure 3.1: Local Sustainable Transport Fund WEST Project



3.16. This new source of funding has meant in particular that we have been able to extend our 'travel behaviour' programme to encourage people to use sustainable methods of transport as well providing infrastructure to make walking and cycling more attractive. Examples of the work carried out in 2012/13 include:

- business engagement: building on the good relationship with existing employer travel plan networks to promote sustainable travel by employees (SusCom in north Bristol 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);
- travel surveys: supporting implementation of the North Fringe Area Travel Plan and develop area travel plans for the Port of Bristol
- sustainable travel engagement events: providing interactive 'stall' events offering route planning and personal travel planning for employees including bus taster tickets, cycle servicing check-ups, adult cycle safety training, motorcycle safety training and accompanied route-finding rides;
- employers' grants: helping to fund activities or infrastructure improvements (see Box 3j);

- car sharing: providing facilitated events to highlight employee travel patterns and match potential car share partners;
- schools engagement: continuing to work with key schools to deliver Bikeability training and support them in encouraging active travel;
- new housing: working with developer sales team to distribute travel information packs to new residents (high take up at Cheswick Village-major new development near the University of West of England and Ministry of Defence Abbey Wood);
- cycle repair kits: backing up cycle to work initiatives (see Box 3k);
- lunchtime cycle rides: making loan bikes available to staff who want to try cycling; employees taken on a 40 minute ride to explore the surrounding area; and
- electric bike loan: lending to employers for a given period for use either as a pool bike or to loan to staff.

Box 3j Employer Grants

The aim of the employer grants is to provide financial support and incentives to employers to enable them to encourage sustainable modes of commuting amongst their staff. Through our LSTF 'Business Engagement Officers' we have made grants available to help fund activities or infrastructure improvements. These grants require 50% match funding by the employer and can be used for implementation of physical measures, promotional events or other measures. Examples include

- new or improved cycle parking or storage facilities;
- signage of cycling and pedestrian access routes;
- provision of pool bikes;
- improvement of pedestrian access to and within workplace sites;
- provision of car sharing bays in staff car parks; and
- promotion of car sharing and events to promote walking and cycling.

Organisations taking part in the scheme have included North Bristol NHS Trust (leasing electric and manual bicycles for staff to try out and use for inter-site travel); Bristol Airport (bus Information screen); GKN Aerospace Engineering Service (staff showers and cycle parking); B&Q (secure staff cycle parking); Somerset Wood Recycling (pool bikes); and A-Gas (cycle parking).

Box 3k Employers' helping hand for cycle-to-work staff

More than 20 companies along the A4714 ring road – representing over 40,000 staff -- have signed up to an innovative scheme which will see emergency cycle repair kits deposited at dozens of workplaces.

The kits include essential cycle maintenance tools as well as spare equipment such as lights, locks and high-vis jackets, and aim to help staff or visitors tackle minor issues that might otherwise be a big problem for cycle commuters.

Employers using the kits include Airbus, HP, Mitie, Friends Life and the Bristol & Bath Science Park, as well as the University of the West of England and NHS Blood & Transplant.

The scheme is being led by North Bristol SusCom, a partnership of major local employers committed to sustainable commuting, with support from South Gloucestershire Council via the Local Sustainable Transport Fund.

SusCom Director Ann O'Driscoll said: "We all recognise the importance of sustainable transport, such as cycling, as a way of reducing congestion and promoting healthy lifestyles. Flat tyres or forgotten locks can be a big nuisance for cyclists and this scheme aims to encourage people to bike to work in the knowledge that help is at hand should it be needed." She added: "I hope the project will encourage even more people to join the thousands who already cycle to work in South Gloucestershire."

Chair of South Gloucestershire Council's Planning, Transportation and Strategic Environment Committee Cllr Brian Allinson said: "Many people live within three or five miles of their workplace, making cycling an ideal means of getting to work. And with recent investment in cycle routes in South Gloucestershire, there has never been a better time for people to get on their bike – especially with the added reassurance that any minor maintenance problems can be resolved when they get there, thanks to this excellent emergency kit scheme."

The National Composite Centre at the Bristol & Bath Science Park is one of many local employers to have recently taken delivery of a kit. Chief Executive Peter Chivers said: "The NCC is fully committed to providing our employees with sustainable and healthy travel to work alternatives. As a keen cyclist myself I had the misfortune of two punctures on my way to work by bike this summer. I can understand the impact and challenge that making a repair can make and the additional time which can impact on the working day. The NCC is therefore really pleased to participate in the scheme because it gives a win all round, benefitting the environment, the employee and the business."

Based on media release

- 3.17. We continued with promotional campaigns to motivate behavioural change, building on 'Jam Busting June' and other initiatives. We re-launched the TravelWest website which uses the latest technology to bring users improved real timetable information and travel updates to help them plan their journeys. The TravelWest Bus Checker app was

introduced so that people can use mobile phones to find out when buses are due to arrive at stops.

- 3.18. Seven TravelWest employer travel awards were awarded at a ceremony attended by some 95 delegates from employers across the area: see Box 3l.

Box 3l Winners of Employer Travel Awards 2012

Best newcomer: Edwards Vacuums

Most cycle friendly employer: UWE

Best promotional incentive: X1 Service, First

Most dramatic modal shift: Environment Agency

Most innovative sustainable travel measure: Food couriers

Individual most committed to sustainable travel: Kate Royston of SeverNnet

Employer of the year: HP

- 3.19. With LSTF funding we worked with Source West to promote the introduction of electric vehicles and provide information about the West of England's expanding recharging network. During 2012/13 we also helped the expansion of car clubs; see Box 3m.

