



BRISTOL LOCAL TRANSPORT PLAN

Annual Progress Report 2002



Bristol - The City in Statistics

All figures relate only to the area within the City administrative boundary.

Population: 406,200 (2000)

Buses:

Number of bus stops: 1,700

Number of city bus services:

 every 15 minutes during the day: 19

 every 30 minutes during the day: 19

Bus lanes (one-way): 15.2 km

Rail:

Number of stations: 12

Average number of passengers using

Temple Meads station (2001/2): 16,800 (per day)

Highways:

Motorways (M5, M49, M32): 17.6 km

A class roads: 95.8 km

B class roads: 54.8 km

C class roads: 70.0 km

Unclassified roads: 966.2 km

Number of traffic signal road junctions: 144

Parking:

Multi-storey public spaces: 7,467

Park & Ride spaces (Brislington, Long Ashton): 3,078

Other off-street public spaces: 5,998

On-street Pay & Display spaces: 1,944

Walking:

Number of pelican/puffin/toucan crossings: 155

Number of zebra crossings: 144

Traffic signals with pedestrian phase: 99

Public rights of way: 160 km

Cycling:

Segregated and shared cycle-routes: 57 km

On-road cycle-lanes (including bus lanes): 20 km

On-street cycle parking spaces (city centre): 986

Cycle parking spaces (Temple Meads station): 250

Car Ownership:

(1991 Census, by households)

Two or more cars per household: 20%

One car per household: 46%

Households without a car: 34%

**Bristol Local Transport Plan
Annual Progress Report 2002**



Rt Hon John Spellar MP
Minister for Transport
Department for Transport
Eland House
Bressenden Place
London SW1E 5DU

30 July 2002

Dear Minister

Bristol Local Transport Plan Annual Report 2002

I am pleased to present the Annual Progress Report (APR) of the Local Transport Plan on behalf of Bristol City Council.

Our aim has been to meet the detailed requirements of your guidance, whilst producing a document which is clear and informative to local stakeholders and individuals who are involved in the process of delivering the strategy. We have built upon the report structure for 2001, which local stakeholders told us they found to be useful. For the wider interested public, short "popular" summaries of progress are being produced and disseminated.

As with the 2001 APR, we have given strong regard to the need for brevity without the need to avoid repetition of information already submitted in the Local Transport Plan. We have concentrated on tangible outputs and outcomes, and have presented much of this in clear tabular form.

Our role as a "Centre of Excellence" has encouraged us to further build on our work through involvement and dissemination. We have facilitated the development of a practitioners' network, hosted a conference and established a web site in relation to Air Quality Action Planning. We continue to inform and learn from good practice across many transport topic areas.

We were pleased to receive for 2002/3 a higher settlement than expected from the earlier LTP indicative level of funding. To reflect the importance to this Council of progressing the Local Transport Plan, the approved sum of £11,024m was supplemented with £0.45m from the discretionary element of the single "capital pot" and £3.379m of further funding. This included some £2.4m from the City Council's own resources, which continues to demonstrate its commitment to widening choice and improving movement in the city.

We were also pleased to receive your support for the innovative "Vivaldi" project which will also contribute towards development of good practice. This APR includes a "supplementary bid" to support its continuation in 2003/4.

I am also taking the opportunity to submit the consultation draft Bus Strategy as a free standing document.

You are of course aware of two of the key major projects for Bristol: the first line of the rapid transit network for Bristol and road user charging. In the case of rapid transit, the Council has demonstrated its determination to secure this project. It has allocated considerable sums from its own resources to enable scheme preparation to progress. It has also responded to minimise further delay to the project brought about by proposed route changes in South Gloucestershire, by promoting a first phase to Parkway Station and UWE.

/continued

C a b i n e t

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Councillor Helen Holland
Executive Member for Environment,
Transport and Leisure

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www.bristol-city.gov.uk

For road user charging, the Council's position remains that road user charging continues to be a key element in our strategy, but that we will only consider introducing such measures once alternative transport investment is secured and following full public involvement in the decision. During 2001/2, good progress has been made on the technical assessments and the first steps in developing the full business case.

I believe that the APR demonstrates that we have made real progress in 2001/2 in delivering the integrated transport strategy for Bristol. The document sets out progress across a great range of transport issues ranging from major schemes such as the new Portway Park & Ride site through to local neighbourhood projects such as safer routes to school, car clubs and home zones.

Yours sincerely

A handwritten signature in black ink, appearing to read 'H Holland', with a long horizontal flourish extending to the right.

Councillor Helen Holland
Deputy Leader with responsibility for Environment, Transport and Leisure

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(separate document)

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Appendix 2 Additional Information Required for Maintenance

Appendix 3 Reduced Road Lighting Inventory for use in July 2002 Submissions

Appendix 4 Consultation Results on APR 2001 and Transport Capital Programme 2002/03

Appendix 5 Addressing points raised in the Government Office Settlement Letter



Peros bridge

EXECUTIVE SUMMARY

This Second Annual Progress Report (APR) on the Bristol Local Transport Plan brings together a substantial amount of information on progress towards local objectives, targets and outcomes, in the 2001/2 period.

Increased funding has allowed significant progress to be sustained across many topic areas and these are fully set out in Part C. Amongst the 'headline achievements' was the construction of the Portway Park & Ride site; further progress on the first phase of the 'showcase' bus routes, extension of concessionary fares schemes, further community transport initiatives, new safer routes to school schemes, new home zones, successful casualty reduction measures and a variety of 'travel awareness' events and activities. Many of these projects have produced improvements for disabled people and people with mobility restrictions and have drawn on considerable local involvement (set out in Part C).

Public involvement and partnership working is a key to successful delivery from strategy level through to neighbourhood and community initiatives and many examples are set out in Part A of the APR. The transport strategy also supports wider policy initiatives such as the vision set out in the Urban White Paper and policies to combat social exclusion. It is set to play a part in the Local Strategic Partnership and has a track record of contributing towards neighbourhood renewal (also covered in Part A).

The process of planning and implementation often has a wider geographical context and involves substantial cross boundary working. The wide range of relevant activities from developing major public transport improvements, though to delivery of technical and operational services are presented. The important links with regional processes, including the London to South West and South Wales Multi Modal Study (SWARMMS) is reported.

The document fully recognises that action on the ground must be reflected in positive outcomes supporting the objectives and targets of the Local Transport Plan. Part B of the APR reports on the monitoring across the range of targets and analyses these results. Although longer term trend data are needed in some cases, the results of the monitoring are positive, with 67% of targets on track. However, progress towards a number of targets highlights some concerns. There is a particular issue in relation to casualty reduction, and the Council's response to these situations is explained.

Also included in the document are:

- The supplementary bid for continuation of the 'Vivaldi' project, begun in 2001/2.
- A report on the current situation with 'major schemes' of over £5m.
- A report on the Council's best practice, dissemination and learning activities, and a report on the Traffic Management Best Value Review. This section includes a resume of the activities supporting the 'Centre of Excellence' role in relation to Air Quality Action Planning.
- A review of the barriers to delivery based on our experience and the experience of neighbouring authorities.
- The substantial amount of information required by DfT relating to the 'Finance Forms', Road Maintenance data and Street Lighting Inventory is included.
- A response to the Government Office letter following the APR 2001 submission.

Our aim has been to produce an accessible and informative document for those stakeholders and individuals concerned with transport in Bristol, whilst meeting the detailed requirements of the government guidance on the preparation of the APR.



Checklist of items to be provided by authorities

Paragraph/Section No

- an executive summary;	
- a brief explanation of the progress made in 2001/02 in working towards the objectives and strategies contained in authorities' LTPs;	3.11 - 3.13 Preamble to Part B
- a brief narrative setting the APR within the wider context;	2.1 - 2.12 Table 1
- a completed pro-forma reporting progress made in 2001/02 against local objectives, indicators and targets, with an indication of whether authorities are on course to achieve their targets, and an explanation if they are not;	part B
- a completed pro-forma reporting on the core performance indicators ;	Part B
- a brief supporting narrative explaining how the 2001/02 LTP allocation was spent, and recording significant divergences from the planned spend. Where available, a summary implementation programme should be included;	3.1 - 3.10 Part C
- a completed pro-forma recording the actions taken in response to the points made in the December 2001 LTP settlement decision letter about the need for improvements to, or clarification of, aspects of the APR or LTP strategies;	Appendix 5
- a brief report on the arrangements for consulting on the APR;	Paras 2.13 - 2.19 and Appendix 4
- a record of the actions taken to share good practice and to learn from others;	Para 4.11 and Table 3
- a brief report on any barriers to the effective implementation of the LTP.	Para 5.1
Attached/ annexed to the APR:	
- road and bridge maintenance data;	Appendix 2
- street lighting inventory (requested in a letter from Ian Holmes to Chief Transport/ Highways Officers entitled "Street Lighting Inventories" dated 31 January 2002)	Appendix 3
- completed finance forms (also to be submitted electronically to ltpforms@dtlr.gsi.gov.uk).	Appendix 1



PART A - Overview

1. Introduction

- 1.1 The local transport strategy was adopted in 2000 in the Local Transport Plan for the 2001/02 to 2005/06 period. It seeks to encourage high quality alternatives to the car, greater integration of land use and transport policy, and demand management. Key elements include LRT Line 1, further park and ride sites, "showcase" bus routes; continued support for public transport and community transport, walking and cycling, travel plans, residents' parking schemes, a review of parking controls, investigation of road user charging and its links with parking policy, Home Zones and 20 mph zones (particularly around schools), and promotion of low polluting methods of transport. The strategy remains unchanged.
- 1.2 The first Annual Progress Report (APR) was published in August 2001. This second APR sets out the considerable progress made in 2001/02, and its links with the Plan's targets. The document also highlights links with wider issues such as social inclusion (with examples), and strategic planning processes (including SWARMMS). Methods of consultation are described, as are many examples of effective cross boundary working with adjacent local authorities.
- 1.3 The document also systematically addresses the detailed requirements of the government guidance on preparing this second APR, including reporting Best Value Reviews, dissemination activities and responding to the government office settlement letter. It seeks also to achieve high standards in meeting the seven broad headings set out in the guidance.