Box 3m Car club growing in Bristol



Jonathan Hampson of Zipcar, Executive Councillor Tim Kent and Richard Drew of City Car

Sixteen new Bristol City Council car club bays were launched in July 2012, with a further 34 by Christmas, adding to the existing 45 on street spaces and taking the total to 95.

Bristol has four car club operators with a total of 2600 members, doubling over the last three years. Members benefit from the use of a local car at a far lower cost than an average private car user. There are also environmental benefits, with studies showing that every car club vehicle takes 20 cars off the road.

Members pay an annual subscription, plus an hourly rate, which includes free mileage, maintenance and 24/7 roadside assistance, making it a stress free alternative to car ownership.

Councillor Tim Kent, Executive Member for Transport, said: "Car clubs are the future, and the local interest is building steadily. Satisfaction levels among existing members is impressively high, and it is important now to extend their reach and availability, so that more people can benefit. This is where the council is more than happy to help. Car clubs tick all the boxes for sustainable transport solutions in a real city."

James Finlayson, Managing Director of Bristol's biggest car club operator City Car Club commented: "With now well over 2100 members in the city we have seen fantastic growth in Bristol where the concept is widely seen as the greener and cheaper alternative to car ownership. Car Club members have been found to think more carefully about each trip they make in a car and make greater use of alternative travel options such as cycling, public transport and walking. By embracing a combination of travel options, members drive less miles a year than the average motorist. As a result car sharing is also an extremely effective way to beat the recession."

Mark Walker, general manager of Zipcar UK comments: "With the current crunch on household budgets, it's clear that the high fixed costs of owning a car are motivating people to think about the need for owning one. We are delighted to be working closely with Bristol Council to provide residents and businesses with a smart, cost effective and eco-conscious transport solution."

Based on media release July 2012

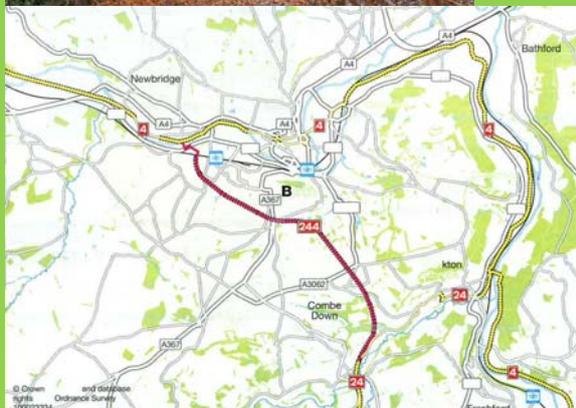
- 3.20. Another important aspect of the LSTF project in 2012/13 was action taken to improve provision for cycling and walking on 4 corridors: Weston-super-Mare to Bristol; North Fringe to Bristol city centre; Midsomer Norton and Radstock to Bath; and Batheaston/ Bath Spa University to Bath city centre. We also aimed at building missing links and spur routes to key employment sites.

3.21. Two significant schemes were completed in partnership with Sustrans: the Nailsea to Bristol Festival Way and the Bath Two Tunnels (see Box 3n).

Box 3n Working with Sustrans on major Connect 2 cycle schemes

Festival Way

'The Festival Way' has been completed, a brand-new walking and cycling route which links Nailsea and Bristol. The route stretches from the Cumberland Basin in Bristol to Millennium Park in Nailsea on a largely traffic free route via Flax Bourton and Long Ashton and provides an attractive approach to the major festival site of Ashton Court. Planned and supported by North Somerset Council and Bristol City Council it forms part of a national project from charity Sustrans, backed by the Connect 2 Big Lottery Fund.



Two Tunnels

This path, opened in April 2013, connects Bath to the Midford Valley following the trackbed of the former Somerset and Dorset Railway. It incorporates the Devonshire Tunnel and Combe Down Tunnel, the longest walk tunnel in Britain.



Network management

3.22. Each Council has a duty to carry out its respective 'network management duty' under the Traffic Management Act 2004 and in 2012/13 the four Traffic Managers worked together to achieve a co-ordinated approach. We kept close liaison with the Highways Agency through our Memorandum of Agreement (see para 7.3).

3.23. Schemes and measures 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.

3.24. In Bristol the City Council continued to develop its programme of 20mph speed zones: see Box 3o. Bath & North East Somerset Council carried out extensive consultation on proposals for similar zones in areas of Bath, Norton-Radstock, Keynsham and some large villages. We supported Community Speed Watch groups in rural areas.

Box 3o Twenty mph zones to be rolled out in Bristol



The City Council has committed £2.3 million to introduce 20mph speed zones in six stages across Bristol's 14 neighbourhood areas. Local communities will be consulted on appropriate scheme designs for their neighbourhoods. Pilots are already up and running in south and east Bristol.

Main roads with a 30mph speed limit will be subject to discussions with the city's Neighbourhood Partnerships, with a view to introducing 20mph limits on main roads around shops, schools and parks as a minimum. Dual carriageways and other existing 40mph and 50mph roads will not be subject to the 20mph limit.

Phase 1 will link the two pilot areas and include the city centre. The scheme will then roll out to the next concentric area around the central areas of the city. The final phases would focus on the residential areas towards the administrative boundary of the city.

Based on a media release July 2012

3.25. Investment in measures to tackle traffic congestion was dominated by the Highways Agency's ongoing work on their 'managed motorway' scheme for the M4 and M5 (see 7.3). Preparatory work began in 2012/13 on a North Somerset Council scheme to create better traffic flow on the approach to M5 Junction 21 funded by the DfT Pinch Point Fund and developer contributions. This scheme will complement both the Weston Package and the Highways Agency's improvements at this junction.

3.26. The Bristol Traffic Control Centre continued to play an important role during 2012/13. Traffic signals were upgraded in a number of locations including a scheme in North Somerset (see Box 3p) and works associated with the Bath Transportation Package programme (see .4.2).

Box 3p Traffic signals upgrading in Weston-super-Mare

In June 2012 we began three weeks of work at Herluin Way traffic signals in Weston-super-Mare. We replaced all the signal equipment which will now operate on a dramatically reduced voltage, which will lead to considerable energy and carbon savings of up to 50% and be far safer if the system is damaged in a road traffic accident.

LED lamps have also been installed which are more effective in bright, sunny weather. Whilst carrying out these works we took the opportunity to carry some maintenance such as vegetation clearance and cutting count loops.

- 3.27. In Bath there were was consultation on a scheme to reduce conflicts between vehicles and pedestrians by creating a number of 'Pedestrian Zones' in the city centre with traffic restrictions within core shopping hours.
- 3.28. In 2012/13 we continued to manage Council car parks and on-street parking. Residents' parking schemes became operational in Redcliffe and Cotham and the City Council agreed to engage with Neighbourhood Partnerships to develop potential schemes in other areas. On-street parking controls and a parking guidance system were introduced in Weston-super-Mare: see Box 3q. In Bristol, a new mobile phone service was brought in to make it easier to pay for parking (see Box 3r) and work began on refurbishing Trenchard Steet car park.

Box 3r Coinless parking in Bristol



Cashless parking is now offered in Bristol as an alternative at all council-operated pay and display parking. RingGo is a special mobile phone service enabling you to pay for parking by credit or debit card, rather than with cash at a machine.

If you've got an iPhone or Android handset, you can download and use [the RingGo app](#) to register and pay for your parking or call the standard rate telephone number at the time you want to park.

If you want to save time, you can register in advance either through the apps or the [myRingGo website](#), where you can also find out more about using the service.

As well as being convenient, paying with RingGo reduces the risk of receiving a Penalty Charge Notice. If you're running late or simply need a bit longer, there's no need to worry – just top up your parking wherever you are by using the service again. The optional RingGo text reminders also help. These notify you 10 minutes before your parking time is due to run out, leaving you time to either extend your stay or return to your car.

Based on media release September 2012

Box 3q Parking in Weston-super-Mare

Pay and display parking charges

Charges started on in November 2012 and allow parking attendants to monitor and enforce the two hour time limit. The scheme also involved changing the parking signage in the town centre, as well as constructing some build-outs to accommodate the pay and display machines on streets with narrow footways. As part of the works, Palmer Street was made one-way to address existing congestion problems.

Parking Guidance System

A new parking guidance system has been installed in the town. A system of seven Variable Message Signs report whether the main town centre car parks are open/closed/full or how many spaces remain and are backed up by 62 new static signs. Together this forms a comprehensive system of direction signing from the main approaches to the town to the main visitor attractions and the most appropriate car parks. The aim is to make the most effective use of the town's car parking facilities, and to reduce congestion and pollution by improving traffic management.

Environment and public realm

- 3.29. In 2012/13 there was a programme of public realm enhancements in the central areas of Bath, Bristol and Weston-super-Mare. In Bath the focus was on Northumberland Place (resurfacing with new pennant stone paving) and High Street (creating a more pedestrian friendly environment through expansion of pennant stone paved pedestrian areas, improved signalised crossings, new street furniture, bus shelters, bins, wayfinding signage and cycle stands). Further enhancements are programmed for Bridge Street and Northgate Street, all part of the Bath City Centre Public Realm & Movement Strategy.



- 3.30. In Bristol the programme of city centre enhancements continued with consultation on proposals for the Old City area focusing on Corn Street: see Box 3s. Public realm improvements in the High Street area of Weston-super-Mare town centre included:

- widening of footways and narrowing of the carriageway;
- improved street furniture, drainage and street lighting;
- planting of trees along both sides of the street;
- relocation of bus stops;
- pedestrian crossing points at the junctions of Oxford Place and Union Place;
- drainage, street lighting, artwork and lighting enhancement work; and
- carriageway re-surfacing, lining and improved signing.

Box 3s Old city improvements aim to restore former glories

The Old City area of Bristol is to be given a bold makeover in a move aimed at making it a prime destination, attracting more visitors and restoring it to former glories. The local community is being invited to a workshop to consider proposals developed from the public consultation in autumn 2012.

These include an experimental traffic system, suspending parking bays and removing through traffic from Corn Street north of St Nicholas Street to create a more pedestrian-friendly, continental-style environment and encourage more on-street activity. De-cluttering the profusion of traffic signs and reducing the number of on-street bins would also help to make the area more welcoming.

The changes are part of the Mayor of Bristol's vision for the city which he wants to make the most welcoming in Europe. The Old City is central to this vision with Corn St restored as a proper high street, and with a high-quality redevelopment of the St Mary le Port site to restore the historic heart of the city. The Mayor has also plans to introduce traffic-free Sundays as part of his 'Make Sundays Special' campaign.

The Mayor of Bristol George Ferguson said: "The Old City area is the historic heart of the city and a key part of our heritage. The proposals, which we have consulted widely on, will help make it more attractive, more visitor-friendly and more vibrant, drawing in tourists and Bristolians alike".