2. The APR In Its Wider Context

Linking with wider issues

- 2.1 Bristol's LTP recognises that transport opportunities and impacts affect individuals, communities and organisations, often in unequal ways. Further transport provision and the way the network is managed is fundamental to economic health and urban environmental improvement.
- 2.2 The 2001 APR set out the wider issues for Bristol, particularly relating to social inclusion. Rather than repeat this, this year's APR features examples of schemes and initiatives in Bristol where transport considerations are addressing a range of wider issues and these are set out in Table 1.

The new Cabinet Office report 'Making the Connections : Transport and Social Exclusion' will greatly assist the council with addressing social exclusion issues associated with transport.

- 2.3 The 2001 APR reported on council activities which contribute towards the 14 recommendations set out in the report "Social Exclusion and Provision and Availability of Public Transport". The ability to implement a number of these recommendations will depend on external factors and enhanced revenue funding (eg 2, 4, 5, 6, 9, 10, 13, 14). Notwithstanding the long-term issues which will need to be addressed, good progress continues to be made in support of a number of recommendations including:
- Rec 1** The joint work with the Avon Health Authority examining health impacts relating to transport (reported in the full LTP) has provided a sound basis for the assessment of social need in Bristol.
- Rec 3** The continued implementation of "Showcase Routes" and new park & ride services will continue to bring with it the introduction of fully accessible buses together with raised kerbs etc facilitating access. The introduction of new software will allow the easier production of accurate, user-friendly roadside publicity at a greater number of bus stops.
- Rec 5** Frequent liaison and consultation takes place on a wide variety of issues with bus operators, the trade organisations, community groups / transport providers and the Council's education and social services transport functions.
- Rec 6** The Council is working with providers of complementary transport to improve links with the existing transport network (Lawrence Weston Community Transport now links with Portway park and ride services).
- Rec 11** Development of "Showcase Route" on service 76/77 covers a number of areas of the city with low car ownership.
- Rec 12** The cycle/walking network is being expanded in areas of social exclusion, in South Bristol. A scheme to support a community pool bike scheme is supported in Easton.
- It would be useful to receive clarification of the relationship of this report and the "Making the Connections" report, and progress by other agencies in progressing the recommendations of the earlier report.

TABLE 1 :
INTEGRATION OF LTP PROGRAMME WITH WIDER ISSUES

Issue	Scheme or Initiative
<p>Promoting Social Inclusion and Neighbourhood Renewal.</p> <p>1. Improving access to employment</p>	<p>Further development of A38 "Showcase" bus route improvements, linking south Bristol to wider employment opportunities.</p> <p>First phase of regeneration site at Imperial Park, Hengrove, infrastructure funded through S106 agreement.</p> <p>Headline target relating to access to bus network (see Part B), measured through the use of map based public transport accessibility indices.</p>
<p>2. Linking communities to social/ retail/ health facilities.</p> <p>3. Overcoming barriers for disabled people</p>	<p>Concessionary fares scheme extended to cover destinations outside Bristol in adjoining authorities for Bristol residents.</p> <p>Continued support and promotion to Bristol-Dial-a-Ride, one new fully-accessible vehicle for operation in 3 wards, and extension as part of Vivaldi Project.</p> <p>Several new Community Transport schemes supported (Lawrence Weston, preparation for Withywood/Hartcliffe Scheme under SRB, Elderly Person's Shopping Bus Barton Hill) : Also 2 new fully accessible vehicles provided for Bristol Community Transport.</p> <p>Increased revenue support of the region of £1.9m for socially necessary bus services.</p> <p>Establishment of framework for provision of transport enhancements in Hartcliffe and Barton Hill under the Vivaldi project.</p> <p>Headline target relating to bus access to health facilities on track (measured through the use of map based public transport accessibility indices)</p> <p>Personalised travel plan schemes in Hartcliffe/Barton Hill aimed partly at widening travel horizons.</p> <p>In common with other local authorities, considerable sums are spent in procuring transport services, particularly for education and social services purposes. A comprehensive review of Education transport has been undertaken following an OFSTED report. Measures identified to reduce the level of expenditure have included the renegotiation of the cost of the bus passes with the major operator, capping of funding for post-19 college students and a review of the authority's tendering procedures.</p>
<p>4. Overcoming community severance/health impacts, particularly for areas of disadvantage</p>	<p>The Transport Users Priorities introduced in the full LTP is helping to secure better facilities and design for disabled people both in the context of new development and the council's own schemes or partnership schemes. This is reflected in the implementation table, which shows the many ways in which the needs of disabled people are being addressed in practical as well as policy terms .Corporate policy and design guidance (The Environmental Access Standard)has been developed and adopted, which is assisting the process of integrated design on transport. A particular project relates to transport support for a public arts project involving disabled artists, aimed at better identifying the public transport needs of disabled people.</p> <p>The publication of the Government's road safety strategy 'Tomorrow's Roads - Safer for Everyone' with its casualty reduction targets for 2010, highlighted the need to increase child road safety training, particularly in deprived areas where studies have found that there are higher than average road casualties. A pilot network of child pedestrian training schemes has been set up which Bristol City Council was successful in bidding for, at Sea Mills and Shirehampton.</p> <p>The scheme in Bristol focuses on 14 schools in deprived areas of Bristol - Lawrence Hill, Filwood and Southmead (amongst the 10% worst child pedestrian casualty rates in Bristol).</p>

continued...

Issue

Scheme or Initiative

The particular road safety characteristics of disadvantaged areas are recognised in allocating road safety resources. Five wards in Bristol are amongst the 10% most deprived wards in England and considerable effort has been directed at accident problems in these areas. Two of the wards contain large 20 mph zones (Southmead, Lawrence Hill); two route based traffic calming schemes have recently been introduced in Knowle; crossings have been installed to reduce community severance on Easton Way (Easton); area wide and route measure in Easton as part of the urban renewal programme have been provided and a series of site based measures in Ashley have recently been installed.

A number of areas of the City suffer from the 'barrier' effect of created by major highways. Measures have been introduced in recent years to provide more direct, at grade, facilities to help overcome this barrier effect (eg at Temple Way which forms part of the Scope Route, and Hartcliffe Way). A number of similar schemes are being developed. Proposals are being progressed to enhance pedestrian access across St James Barton, a busy traffic junction. This will involve considerable remodelling of the existing layout, with improved pedestrian access from Ashley into the central area. Funding has been allocated in order to close unpopular subways at Easton Way (alternative at grade facilities have already been provided) and Quickthorne Close in Hengrove. The barrier effects of the M32 are highlighted elsewhere in this report (where the grade separated provision has been the scene of more than 50 reported crimes over one calendar year).

Last year's APR identified that certain of the inner area wards, with lower car ownership, suffer disproportionately from traffic related air quality and severance effects. The designation of the Air Quality Management Area and subsequent implementation of the Action Plan, will help to reduce some of these health based inequalities.

Vision for towns and cities contained in the Urban White Paper

Further extension of the Legible City Initiative.

Removal of through traffic from historic Queen Square and first phase of restoration works.

"Victory" Home Zone largely completed.

A number of neighbourhood-led projects supported eg health walks, local cycling initiatives.

Vision for upgrading public spaces and links between them updated as part of the City Centre Strategy (which sets out the 'Vision' for the City Centre and its movement needs).

Transport infrastructure support to enable key "brownfield" sites to be developed eg Wills site in south Bristol.

Preliminary work for Hengrove Park redevelopment. Formulation of a masterplan with strong transport elements for the sustainable development of Hengrove Park.

Network management support to events/festivals in Bristol eg "Streets Alive" in support of "In Town Without Your Car"; Bristol's Biggest Bike Ride; Harbour festivals. All support 2008 "City of Culture" Bid.

Incorporation of Home Zone treatment for The Dings in proposals for redevelopment of wider area, in association with Vivaldi project.

Involvement of local communities in developing transport solutions for primary and secondary schools. School Travel Plans are being prepared (one completed) for 8 schools, and walking buses have been set up so far at two of these.

continued...

Issue

Linking of LTP with land use policies

Scheme or Initiative

Alterations to Bristol Local Plan to incorporate a range of issues reflecting the LTP : eg safeguarding of land for future rail improvements including south Bristol LRT, Interchanges, Air Quality policy, travel plans, policies to encourage mixed use and central area housing development; policies to secure financial contributions for sustainable transport considerations.

Use of S106 agreements to secure travel plans, sustainable transport (cycles, pedestrians, PT, Park & Ride) and minimise unnecessary vehicle use.

Areas around Temple Meads station focus of new commercial, residential and commercial development, securing 10-15% share of trips by rail.

Promotion of enhanced interchange facilities at Marlborough Street bus and coach station and Temple Meads railway station.