Based on media release February 2013

Asset management

- 3.31. A significant proportion of our total capital and revenue spending went in 2012/13 on managing our transport assets ranging from carriageways, footways and cycleways to bridges, retaining walls, lighting, traffic signals, bus stops and drainage. The new 'Elgin' website made it possible for residents to keep track of maintenance schemes in their local area.
- 3.32. 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. Implementation of schemes was hampered by the very wet summer and autumn in 2012.
- 3.33. We look after over 400km of principal ('A') roads. A significant section of the A38 was re-surfaced at Patchway (see Box 3t). Other maintenance

carried out during the year included works on the A431 at Longwell Green and on the A368, A369 and A370 in North Somerset. Schemes on the 1200km non-principal ('B' and 'C') road network included maintenance of the B3133, B3169 and B3440 in North Somerset. 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 Weston-super-Mare, Clevedon, Portishead) as well as rural areas (e.g. Clapton-in-Gordano, Hanham, Pilning/ Severn Beach, Regil, Winford).

Box 3t Maintaining the A38 at Patchway

An extensive section of the A38 in Patchway was resurfaced during 2012/13 (plane out and Hot Rolled Asphalt/Stone Mastic Asphalt) at a total cost of around a £0.5m.

The northbound section was funded by £0.25m from DfT Block Grant with the southbound resurfacing funded by a similar amount from the South Gloucestershire Council's own resources.



3.34. Winter maintenance continued to be an important part of our programme (see Box 3u).

3.35. As well as looking after roads we carried out works to highway structures such as bridges (e.g. replacement of expansion joints on A4174 Avon Valley bridge; strengthening of Newhouse Farm bridge in South Gloucestershire) and retaining walls (e.g. in Winterbourne). Drainage improvements also featured prominently in the maintenance programmes: see Box 3v.

Box 3u Ready for winter - Mayor rides the council's new gritting lorries



Mayor George Ferguson visited Hartcliffe Depot to see the impressive new fleet of gritting vehicles.

Bristol City Council has welcomed seven state-of-the-art grit lorries to its Hartcliffe Depot. Contractor May Gurney's trucks carry more grit than the older fleet and are more technologically advanced. The vehicles have better telematics, GPS navigation and accurate report provision on spread rates, routes and areas covered.

The trucks will be out when very cold weather is forecast, carrying out precautionary salting to 370km (30%) of the road network including all of the main routes into the city and routes to hospitals and secondary schools ensuring the roads are protected from ice, and all but the heaviest snow.

Mayor of Bristol, George Ferguson, said: "It is vital that we plan for increasing occurrences of extreme weather conditions. I want to see what the city looks like from the wheel of a gritting lorry and from the perspective of our fantastic volunteer snow wardens.

Based on media release Dec 2012

Box 3v Tackling flooding in North Somerset

Almost a month's worth of rain fell in 24 hours in late September 2012 causing flash floods and chaos across North Somerset. About 70mm of rainfall fell on one night. Area officers drew up an action plan with the drainage team and an additional crew from highways contractor Balfour Beatty was drafted in to dig out gullies.

More than 50 roads had major flooding issues with landslips in Dundry and Weston-super-Mare, and a collapsed section of the A370. In response to flooding issues a considerable jetting programme has been undertaken focussed on areas that were worst affected and likely to experience significant flooding in the event of another heavy rainfall.

- 3.36. Lighting columns were replaced in many areas incorporating the latest remote monitoring technology to reduce energy and maintenance costs and cut carbon emissions: see Box 3w. In Bristol substantial progress was made with a 2-year programme of retrofitting existing residential road street lights with white light lamps to achieve energy savings.

Box 3w Upgrading street lighting in North Somerset

As part of North Somerset Council's ongoing street lighting replacement programme, a number of old type concrete columns were replaced. The work consisted of the replacement of 154 lighting columns in and around Weston-super-Mare and Worle with fully recyclable aluminium units with a life expectancy of over 70 years.

As part of the works, the existing 100watt sodium luminaries (yellow light) were replaced with 100watt new generation metal halide lamp (white light) units incorporating the latest dimming technology, reducing energy, maintenance costs, and reducing carbon emissions.

4. Major Schemes

4.1. In late 2011 the DfT agreed to make available £135m towards the cost of 5 major schemes in the West of England and during 2012/13 we continued to focus our efforts on progressing delivery of these substantial infrastructure projects:

- Bath Transportation Package;
- Weston Package;
- Ashton Vale to Temple Meads and Bristol City Centre Rapid Transit;
- North Fringe to Hengrove Package; and
- South Bristol Link.

Bath Transportation Package

4.2. The Minister for Transport Norman Baker visited Bath in October 2012 to launch the Package. Expansion of the Lansdown and Odd Down park and ride sites was completed and both became operational. Work continued on showcase bus corridors with 83 stops upgraded and the phased installation of on-bus Real Time Information equipment. Traffic signal upgrades and junction works were also carried out together with cabling for variable message signs.



Weston Package

4.3. The DfT gave Full Approval to the Weston Package in November 2012 and this meant that we were able to go ahead and appoint contractors so that delivery of this major scheme began on the ground early in 2013/14.

Ashton Vale to Temple Meads and Bristol City Centre Rapid Transit

4.4. Following his election in November 2012, the Mayor of Bristol instigated a review of parts of the rapid transit programme (now re-named MetroBus).

This review was undertaken in early 2013 followed by public consultation. At the time of writing the outcome is awaited.

North Fringe to Hengrove Package

- 4.5. Work continued on detailed planning for delivery of the Package. A planning application was submitted for the Stoke Gifford Transport Link. South Gloucestershire Council's Policy and Resources Committee approved the borrowing of funds for advanced purchase of land. Further detailed planning will continue ahead of full approval by the DfT.

South Bristol Link

- 4.6. The design of this scheme has been subject to a rigorous review process following a pre-planning application consultation period. Final documents for the planning application were prepared in 2012/13 with subsequent submission in July 2013. Detailed negotiations have been taking place with landowners.

5. Capital Spending

- 5.1. During 2012/13 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

- 5.2. The DfT allocated almost £23m to the four Councils in the form of Government grants for capital spending in 2012/13. About £15m of the grant funding was allocated to maintenance schemes and approaching £8m to integrated transport. Although not ring-fenced, the Councils all made sure that this grant was directed to transport expenditure.

DfT Major Scheme Funding

- 5.3. In 2012/13 we received some £7.5m from the DfT to secure delivery of the Bath Transportation and Weston Package schemes (see Section 4). 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 our major schemes, including delivery of the Greater Bristol Metro (now named MetroWest) (see Box 5a).

Box 5a 'City Deal' signed with Government



The West of England is set to get a range of new powers after agreeing a deal under the 'City Deals' programme with the Government in September 2012. We expect the deal to help deliver an additional 40,000 jobs and over £1 billion of investment to support local growth over the next 30 years thanks to new financial powers.

The five-part deal for Bristol will be delivered by Government and focus on:

- a growth incentive and economic investment fund which will allow the West of England to keep 100 per cent of growth in business rates over 25 years to invest in projects;
- 10-year major funding for the Greater Bristol Metro (Metrowest), flexible delivery or the Bus Rapid Transit Network (MetroBus) and new powers over rail planning and delivery;
- Public Property Board to manage to unlock more land for economic growth or housing and to lever in additional public or private investment;
- a city growth hub with up to £2.25 million of Government funding based on the Temple Quarter Enterprise Zone;
- more influence by the business community and Local Enterprise Partnership in skills provision, in particular the £114 million Skills Funding Agency funding for Further Education colleges for post-16 provision.

Local Sustainable Transport Fund and Better Bus Area Fund

- 5.4. As a result of our successful bids to the DfT for LSTF and BBAF funding some £5m of capital funding was made available in 2012/13 to complete the Key Component project and begin work on the WEST and BBAF projects. (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 paras. 5.7, 5.8).

Green Bus Fund

- 5.5. First Group was awarded £0.65m in 2012/13 from the DfT Green Bus Fund to help fund 8 new hybrid buses to serve their park and ride services in Bath.



Council and Other Capital Resources

- 5.6. Our 2012/13 programme was supplemented by capital funding for transport from the Councils' own resources. Some of this was devolved to local communities to choose their own transport schemes including the

local grant system in Bristol: see Box 5b. In South Gloucestershire each of the five Area Forums received funding for implementation of local priority schemes.

Box 5b Local grants for sustainable transport projects in Bristol

A total of up to £2 million grant funding is being made available for local sustainable transport projects in Bristol communities.

Cllr Tim Kent, Cabinet Member for Transport, said: “This is a great opportunity for communities across the city to fund or kickstart local transport schemes. I’m confident that there are many excellent projects and ideas out there to improve transport in local areas I’d urge as many groups as possible to come forward and apply.”

The City Council is looking for two main types of submissions

- transport infrastructure schemes that improve accessibility, safety and quality of life in Bristol and enable more people to walk, cycle, or use public transport;
- projects or activities to be delivered by communities, for example building cycle facilities within a community centre or supporting initiatives and events.

Funding applications are encouraged from, local resident groups, traders’ associations, voluntary and community groups, statutory organisations and Neighbourhood Partnerships.

Based on media release May 2012

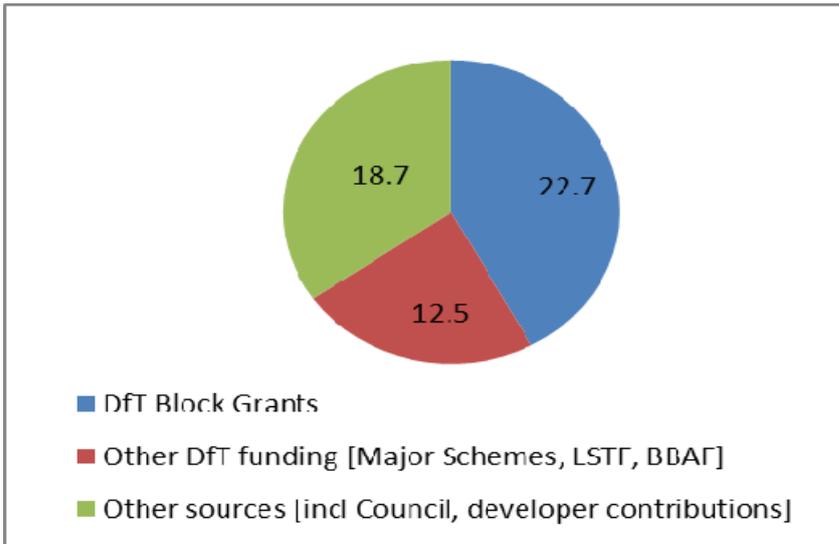
- 5.7. Additional funding arose in 2012/13 from developer contributions under S106 of the Town and Country Planning Act 1990 and from a variety of other sources. The combined total of capital investment from these and from the Councils’ own resources is estimated as almost £18.7m.