The 2002 Bristol Urban Capacity Study indicates that 9,516 new homes could be built between 2002-2011, representing a substantial increase in housing supply in the city and contributing towards Structure Plan targets. Ninety percent of new housing could be built on previously developed or "brownfield" sites. This will contribute towards providing homes closer to major employment and service opportunities.

Community Strategy

See narrative.

Action to Improve Climate change, air quality and noise

Ongoing programme of improvements to council's vehicle fleet, including target of purchasing 60 bi-fuel LPG petrol vehicles over 3 years.

Agreements with First to retrofit buses with particulate traps operating on a number of routes (with support from "Clean Up").

Various awareness raising events and activities eg support to "In Town without your Car"; cycle promotion; support to voluntary travel plan development; support to "Switch off Campaign".

Transport HQ: Use of Green Energy and draft travel plan.

Begun noise mapping in the city. Local strategy to follow publication of national strategy.

Low noise(SMA) surfacing has been provide on approximately 54kms of road as part the highways maintenance programme. Whilst best value considerations of strength and economy have been the primary reasons for its use, there have been considerable benefits to local communities.

Street Lighting – 15% from renewable energy sources.

Declaration of two Air Quality Management areas and preparatory work for the draft Air Quality Action Plan. The Action Plan will also reflect noise and climate change benefits.

Citywide assessment of CO2 emissions complete (transport = 36% of total emissions).

- 2.4 This section also provides the current position on:
- the development of the Local Strategic Partnership and transport links to it (and the Neighbourhood Renewal Strategy);
 - examples of partnership working;
 - consultation and involvement;
 - cross boundary working;
 - SWARMMS;
 - Structure Plan;
 - Regional Policy.

Transport, "Serving Bristol Better" and the Community Strategy

- 2.5 The Council's commitment to the people of Bristol is set out in the two documents; the Corporate Plan and Best Value Performance Plan "Serving Bristol Better". The council has one overall vision: to build a better Bristol for the benefit of all its people, now and for the future. The Plan sets clear aims and priorities - with targets for achieving them. There are six broad aims:
- investing for a sustainable environment
 - building a thriving economy
 - achieving lifelong learning
 - promoting health and well being
 - strengthening local communities
 - delivering value for money
- Each of these aims has a series of more detailed objectives.
- 2.6 Clearly, the transport agenda in Bristol is key to achieving the vision and its broad aims and objectives. Transport problems have been identified as a barrier to progress through local survey findings. The table below illustrates this. It sets out the specific transport objectives under the relevant aim, together with the associated targets. All of these form part of "Serving Bristol Better" and the Council's Corporate Plan. The targets are influenced by national priorities, but are firmly based on local need and consultation (including the findings of best value reviews).
- 2.7 A Local Strategic Partnership (locally called the 'Bristol Partnership') has been formed and work has begun on the drafting of the Community Strategy. This will include jointly agreed major,

medium and long term objectives and priorities specifying actions, lead partners, timescales and outcomes.

- 2.8 To enable this, five Community Strategy Groups covering the first five of the "Serving Bristol Better" objectives has been set up, drawing upon wider community representation (including the LA 21 Transport Topic Group). The draft scope of the Strategy groups, involves transport and access to employment; as well as social inclusion ,community safety and health issues such as physical activity levels. It is expected that this work will have progressed sufficiently to enable a full report in the 2003 APR.

Neighbourhood Renewal

- 2.9 The Neighbourhood Renewal initiative was launched in January 2001 to focus attention on priority neighbourhoods which suffer high levels of disadvantage. The 'Bristol Partnership' (Local Strategic Partnership) is responsible for the delivery of the programme and in March 2002 agreed the Neighbourhood Renewal Strategy.
- 2.10 The strategy supports the development of neighbourhood-based structures which engage community organisation and mainstream agencies to work together to develop Local Neighbourhood Renewal Action Plans. The plans focus on mainstream service delivery particularly on crime levels, educational achievements, health inequalities, employment and housing.
- 2.11 Neighbourhood and Housing Services in the City Council are enabling the development and delivery of the approach through a team of neighbourhood based Project Managers and Facilitators.
- 2.12 Draft Local Action Plans are in place in St Paul's, Knowle West and Southmead and all the neighbourhoods will have plans by the autumn of 2002. The priorities identified through this process will influence many plans and strategies in the city. There are identified links between transport and health and crime issues and access to a range of services.
- The LTP is flexible enough to respond to these priorities, and table 1 gives examples of relevant projects in the target areas.

Aims	Objectives	Targets
Investing for a sustainable environment	To achieve a safe, efficient, sustainable and integrated transport system.	LTP headline targets for cycling; public transport priority and information; community transport and road safety. Statutory indicators: Accident reduction targets; public transport; rights of way.
Delivering value for money	To optimise the use of the council's resources	Public transport cost per passenger.

Role of the Wider Community and Partnership Working

2.13 The Council puts great emphasis on involving the wider community in the way transport decisions are made. In addition, a major tenet of the LTP is the role of the wider community in working with the local authority to help solve local transport problems. Working relationships with employers, schools and local communities continue to grow. Below are a number of examples of partnership working across a range of topic areas.

Examples of Partnership Working

- Development of the basis of a new Quality Freight Partnership, to be signed in Summer 2002, alongside the First Annual Action Plan. Action items include a review of signing as part of the road hierarchy review, and production of the lorry drivers' manual.
- Formal partnerships established for a variety of aspects of implementation eg Dial-a-Ride; CycleWest for aspects of cycle promotion
- Joint working with the Ramblers' Association on a number of new initiatives aimed at raising the profile and benefits of walking in and around the city.
- Financial support to a number of Community Transport Initiatives and practical support to groups seeking funding under SRB and Urban Bus Challenge.
- Continuing support to the innovative "Community Car Clubs" which expanded into a second area of Bristol in 2001/02.
- Partnership with First developing a number of Quality Bus Corridors.
- Joint working with a number of schools through the development of Travel Plans and local improvements.
- A local campaign to promote the PTI 2000 "Traveline" service, giving added value to the national campaign.
- Practical and financial assistance to a number of local employers who are developing travel plans.
- Support to the "Switch off Campaign" (which was initiated in Bristol) as part of the "awareness" work supporting Air Quality action under the banner of 'Don't Choke Bristol'.
- Joint working with external groups to provide travel awareness events and activities including 'In Town Without My Car'.
- Active member of the 'Heart of Wessex Rail Partnership' which promotes the Bristol - Weymouth line.

- The setting up of a Bristol Business Unit by Wessex Trains at the request of the Strategic Rail Authority is an important development in the relationship between the City Council and the local rail operator. In particular, it is enabling the City Council to become more directly involved in the planning of local services with Wessex Trains in Bristol and the surrounding area. It is hoped that this will lead to a more formal partnership arrangement in the near future.
- Member of the recently formed 'Safety Camera Partnership' with the police, adjacent unitary authorities and Somerset.



Avon Area Employers Travel Award Scheme

Consultation and Involvement

2.14 The principles of early involvement, interactiveness; inclusiveness; openness; continuity and provision of feedback continue to guide the Council's approach to public involvement. Public involvement continues at three broad levels:

- strategy
- sub-strategy
- scheme level

Examples are set out below. Taken together, these elements represent the Council's public involvement strategy, and reflect the approach set out in the DETR guidance on enhancing public participation ie

- improved comprehension
- better communication
- building capacity
- strengthening connections

Bristol Transport Forum

2.15 The Bristol Transport Forum (BTF), reconstituted in 2001, provides much assistance in the formulation of the LTP strategy and policy areas. The BTF brings together representatives of both the users and the providers of transport in Bristol, and environmental, commercial and other local groups, to ensure that the forum represents the broad range of stakeholders who will participate in the development of transport in Bristol.

2.16 The BTF covers all three areas of public involvement listed below, from the Strategy Level, to Sub Strategy such as involvement in the development of the Bus Strategy, to the Scheme Level, where individual proposals are discussed during their development.

Strategy Level

2.17 - APR 2001 and "Popular" update reports widely distributed/available on the council's Web site. A survey of key stakeholders for their views on the 2001 APR showed that the overview and monitoring tables were found to be of greatest interest. The broad findings were:

- 88% of respondents felt that last year's APR was very clear or clear in setting out progress in implementing the plan.
- Views on usefulness of the APR varied, with 76% of respondents finding the overview and strategic monitoring table very useful or useful, though 35% expressed the same view on the table responding to the Government Office's Comments.
- 66% considered that progress in implementing the first year of the plan has been very good or good.
- Executive Member presentations to a variety of local and national audiences, including Bristol Chamber of Commerce and Initiative.
- Consultation of stakeholders on the draft Capital Programme first introduced in 2001/02. This consultation exercise was repeated to formulate the programme of transport capital works for 2002/3, which is summarised in the Implementation Table (Table C). This is a good example of "strengthening connection" as set out in the DETR guidance on enhancing public consultation. Stakeholders include the Bristol Transport Forum members, the Green Commuter Club, and Bristol Transport Commission.
- Feedback to stakeholder forums such as the two travel plan forums, the forum for disabled people, the Bristol Bike Forum, and the Bristol Motorcycling Forum, Public Rights of Way Forum.
- Received the broad endorsement of the LTP from the Bristol Chamber of Commerce and Initiative, and responding to the BCCI's 10 point statement.
- Participation in national and European forums such as the Parliamentary Select Committee examining the 10 year National Transport Plan; 'Centre of Excellence' dissemination; a variety of European conferences, the 'Moving On' conference and the Interchange Conference and exhibition.