Revenue Spending

- 5.8. Revenue budgets were under severe pressure and limited what we could achieve in the year although the revenue elements of LSTF and BBAF 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. Some £5.5m was spent to support non-commercial bus services.

Summary of Transport Capital Spending

- 5.9. In summary we estimate that almost £54m has been spent on capital investment in transport during 2012/13: Figure 5.1 shows the source of this spending.

Figure 5.1: Capital Spending on Transport in 2012/13 £m

6. Programme and risk management

- 6.1. 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.

7. Governance and working with our partners

- 7.1. The Councils worked closely in 2012/13 with the West of England Local Enterprise Partnership to establish the new West of England Local Transport Body (LTB) which will take on the role of major scheme funding to be devolved by the DfT from 2015/16. Proposals were drawn up to cover LTB governance, financial management, accountability, and meeting and testing value for money. These were submitted to the DfT in February 2013 in the form of an 'assurance framework'. Since then the LTB has focused on agreeing a list of post-2015 major scheme priorities.
- 7.2. 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 2012/13 we continued to build on these MoUs and the associated action plans.

Highways Agency

- 7.3. Major construction work continued on the Highways Agency's M4/M5 'managed motorway' scheme, due to be completed by Spring 2014. This

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.

Rail

- 7.4. 2012/13 was a busy year on the rail front and we worked closely with our partners in the rail industry to push forward our rail aspirations. On 7 January 2013 Network Rail published its Strategic Business Plan for 2014-19. It sets out in broad detail the schemes Network Rail think should be taken forward including western access to London Heathrow. More detail is in the accompanying 'Western Route – Summary Route Plan.' Included on p35 are the proposals for the Greater Bristol Metro. Whilst this does not guarantee implementation it does embed MetroWest in the rail industry's plans and marks a major turning point in gaining recognition for the proposals
- 7.5. We repeatedly pressed the case for the four tracking of Filton Bank, critical to provide the capacity for MetroWest Phase 1 and 2, and extending electrification to cover the whole of the local rail network with the Department for Transport. On electrification the Department for Transport's position is that there is no funding available for extension during Control Period 5 2014 to 2019.
- 7.6. We responded to consultations on Rail Decentralisation and Fares in June 2012. On Decentralisation we expressed an interest to explore options with the Department for Transport.
- 7.7. Despite the halt and eventual collapse of the replacement Great Western Franchise process we continued to develop proposals for MetroWest Phase 1. Work by Halcrow suggests Phase 1 has a Benefit Cost Ratio of 2.5 and would require around £0.4m a year in subsidy. A study on "Unlocking our Potential: The Economic Benefits of Transport Investment in the West of England" in 2012 that all the West of England's major transport schemes will make significant contributions to economic growth worth £1.2b per annum by 2030. MetroWest accounts for £153m of this.
- 7.8. The Greater Bristol Rail website launched in 2012 has galvanised public support behind rail with more than 50,000 hits.
- 7.9. Network Rail is working on a Master Plan for Bristol Temple Meads station linked to the Temple Quarter Enterprise Zone and providing new access arrangements and an enhanced transport interchange. A report is expected in October 2013.
- 7.10. Unfortunately a £0.7m bid to the DfT's New Stations Fund for a platform at the Portway park and ride site was unsuccessful.

7.11. Bristol City Council and South Gloucestershire Council continued to support enhanced services on the Severn Beach line during 2012/13. Funding was also provided by the councils to support the award winning Severnside and Heart of Wessex rail partnerships. Much work has gone into working with local communities to improve local stations including gardens at Oldfield Park, artwork and landscaping at Weston Milton, CCTV coverage of most Severn Beach Line stations (plus Parson Street) as well as a dedicated Severn Beach Line website as well as working with employers to encourage rail commuting. Work on new ramps at Nailsea & Backwell and Keynsham (with contribution from Bath and North East Somerset Council) stations continues with implementation planned during 2013/14.

Health

7.12. 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 continued to meet in 2012/13 to maintain good understanding between the transport and health sectors. The Forum considered a range of issues of mutual interest, for example car parking policies, sustainable travel for NHS staff, and production of health-oriented 'Design Principles' for Major Schemes. It also strengthened work on improving the impacts of Health Sector travel and transport (staff, patients, visitors, deliveries) and supported our LSTF projects. We see this partnership work continuing and supporting the Councils in their statutory public health duties under the Health and Social Care Act 2012.