Sub Strategy Level

2.18 - A communication process in relation to air quality and transport has been established, through a package of information, awareness and consultative activities. Nearly 2,300 people/groups responded to the AQMA Consultation, with some 5,000 transport related comments. This information is being used to shape three

broad options for the Air Quality Action Plan which will be the basis of further stakeholder and public involvement in summer of 2002.

- Bus Strategy: the draft strategy submitted with this APR builds upon the considerable amount of consultation reported in the APR for 2001. The draft will also be referred to the Bristol Transport Forum. In relation to bus service information requirements under S139-141,a statement a policy is being separately sent to the Government Office(as requested in this year's guidance).
- A draft motorcycling strategy has been prepared with the involvement of the Motorcycling Forum.
- Draft street lighting strategy, subject to internal and external consultation. The strategy will reinforce the role of street lighting in improving the pedestrian environment, improving personal safety and reducing transport collisions (contributing towards objectives 3 and 7 of the LTP).
- Further development of the Parking Strategy (as part of the Local Transport Plan), particularly taking into account current findings from the road user charging research, and experience of implementing existing parking standards in Bristol and elsewhere.
- The council is seeking feedback from consultative and partnership forums that it facilitates. Two groups (the Bike Forum and 'Temple Travel' group) were surveyed in early 2002. Participants were broadly positive about the usefulness of both of these groups, and a number of adjustments to the way the 'Temple Travel' group operates were suggested. These are being considered by the group. The intention is to extend this process to other consultative forums.

Scheme Level

2.19 - A summary of specific consultation on individual schemes and projects is set out in the Implementation Table (Table C).

Examples include:

- Portway Park & Ride proposal: three public meetings, local community meeting presentations, and 6000 door to door leaflets in streets and shops.
- Traffic Management/Home Zones: public meetings, and questionnaires in six areas and preparation of the Home Zone Challenge Bid. Joint working with local residents and their street representatives in support of the "Victory" Home Zone in Bedminster.
- Bus priority measures and showcase corridor proposals: public exhibitions, public meetings, presentations and publicity leaflets, website, posters, and meetings with affected parties.
- Involvement of four communities in developing Safer Routes to School proposals.
- Further local meetings and surveys as part of the consultation for the Kingsdown Residents' Parking Scheme.

TABLE 2 :
CROSS BOUNDARY CO-ORDINATION

Topic	Activity	Outcome
SUBREGIONAL		
Strategic land use and transport policy	(1) Joint Committee and Joint Strategic Planning and Transportation Unit (JSPTU) supported by the four Unitary Authorities (UAs) in the former Avon area (Bristol, Bath & North East Somerset, North Somerset and South Gloucestershire Councils).	More effective sub-regional level use/transport planning.
Parking Standards	(2) Joint investigations to establish common parking standards for the full range of land use, relating standards to levels of accessibility.	If successful consistent approach on car parking standards.
Rail	(1) Joint Avonwide Rail Strategy adopted. (2) Planning and bid preparation for upgrading Weston-super-Mare - Bristol - Yate services, taking into account the outcome of the SRA Capacity Study. (3) Joint appraisal of land required for future rail/LRT purposes including future freight sidings.	Probable bid to SRA for rolling stock in partnership with rail company on staged basis from 2003. Land protected in LP's/through Development Control process.
Bus	Concessionary scheme extended to all bus journeys starting/finishing in the Bristol boundary. JSPTU investigating the implications of extending this to the whole Avon area (possible scheme introduction 2003).	Greater access/mobility for concessionary pass holders.
Travel Plans	Encouragement/promotion of travel plan development through Award Scheme.	Increased numbers of employers developing travel plans/good practice shared.
Cycling	(1) Development of NCN routes 4 and 3, involving connecting routes across Bristol/B&NES/South Glos and North Somerset boundaries. (2) Production of map based route information for parts of the network covering a number of LA areas eg North Bristol Fringe, NCN Route 3/4, Avon Cycleway. (3) Regular cycling officer liaison meetings on cycling/walking issue. (4) Jointly funded Avon Valley Project Officer.	Development of continuous networks, linking Bristol to surrounding hinterlands and to national network. Consistent information available to users. More effective cross boundary route planning / co-ordination
Freight	Bristol and Avon Area Freight Quality Partnership. All four UAs "signing" in Summer 2002. Working groups to address specific topic areas to be established.	Consistency of approach across sub-regional.
Traffic Signals	Bristol provides maintenance function to UAs (Bristol, North Somerset, S. Glos.)	Overheads minimised, economies of scale joint specialist training.
Air Quality	(1) Bristol provides support to Stage 3 Review/Stage 4 Review. (2) Development of joint local authorities approach in relation to Highways Agency managed network, with GOSW.	Consistency of approach in identifying "Areas of Exceedence". Common approach to Highway Agency roads.
Safety Camera Partnership	Bristol lead authority for maintenance covering Bristol, North Somerset, S. Glos, B&NES and Somerset CC.	Economies of scale, support for partnership.
SWARMMS	Four local authorities responding, and focussing on peak times issue relating to the sub-region in a further study.	Sub-regional issues more effectively addressed.
Bristol and Bath - South Coast Study	Collaboration on a GOSW study for passengers/freight between Bristol/Bath area and Southampton/Poole areas.	Strategy for rail/road including A36 link and Rail capacity.
Public Rights of Way	Under the auspices of new Countryside and Rights of Way Act, preparation for setting up of Access Forums.	

Topic	Activity	Outcome
SOUTH GLOUCESTERSHIRE		
Rapid Transit	Joint co-ordination of Rapid Transit route	Implementation of Rapid Transit route to serve Greater Bristol area to enhance public transport and travel opportunities.
Bus	(1) Co-ordination of "Showcase" bus route programme (A38 2001 to 2003; A420/A4108 for 2003/04). Reflected in the draft bus strategies of each LA.	Upgrading measures and consistency of quality on route basis.
	(2) Production of map based route information to include Bradley Stoke and other areas external to Bristol.	Wider journey to work area covered by consistent information.
	(3) Joint support to a number of cross boundary bus services.	Social needs addressed.
M32/ NewfoundlandWay/ Newfoundland Street	Joint BCC/South Glos involvement in the Highways Agency study identifying a package of bus priority improvements. Ongoing liaison in consideration of proposals.	M32 will play an enhanced role in serving the bus network, with improved access from significant parts of S. Glos to Bristol.
Rail	(1) Joint support for Bristol Temple Meads to Severn Beach railway services.	Enhanced passenger numbers.
	(2) Joint Study on service improvements and new services Bristol - Avonmouth - Severn Beach/Henbury and Filton.	Possible submission to SRA and/or train company initiative
Cycling	(1) Joint cycling forum and support to CycleWest promotional activities.	More effective consultation and provision of services to local users.
NORTH SOMERSET		
Highways	(1) Jointly promoted A38 - A370 link road study. Bid from North Somerset in this year's APR.	Enhanced access to Bristol Airport.
Bus	(1) North Somerset/First Bus Quality Partnership prioritises X1 (A370) Weston-super-Mare - Bristol service. Utilises recent and planned bus priority measures in Bristol.	Higher quality and faster service linking a number of settlements with Bristol.
	(2) Promotion of Chew Valley services through targeted marketing in Bristol. Contribution from Bristol's Rural Bus Challenge award towards scheme.	Assists long term sustainability of a major Rural Bus Challenge Project.
Rail	(1) Support to Portishead-Bristol passenger rail studies, with a view to preparing a bid to SRA in partnership with the train company.	Reintroduction of passenger service linking high population growth area to Bristol.
BATH AND NORTH EAST SOMERSET		
A37 Park and Ride	Initial discussions regarding planning issues which need to be addressed, and transport planning context.	Possible joint study addressing PPG13 issues and cost/benefit considerations.
Bath and North East Somerset LP	Joint discussions on aspects of LP policy affecting cross boundary issue (including the need for Whitchurch by-pass).	Greater co-ordination through safeguarding and land use planning.
Bus	Promotion of Chew Valley services to targeted marketing in Bristol. Contribution from Bristol's Rural Bus Challenge award towards scheme.	Assists long term sustainability of a major Rural Bus Challenge Project.

Cross Boundary Working

- 2.20 A great amount of joint working occurs across the four unitary authorities in the former Avon area, covering a range of topic areas and particular services. There are also a series of "one-to-one" joint working arrangements with adjacent local authorities. This activity is set out in table 2.

SWARMMS

- 2.21 The London to South West and South Wales Multi Modal Study (SWARMMS) commissioned in 2000 by GOSW reported in May 2002. The study made a number of recommendations to improve the strategic transport network on the main east-west axes between Reading and the far southwest, including the M4, M5 and A303 road corridors and the parallel railway lines. On completion of the study, GOSW handed the results over to the Regional Assembly for the Assembly to make recommendations to Ministers. For the Bristol area the study recommended a package of measures including improvements to the local rail infrastructure that can benefit local as well as long-distance services, LRT Line 1, a number of park and ride sites around Bristol, improvements to coach services, targeted improvements including additional lanes in places to the M4 and M5 motorways around Bristol, and active management of those motorways.
- 2.22 The council, in common with the neighbouring unitary authorities in the former Avon area, is concerned that the study did not address in sufficient detail the transport issues of the area. In particular, the analysis tools employed in the study were inadequate to assess the complex journey patterns in the greater Bristol area, including peak commuting demands, the interaction of local and strategic movements, and the extent to which investment in local and sub-regional movement needs could contribute to easing strategic movements.
- 2.23 Accordingly, after discussions with GOSW, it has been agreed that a further greater Bristol study will be commissioned to examine these issues, making use of locally available modelling tools and assessing the contribution of local transport schemes. GOSW has agreed to fund the study with a contribution from the Regional Development Agency, and the councils are in discussion with GOSW to get the study commissioned and completed in as short a time as possible. The councils are all concerned that they will be disadvantaged in bidding for necessary schemes in next year's APR submissions unless the work can be completed by then.
- 2.24 In the meantime the councils have considered which of the local investment schemes identified in SWARMMS they can support in advance of this further study. These include LRT Line 1 and many of the local rail improvements already included in the SRA's Strategic Plan or which could be secured through RPP bids. With the exception of LRT Line 1, which is described elsewhere, none of these schemes are subject to bidding through the LTP process.