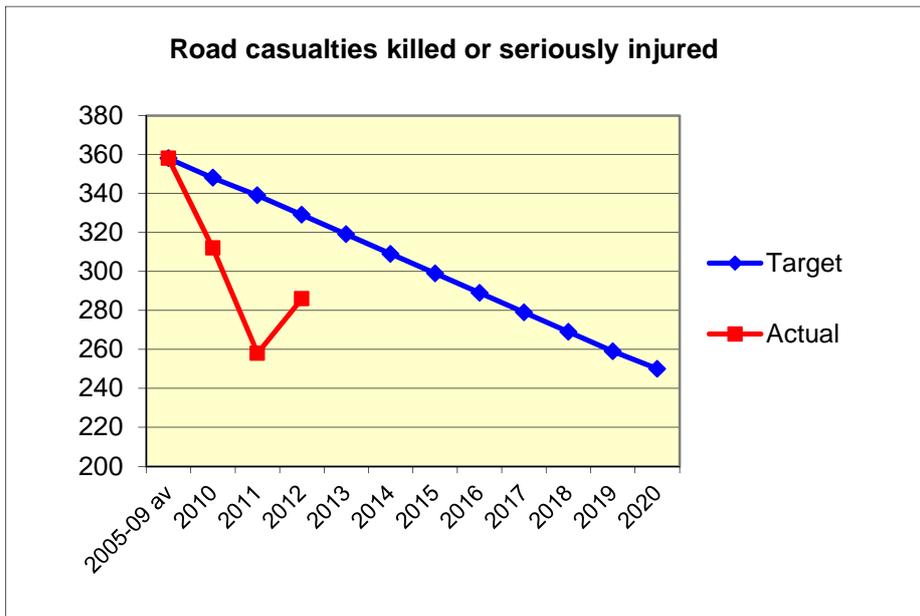
8. Targets and Monitoring

8.1. 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. 5.3) and funding for the WEST LSTF bid (see para. 5.4).

Road Safety

8.2. 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 substantially to 258 in 2011. There was a slight increase to 286 between 2011 and 2012 but the figure remained well below the trajectory (Figure 8.1). This shows very positive progress although the total of 24 fatalities in 2012 is still too high.

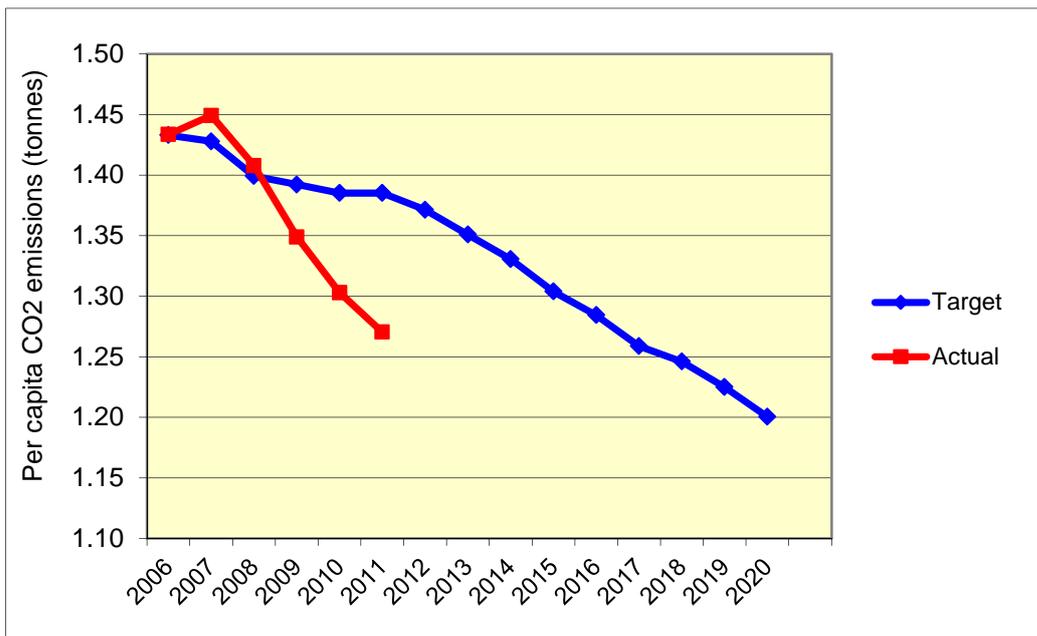
Figure 8.1: Road safety target



CO₂ emissions

8.3. 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. The most recent DECC data shows (Figure 8.2) 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. This downward trend continued in 2010 and 2011 and we are well on track to meet the 2020 target.