Regional Policy

- 2.25 Regional Planning Guidance for the South West (RPG10) was published by the DTLR in September 2001. Section 8 of this document sets out the Regional Transport Strategy (RTS). The role of RTS is to support the spatial strategy, to provide the strategic transport framework for the LTPs and development plans and to provide a framework for the investment and operational plans of relevant transport agencies / operators. It was acknowledged that early partial review of the RPG is likely to be needed for transport, in particular, of progress on parking strategy, the need to devise a more regionally specific airports policy and to update the RTS following the completion of current transport strategies.
- 2.26 The council welcomes the RTS as set out in RPG, particularly the investment priority for Great Bristol LRT Line 1 and the subsequent Greater Bristol LRT network, the South Gloucestershire - Bristol - Weston Urban Rail Improvement, and improved access to the airport and port.
- 2.27 The council also supports the need for an early review and update the RTS in the light of changing circumstances, including the results of studies such as SWARMMS, the Bristol and Bath to South Coast Study, the Regional Airports Strategy and Highways Agency Route Management strategies. However, the council is concerned that this update should not take place before the follow-on study to SWARMMS is completed for the greater Bristol area in order to avoid investment priorities in the RTS becoming distorted in the absence of this study. Ideally, both the follow-on study and the revised RTS will be in place before the new 5-year LTP is prepared for submission in July 2005, so that the new LTP can take on board the latest regional policies.

Structure Plan

- 2.28 The replacement Structure Plan for the former Avon area is expected to be adopted in the near future. It will cover the period to 2011. Adoption was delayed by the Secretary of State's Direction to the four constituent unitary authorities requiring them to make provision for a further 10,700 homes in their areas in addition to the planned 43,600. Following detailed urban housing capacities further urban housing potential has been identified, and Bristol's share of the overall provision has increased to 13,000. As a result, a total figure of 50,200 dwellings has been identified and following approval by each of the constituent authorities, the Secretary of State is shortly expected to withdraw the Direction and allow the Plan to come into force.
- 2.29 The Plan contains a number of transport policies which support and complement the objectives of the LTP, and its adoption will further reinforce and integrate the relationship between land use and transport. In particular, the identification of further housing land within the urban areas will enable more sustainable transport patterns to be established and provide further demand for the use of public transport, cycling and walking in line with LTP objectives.

3. Programme Implementation and Development

Headline Achievements

3.1 Significant progress was made in 2001/02 across a wide range of topic areas. These are fully reflected in the implementation table (Part C) together with their links with local objectives, targets and national targets. Headline achievements include:

- Portway Park & Ride site constructed (scheme opened April 2002).
- Further progress on the first phase of the "Showcase" bus routes.
- Extension of the concessionary fares scheme for Bristol residents to the Avon area.
- Tenders invited for the Temple Meads - City Centre - Hotwells commuter service (which began operating on 1 May 2002)
- Further community transport initiatives and securing of additional funding for the Lawrence Weston scheme through Urban Bus Challenge.
- Further improvements to the "Nightflyer" bus network.
- Continuing improvements to public transport information eg ongoing roll-out of real time information; PTI 2000; promotion of the "Traveline" service.
- Four safer routes to school projects implemented.
- Completion of the first phase of the Legible City Signing scheme, and other supporting initiatives such as new "walking map".
- Successful provision of new transport infrastructure to support access to regeneration sites eg Wills site in south Bristol.
- Further progress on Residential Street Improvements and Home Zones (eg Henbury, "Victory" Home Zone in Bedminster), and securing of additional funding through the "Home Zone Challenge".
- Greater effort in addressing the road casualty toll, with 14 accident concentration sites treated in 2001/02. Further, resources have been secured for a new Child Pedestrian Training Scheme.
- Secured funding from Central Government and the European Commission for the four year Vivaldi project (as part of the CIVITAS initiative) and started works in the Dings/Lawrence Hill and Hartcliffe in February.

- Renewal of "Secure Car Parking Awards", refurbishment of Trenchard Street car park nearly completed, commencement of a programme of introducing CCTV to surface level car parks (with two sites completed in 2001/02).
- Structural maintenance of 5.8 km of principal roadworks (4.5 km noise reducing surfaces).
- Structural maintenance 3.8 km of non-principal roads (3.5 km of noise reducing surfaces).
- 371,000 m² of carriageway surface dressing (5% of network).



Portway Park & Ride

- 62 major footway reconstruction schemes.
- Nearly 3000 replacement street lighting columns introduced from council funding.
- Many examples of effective cross boundary working eg planning of "Showcase" bus routes, cross boundary National Cycle Network routes, Avonwide Travel Plan award scheme, Safety Camera Partnership.
- A variety of travel awareness initiatives and events and support to employers and communities, eg Expansion of the Car Club into Kingsdown; "Streets Alive", Bristol's Biggest Bike Ride.
- A considerable amount of sharing of good practice with other practitioners across the UK.
- Examples of successful partnership working in delivering a variety of projects eg internet based car share scheme established in co-operation with employers at Temple Quay; provision of dial-ride-services; provision of information/training to cyclists; Heart of Wessex Rail Partnership, development of the Quality Freight Partnership.
- Monitoring showing promising progress in relation to the LTP's targets.

Relationship of Implementation Programme to the Bid Programme.

- 3.2 The five year LTP programme and the Strategic Implementation Table in Part C of this report list all transport expenditure funded from many various sources. These provide a full summary of progress under the Local Transport Plan strategy. However, Figure A1 specifically focuses on expenditure funded through the LTP award for the past financial year (2001/02), compared with the actual allocation.
- 3.3 The settlement received through the LTP for 2001/02 was £10.455 million, allocated to a balanced set of priorities across the programme set out in the Plan. Although there is flexibility in carrying forward spending from the 2001/02 award (because it was allocated as two year credit approvals) actual expenditure on these LTP funded areas in 2001/02 was some £10.85 million, and therefore the full allocation for the year was used. The Finance Forms, which are appended to this report, show the detailed spend for 2001/02, though these figures differ from those in Figure A1 as they are based on cash expenditure rather than actual accrual expenditure (as required by government guidance)
- 3.4 Taking into account the introduction of the Single Capital Pot in 2002/03, and with this the move back to single year credit approvals, it is considered crucial that the allocation of financial resources received each year of the plan is maximised, to enable progress in working towards the plan's objectives to be maintained.

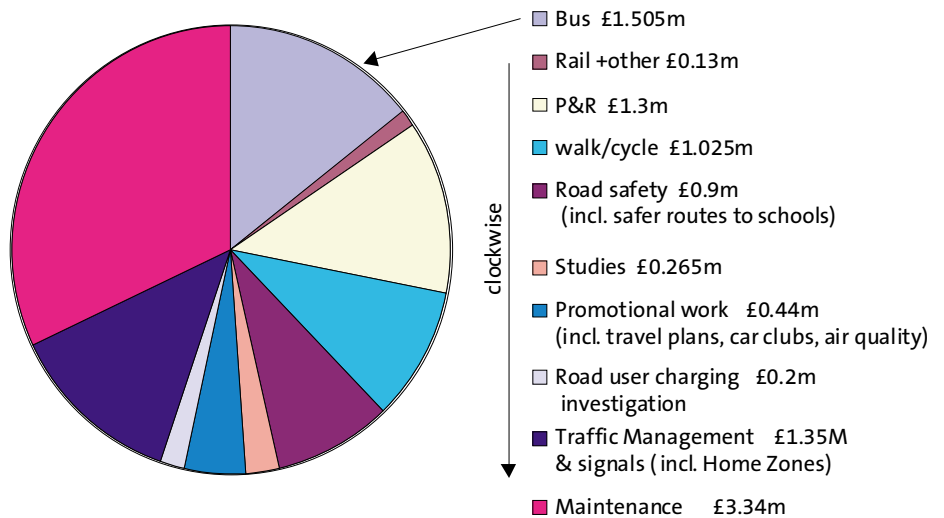
Divergences from Planned programme

- 3.5 Actual spend is still very much in line with the programme, with overall spend against LTP funded areas of the programme fully covering the allocation for 2001/02. However there were some divergences from the originally planned programme mainly arising from re-phasing of expenditure on certain major elements of the overall programme, and these are described below.
- 3.6 Using the flexibility afforded by two year LTP credit approvals, funding for structural maintenance was carried forward from 2000/01 into the 2001/02 financial year to allow a more even programme of implementation of works across the city. This has resulted in expenditure on structural maintenance in 2001/02 being higher than originally programmed, as shown in Figure A1.

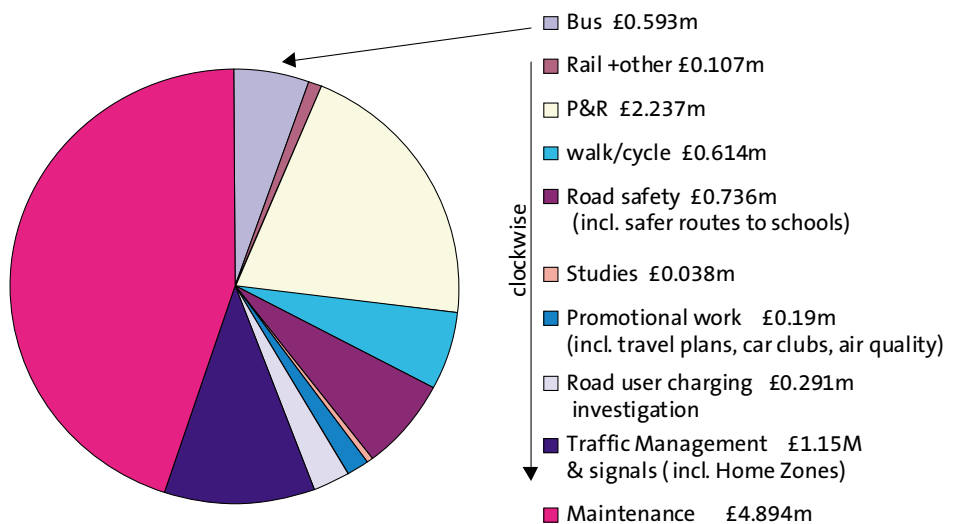
Figure A1

Actual Spend against LTP Capital Allocation 2001/02.

LTP 2001/02 Programmed spend - Allocation £10.455m



LTP 2001/02 Actual spend - £10.850m



- 3.7 The original expenditure profile for the Portway Park and Ride site, was spread evenly across 2000/01 and 2001/02. The planned construction of the site was delayed as a result of additional consultation and more detailed assessment works, particularly environmental assessments, and this has resulted in more expenditure accruing in 2001/02 than was previously programmed.
- 3.8 The expenditure profile for the A38 Bus Showcase Corridor has been re-phased with some elements of the 2001/02 two year funding being carried forward into 2002/03. The project has been progressing throughout 2001/02, with the construction of raised kerbs and new shelters at stops. However enhanced public consultation has resulted in some areas of capital expenditure on the project, including the physical introduction of the bus priority measures, being re-phased into 2002/03.
- 3.9 Expenditure on other areas of the programme has varied somewhat from that previously programmed for 2001/02, owing to ongoing consultation, unforeseen delays in implementation, the re-prioritisation of supporting revenue and staff resources, and the ongoing review of the programme linked to monitoring. Detailed expenditure on specific areas of the programme are set out in the Implementation Table C3 and the LTP Finance Forms appended to this report.
- 3.10 Although it has been possible to deliver a programme equivalent in value to the planned levels by bringing forward elements which are less staff intensive, there is concern that revenue and staff constraints could affect programme delivery in future years, and this is referred to in "Constraints to Delivery" at the end of Part A.

Progress towards targets and objectives

- 3.11 Part B of this report lists details of progress towards local and national targets, grouped under the eleven overall objectives of the Bristol Local Transport Plan. Considering that this is the second progress report of the 5 year plan period, the lead-in time of much investment in transport infrastructure, and consequently its effects, does mean that it is not always possible, in a short period of time, to ascertain significant changes attributed to the measures implemented through the Plan. For many of the indicators, longer term trend data is needed to be compared to the base, to provide robust evidence of progress towards the targets, and overcome annual variation, caused by local or other factors, such as weather conditions.
- 3.12 Although the issues covered above need to be considered, an assessment of progress against each target is set out in Part B, with supporting longer term trend data where this is available. Promising progress is being made with 67% of targets currently on track, where this can be determined. A summary of progress against particular targets is described in detail in Part B1. However there are indicators that are currently identified to be falling short of the targets and these are identified in Table B1. Although more long term data is needed in many cases, actions are being taken to address these areas, and a summary of this is also set out in Part B.
- 3.13 The government has now set core national performance indicators, progress on which is to be reported by local authorities. These indicators were covered as local targets in the original Bristol Local Transport Plan, and are included in the Strategic Monitoring Table in Part B, and for ease of reference also included in a separate table at the end of Part B.

The core indicators are listed below:-

National Core Indicators

Area	Indicator	Bristol Local Transport Plan Reference
Public transport bus	Number of bus passenger journeys	Local Target no. 7
	Bus passenger satisfaction	(Local Target no. 7)
Cycling	Number of cycling trips	Local Target no 10
Road safety	Number of deaths and serious injuries (all ages)	Local Target no. 2
	Number of children killed and seriously injured	Local Target no. 3
Road maintenance	Road Condition	Best Value Indicators BV096 & BV097
Light Rail	Light Rail passenger Journeys	Not yet applicable to Bristol.
Accessibility	% of rural households within 13 minutes walk of an hourly or better bus service.	Not applicable. (however urban accessibility indicator set for Local Target 4)
Road traffic	Congestion, average time lost per vehicle kilometre	This baseline data is due to be published by DfT this summer but it was not available at the time of the APR's publication.

Examples of Schemes with After Information

3.14 Scheme monitoring takes place across a wide range of project areas, ranging from traffic engineering projects to travel awareness activities, and a sample with project results are set out below:

EXAMPLES OF SCHEMES / AFTER RESULTS

SCHEME TYPE	AFTER STUDIES	OUTCOMES
(A) Travel Plans:		
(1) Grants awarded to a number of employers to support on site cycling improvements (BBC, UBHT, DAS, Avon Health Authority)	A range of increases in cycling has been recorded from a modest increase of 10% to a large increase of over 200%	Reduced car usage in parts of Central Bristol.
(2) Two employers in Bristol (University, Orange) received Travel Plan Awards for 'Achievement'.	Single car occupancy reduced by over 10% in each case.	Reduced single car occupancy in congested parts of Central Bristol.
(B) Casualty Reduction : Route Based		
The road safety strategy identified a growing emphasis towards route treatment, through a combination of junction management; space reallocation and traffic calming engineering measures. Three examples are:		
<ul style="list-style-type: none"> • Upper Maudlin Street / Lower Maudlin Street: Primary route management • Daventry Road / Wedmore Vale, Filwood: Speed cushions, islands, mini roundabout • Leinster Avenue / Broadbury Road: Chicanes / kerb build cuts 	<p>Total number of accidents fell from 27 in the three years prior to the scheme to 11 in the past three years.</p> <p>Number of accidents per annum fell from 2.67 before to 0.75 in the 16 months following the scheme.</p> <p>Accidents fell from eight to one in the comparable three year period.</p>	<p>Support to city centre strategy (reduction of traffic in central area).</p> <p>Significant accident savings in areas of South Bristol suffering from social exclusion problem.</p>
(C) Car Clubs		
Support to community led scheme, now extending into its third neighbourhood.	Club has grown from no members in 1999 to 60 members today.	Assisting in reducing car ownership car ownership high density in areas with considerable on-street parking demand.
(D) Bus Priority Measures		
Measures introduced to A4 Hotwells Road to improve bus journey times and reliability during evening peak.	80 second bus journey time savings in the peak hour with no appreciable increase in journey times for non-users(car drivers/passengers).	Improved attractiveness of Long Ashton and Portway Park & Rides and numerous country bus services (including the X1 to Weston).
(E) Park and Ride		
Development of two park and ride sites (1993 and 1997).	Number of single journeys has grown from zero in 1992, to 53,000 in 1994, 95,000 in 1997 and 112,000 in 2001.	An estimated 65-70,000 car trips per year in Bristol have been removed as a result of the two schemes (based on 1996/7 user surveys).
(F) Travel Awareness / Public Transport Information		
An element of the Council's travel awareness work was the production and promotion of a pack of walks planned around access by public transport. (under the title 'Access To The Countryside Without A Car')	A sample survey of 100 users has been carried out. 30% of users live within two miles of the main public transport hub in Central Bristol, and 67% within four miles. 40% of users used methods of transport other than car, with 30% using public transport.	The pack has promoted and resulted in more leisure journeys (which are largely car based) being made without a car. Options for public transport use have been brought to a wider audience.

Supplementary Bids

- 3.15 This section firstly sets out the council's supplementary bid for funding for the VIVALDI project, following the successful bid last year for the 2002/3 period, and secondly sets out the council's intention to submit a bid in 2003 in relation to the M32 Corridor.

VIVALDI EC Supported Project

Why this scheme is needed

- 3.16 In response to a call for proposals issued by the European Commission under the City – VITality - Sustainability (CIVITAS) initiative, a bid was submitted by the City Council in March 2001. The project proposal included Bristol City Council and partner site Bremen in Germany, and involved the implementation and evaluation of an integrated package of innovative transport measures. In addition, Kaunas in Lithuania was a follower site in the bid to assess the potential transferability of the demonstration elements to an Eastern European context. Following a positive evaluation of the Bristol proposal, the EC merged the successful projects, and Bristol, Bremen and Kaunas were joined with Nantes and Aalborg to create a new 5-city project, titled Visionary and Vibrant Actions through Local Transport demonstration Initiatives (VIVALDI). The 4-year project commenced in February 2002. The project in Bristol will involve local partners First, Bristol Dial-a-Ride, Sustrans and the University of the West of England.