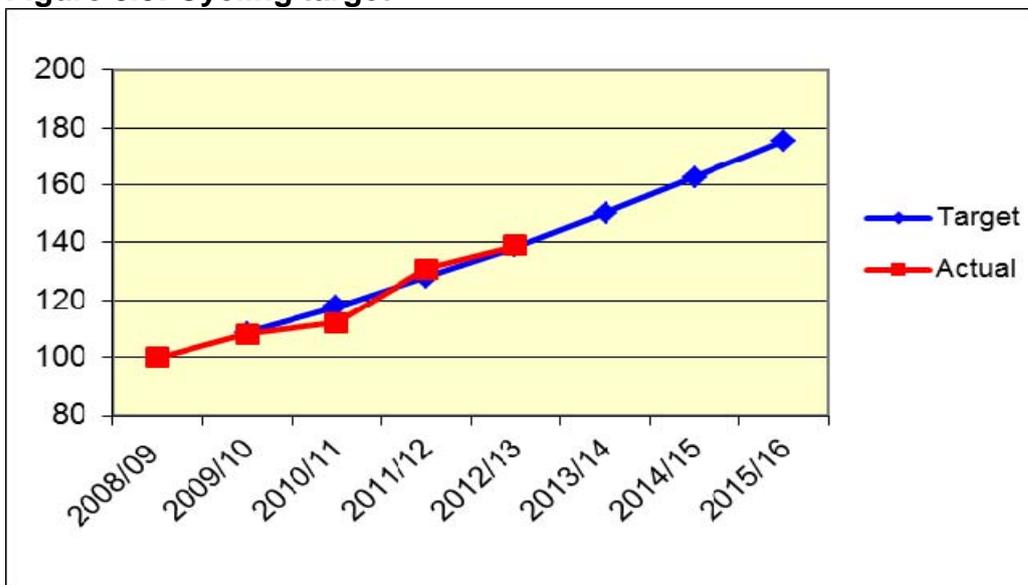
Figure 8.2: CO₂ emissions target



Cycling

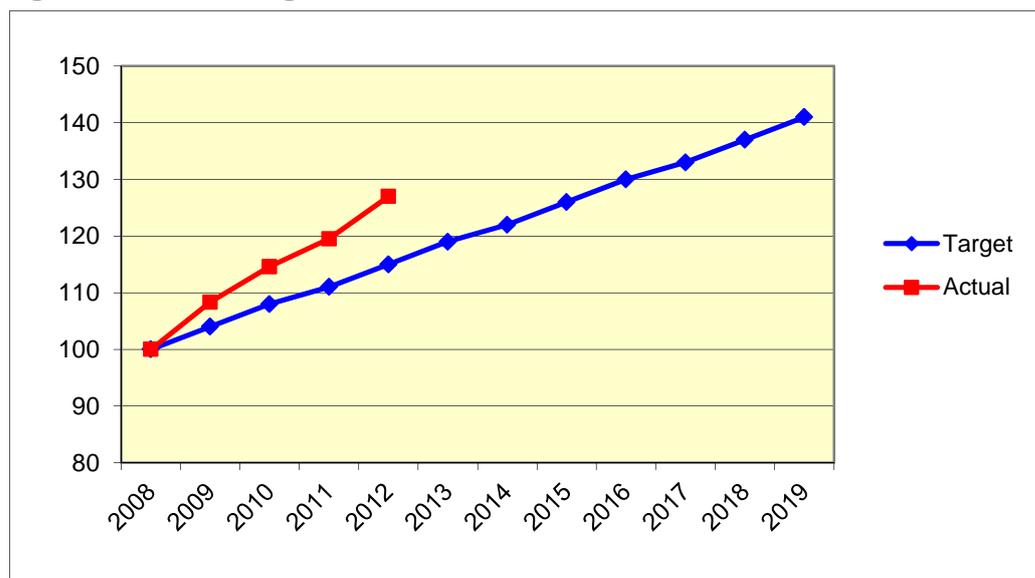
- 8.4. The JLTP3 West of England cycling target uses an annualised Index of Cycling Trips with a base year of 2008/9. Cycling data is recorded as an Annual Average Weekday Total (AAWT), collected through a network of cycle count sites acting as a proxy for cycling trips across the area as a whole.
- 8.5. 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 8.3). The number of trips was up 6% in 2012/13 and was almost 40% higher than in the base year showing that we are on the way to meeting the target.

Figure 8.3: Cycling target



Rail

- 8.6. 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 2012 figure already 27% above the 2008 total (see Figure 8.4) and up 6.9% on 2011.

Figure 8.4: Rail target

Bus Passengers

8.7. 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. In 2009/10 the number of bus users unfortunately fell, a reflection of continuing national economic difficulties but 2010/11 saw a welcome recovery. This positive trend continued in 2011/12 with patronage slightly above the target figure for that year. Provisional figures for 2012/13 suggest however that patronage has fallen, reflecting the national picture where even bus usage in London fell. Reasons for this are likely to include:

- the 20% cut in Bus Service Operators Grant from the Government;
- poor weather in summer 2012 and early 2013 meaning people less inclined to have days out (even if at no cost, as borne out by downward trends in concessionary travel) and/or fewer tourists;
- the effect of Olympic Games on travel patterns in summer 2012;
- people seeking other means of travelling to work e.g. turning to cycling, car sharing;
- less disposable income in real terms amongst the core bus user market with fewer leisure trips or non-essential shopping trips; and
- reliability of some services damaging passenger confidence.

8.8. Provisional information on passenger numbers and trends supplied by the operators is being investigated in detail and will be the subject of a future report.

Supporting Indicators

8.9. 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 2012/13 is shown in Table 8.1.

Table 8.1: Supporting Indicators

Indicator	Performance in 2012/13
Maintenance	
• Principal Roads	
• Non- Principal Roads	
Congestion (2011/12 data)	
Air Quality	
• Bath	
• Bristol	
• Other areas	
Bus punctuality	
• Starting on time	
• On time at intermediate stops	
• Waiting time for frequent services	

8.10. The overall condition of both principal (mainly 'A') roads and non-principal in the West of England improved in 2012/13 compared with the previous year. In both cases however the picture varied between authority areas. For congestion we rely on information from the DfT and figures for 2011/12, the latest available, show that average traffic speeds increased over the previous year at a faster rate than nationally.

8.11. Air quality in both the Bristol Air Quality Management Area (AQMA) improved during 2012 compared to the previous year with a fall in the average level of nitrogen dioxide from 45 to 43 $\mu\text{g}/\text{m}^3$. In the Bath AQMA there was unfortunately a slight increase from 45 to 46 $\mu\text{g}/\text{m}^3$. 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 AQMAs the picture was varied with slight increases at Kingswood and Staple Hill and a relatively static situation in Keynsham.

8.12. Overall bus punctuality improved in 2012/13 (based on provisional data) compared to the previous year. There was a significant increase in the proportion of buses starting on time (up from 80.9% to 83.0%) and a

substantial drop in the 'excess waiting time' for people using frequent bus services (down from an average of 1.32 minutes to 0.93 minutes). Punctuality at intermediate timing points went up (71.0% compared to 70.9%) but less than expected.

- 8.13. An additional road safety indicator using hospital admission data is under consideration. Road safety accidents can be under reported with differences between data collected by the police and through hospital admissions. An indicator based on admissions may provide a wider picture of the range and level of road accidents.