In total €50m has been allocated by the EC to support the CIVITAS initiative.

- 3.17 The cost of the measures at the Bristol site is €15.1m (£9.06m) of which the EC grant support totals €5.4m (some £3.24m). The funding to support the European Commission grant for the City Council's VIVALDI measures will be obtained from a number of sources including the Council's Local Transport Plan settlement, New Opportunities Fund grant, support from Powershift and Clean Up programmes and other Council revenue and capital funding. An award of £700,000 supplementary funding to support capital works was made through the Annual Progress Report process for 2001/02. Funding of £900,000 of supplementary funding to support the VIVALDI project is sought for 2003/04 to continue this scheme.

Why this scheme was not in the Full LTP

- 3.18 The LTP recognises the benefits that EC supported research and demonstration projects can have in testing and evaluating innovative transport measures. This scheme was not specifically included as the call for proposals for the CIVITAS initiative opened after the LTP was submitted, and the outcome of the bid was not known until July 2001.

Consistency of this policy with the overall transport strategy

- 3.19 The proposed project is fully consistent with the Council's transport strategy. The VIVALDI project will include the demonstration of measures under 8 key themes:-

- Clean vehicles
- Pricing strategies
- Access control and management
- Stimulation of public transport modes
- Urban freight issues including e-commerce
- Measures to promote changes in car ownership and use
- Travel plans and travel awareness
- Intelligent transport systems



- 3.20 These measures provide a broad cross section of the elements contained within the Council's integrated transport strategy, and the opportunity to implement and evaluate a package of measures within different demonstration areas – city centre, edge of centre, urban edge, and on six key corridors linking or serving these areas.

Can this scheme be implemented by reprioritising existing allocations?

- 3.21 Given the scale of the project, and the award of grant support from the European Commission at 35% of City Council costs, it will not be possible to secure the necessary matching funding within existing allocations.

Impact of not implementing the scheme

- 3.22 The scheme provides the opportunity to implement, evaluate and disseminate results for a package of innovative transport measures with the support of the European Commission. The project will allow the exchange of knowledge and experience between key organisations at each partner site including city authorities, public transport operators and stakeholders. It will also develop a body of results that are transferable to a large number of similar medium sized cities across Europe, which can be disseminated to other UK local authorities. The VIVALDI project provides the opportunity to implement a range of measures in support of the Council's transport strategy, and to test innovative solutions. Outside of this project these initiatives would otherwise have a lower priority when compared to the existing critical elements of the Council's strategy, such as Park & Ride and Showcase Bus Routes. The measures proposed through the CIVITAS initiative should be viewed as complementary to these high priority schemes.

Progress during 2002/03 and supplementary bid for 2003/04

- 3.23 Given the scale of the project and broad range of measures to be introduced, the Council recognise the need implement schemes throughout the duration of the VIVALDI demonstration phase. To this end a number of measures are programmed for introduction at the Bristol site by the City Council or local partners by autumn 2002:-
- Dedicated community travel worker recruited April.
 - Home Zone consultation and design commenced May.
 - Dial-a-Ride demand responsive transport service launched in new city area in July.
 - Smart card detailed specification produced July, and parking card launched in August.
 - Retrofitting 25 diesel buses with exhaust treatment equipment in August.
 - Real time bus passenger information for Portway Park & Ride in September.
 - First phase of personalised travel marketing campaign in Hartcliffe in September.
 - Deployment of ten transport information points on project corridors in the autumn.
- 3.24 Works planned for 2003/04 for which supplementary funding is sought include access control measures, schemes to support a city centre Clear Zone, integrating intelligent transport systems, a city logistics scheme, community delivery points, smart cards and the Dings Home Zone. The first revision of the VIVALDI Business Plan which details project elements, costs and phasing was produced in June 2002 and has been forwarded to the DfT.

M32 Corridor: Supplementary Bid 2003

- 3.25 Consultants for the Highway Agency have recently reported on options for managing the M32 (eg provision of bus lanes). The M32 also creates severance between communities living alongside. The many people who need to cross the M32 on foot or by cycle are required to use poorly designed and inconvenient subways and bridges. These are the scene of street crime, with the area around junction 3 (Easton Way/Lower Ashley Road) being a particular concern. Measures are required to overcome these problems. It is expected that a supplementary bid in order to progress measures will be prepared for submission in 2003.
- 3.26 The bid will also need to include the substantial cost for the council in taking on additional maintenance liabilities arising from the government's wish to return responsibility for the motorway to council, as set out in government guidance. It will also need to take into account the results of the Greater Bristol Transport Study stemming from SWARMMS.

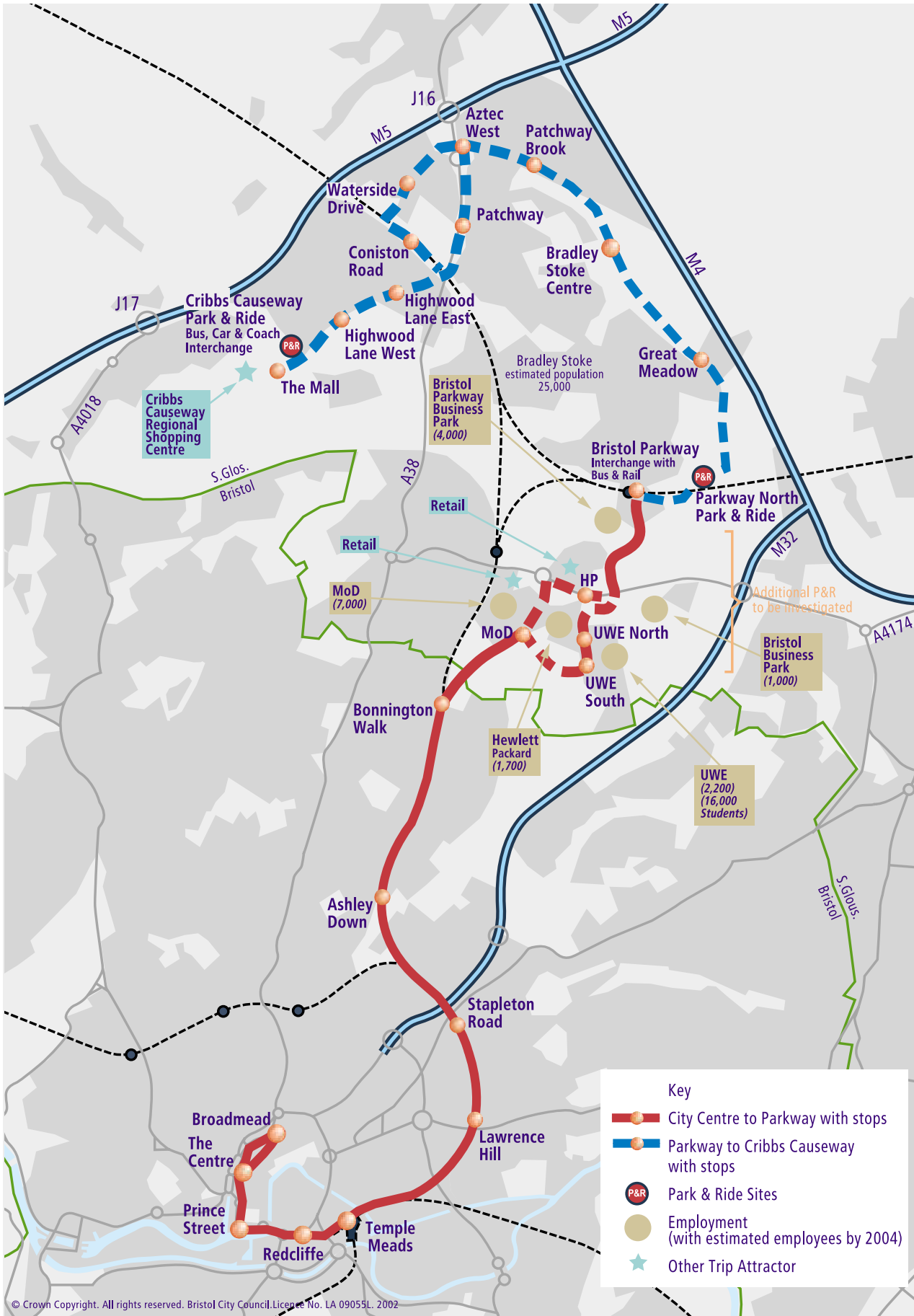
Major Schemes

- 3.27 The full LTP for Bristol identified three major schemes (ie schemes of £5m plus value). Major schemes identified in LTPs were categorised in the settlement letter from Government Office as "accepted", "provisionally accepted", "work in progress" or "rejected". At that stage LRT Line 1 and A4 Callington Road link fell into work in progress.
- 3.28 The situation for each of the three major schemes included in the LTP is set out below, together with the current situation on the proposed A38-A370 Link Road (which is outside Bristol).

Light Rapid Transit (LRT)

- 3.29 Recent decisions taken by both South Gloucestershire Council (SGC) and the City Council have, against the common background of support for the first stage of the Rapid Transit network and recognition of its role within the integrated strategies proposed in both authorities' LTPs, led to changes to the development of the scheme.
- 3.30 These changes primarily result from the recognition of:-
- the continuing delay to project development caused by the uncertainty of the route to be determined by SGC to the north of Bristol Parkway;
 - the fact that the route from Bristol northwards to Bristol Parkway is core to all route options being considered by SGC
 - the adoption of a route deviation from the previous proposal – to serve the University of the West of England (UWE) and neighbouring developments (including the MoD Procurement HQ) and
 - the need to progress the scheme as quickly as possible in line with both local and national policies and programmes
- 3.31 The City Council has reached agreement with South Gloucestershire Council on how the scheme will be progressed, although technical studies have not yet been fully concluded. The Councils will continue to work together on the development of LRT by evaluating both City Centre to Parkway and City Centre to Cribbs Causeway options prior to submission to Government later in the year. If both options secure positive results, the Councils will use their best endeavours to agree a single scheme. If the City Centre to Parkway option is preferred then the City Council will work in support of South Gloucestershire Council on any viable future extension. The alignments are shown in Figure A.2.

Figure A.2.
Bristol & South Gloucestershire Rapid Transit Scheme Alignment



- 3.32 The City Council has now prioritised the promotion, through both Transport & Works Act (T&WA) procedures and subsequent procurement, of the core route between Bristol city centre and Bristol Parkway via UWE as the first stage of Line 1 and has committed the appropriate resources.
- 3.33 Considerable progress has been made over the last year, particularly with reference to resolving the issues associated with sharing the heavy rail corridor, previously highlighted by Government as a pre-requisite to T&WA application. LRT is likely to play an important role in helping to secure additional capacity on the Parkway-Temple Meads section of the main line. Improvements to local rail based services are also in part dependent on enhanced capacity on this section.
- 3.34 The Strategic Rail Authority has recently provided comments on the Bristol area rail services, which should assist the LRT proposals, as follows:
- "The need to develop the requirement for improved public transport for the Bristol area, as well as for the whole of western England, is recognised by the SRA. It is currently managing a major economic study to assist the business case for the development of rail services between London and Bristol, South Wales and the West of England. This work has yet to be completed but is due to report later in the summer.
- "For the Bristol area, it is realised that the existing track formations and layouts may preclude substantial changes to some service levels. Key locations are being addressed. The important and congested section of route between Bristol Temple Meads and Filton Abbey Wood is an example. It is recognised that this corridor is also proposed for Line One of the Bristol LRT scheme. If implemented, it would probably require a track sharing scheme between heavy and light rail vehicles. The SRA has, with Bristol City Council and the other local authorities in the area, plus GOSW, undertaken two studies to evaluate the demand and technical feasibility implications of sharing enhanced capacity on Filton Bank with light rail. These studies have identified potential solutions which should not compromise the requirement for additional heavy rail services whilst allowing the service frequency necessary for efficient tram operation. Both the SRA and the promoters of the light rail scheme are continuing to investigate this matter to identify an optimum solution. The SRA is working with local transport partners and will ensure that long term heavy rail options are not compromised."
- 3.35 The Council has also been considering, with the advice of the Public Private Partnership Programme (4Ps) potential funding arrangements and the development of a revised Business Case.
- 3.36 The Council is progressing the necessary support for this revised proposal and will submit to Government a full appraisal in line with current guidance as soon as this is available.
- Road User Charging**
- 3.37 During the past 12 months the aims and objectives for the road user charging scheme have continued to be developed, taking account of local consultative mechanisms and other detailed work both within the city council and with other local authorities in the UK and elsewhere. A major integrated multi-modal modelling tool has been developed by consultants to assess the impact of a road user charging scheme with its proposed package of measures. The consultants' study will be concluded later in the year, and will indicate the preferred scheme, its operational criteria and the impacts including the need for additional car parks in the proximity of the proposed cordon. The overall objectives for such a road user charging scheme in Bristol, and the general fit of the proposed scheme with the city council's integrated transport strategy, remain as set out in the Local Transport Plan. It is anticipated that public consultation on the preferred strategy will take place in Spring 2003.
- 3.38 In co-operation with the government policy on the introduction of distance based lorry charging and the support of the DfT, the council will be undertaking a demonstration trial with the relevant technology in 2003. As part of the EC supported PROGRESS project, volunteers will be involved in this trial testing GPS satellite technology in commercial vehicles. There will be no cost incurred by the volunteers.
- 3.39 The city council has continued to work with the 4Ps and the DfT to develop a "business case" for the proposed road user charging scheme. The business case will document and bring together the conclusions from the various studies into a succinct and focussed plan for introducing a scheme. The business case will outline the objectives of the scheme, the options reviewed as part of developing the charging scheme, and how the scheme and the associated transport improvements are to be structured and procured. The business case will also include a detailed implementation plan for introducing the scheme in Bristol.

- 3.40 It is expected that the business case will form an important part of the discussions with the DfT, particularly as regards the Secretary of State's approval to the scheme, and will also be a key document for any subsequent public review. It is the city council's aim to commence preliminary discussions with the government on the business case for a road user charging scheme in Bristol in late 2002.
- 3.41 The city council remains concerned that appropriate transport improvements are in place in advance of a road user charging scheme being introduced in Bristol. To this end the city council will be expecting the government to play an active part in facilitating the early introduction of the specific transport improvements associated with the road user charging.

Callington Road Link

- 3.42 This proposed major scheme is for a new road with parallel cycleway and long-term provision for LRT, safeguarded on a former railway alignment between Callington Road and the A4 Bath Road. A detailed description and preliminary assessment were included in the LTP.
- 3.43 As reported in last year's APR an up to date traffic model is required to provide a sound basis for carrying out full scheme assessment in accordance with government guidance (GOMMMS). Consultants WS Atkins, have been developing a new citywide model over the past year and the AM peak hour base model has recently been completed and delivered. It is anticipated that the full model, including forecast year assessments, will be completed and validated by August, following which detailed scheme appraisal and public consultation will proceed.

- 3.44 The programme for scheme implementation shown in the LTP envisaged construction commencing in 2004/5. It is now clear that, even with optimistic assumptions about time needed for land acquisition and detailed consultation, it will not be possible to build this road before 2005/6. The technical case for this scheme will therefore need to reflect the longer term vision for Bristol's second 5-year LTP.

A38-A370 Link

- 3.45 A study of potential new infrastructure to address the issue of access to Bristol International Airport, reducing traffic congestion in south-west Bristol and facilitating regeneration of South Bristol was commissioned by North Somerset Council in 2001. The study was carried out on behalf of a client group composed of North Somerset Council, Bristol City Council, South West Regional Development Agency and Bristol International

Airport. The study reported in July 2002 and recommended in favour of a new road (the 'Orange' route option) to be constructed between the A38 and A370 to by pass Barrow Gurney. North Somerset Council considered the results of this study, the views of the other client group members and the public and has decided to make major scheme bid of some £5.8 million in its APR this year. It also decided to investigate further opportunities identified by the consultants for delivering improved public transport services and infrastructure and traffic management opportunities. As a consequence of this decision, North Somerset Council will safeguard this new route and incorporate it in due course into its replacement Local Plan. It will also consider, as part of the same Local Plan process, the status of the currently safeguarded alignment close to the boundary with Bristol City Council.

- 3.46 Bristol City Council has no objection to North Somerset's bid, though the identified benefits for Bristol of the objectives of reduction in traffic congestion and regeneration are limited. It believes that it would be premature to lift the safeguarding of the route closer to the boundary without further investigations (possibly through the proposed Greater Bristol Study) to establish whether this route has a role to play in contributing to these objectives in the context of a wider study area.

Other Related Bids

- 3.47 In addition to funds allocated through the LTP for 2002/03, a number of other related bids were successfully submitted to obtain funds from government, the European Commission, and from central council resources. These comprise of:-

£'000's

Central Government

- **Urban Bus Challenge**
Accessible vehicle for community transport group 63
- **Home Zones Challenge**
Southville Home Zone (three year funding) 459
- **Child Pedestrian Casualty Reduction**
Sea Mills Square and Shirehampton High Street safety schemes 103

European Commission

- **VIVALDI European project** (in addition to match funding from successful LTP supplementary bid) 3,240

Central Council Resources

(from usable receipts from the sale of Bristol International Airport Shares)

- Rapid Transit preparatory work 1,800
- Easton Way subway closures 180
- Cycle signing in The Centre 50
- Street lighting improvements in the city centre 100

Programme Development

- 3.48 A number of opportunities created by several major development proposals will need to be considered as part of the transport strategy and this is helping to define additional measures which will need to be incorporated in the future transport programme. An issue is the need to consider any reallocation of public car parking from the central area, in conjunction with any road user charging scheme. Development opportunities in relation to the proposed Arena, the Bus and Coach Station and Broadmead would be considered as part of this.



Corn Street

- 3.49 Further, additional resources would enable a high quality interchange to be provided in conjunction with the Bus and Coach Station development proposals.
- 3.50 The LTP identified the Integrated Travel Information Centre (ITIC) as a key component of the strategy. This will provide a high profile city centre location for the provision of a broad range of transport information and services. The systems and services to be included within the ITIC have been identified, and works are progressing on the detailed specification and site selection. This process will consider opportunities linked to the redevelopment of city centre sites, and the scope for partnership arrangements. This initiative forms part of the VIVALDI project and will involve co-operation with First in Bristol. Subject to site availability and development timescales the information centre is planned to become operational in 2004.
- 3.51 Funding for these elements will be sought through the following means, depending on their individual timescales:
- Prioritisation of the 2003/4 Capital Programme.
 - Specific request for funding from government in relation to any road user charging.
 - Funding from developer contributions.
 - Future supplementary bids.
 - In the preparation of the 2006/7 - 2010/11 LTP.

Preparation of the Next Round of LTPs (2006/7 to 2010/11)

- 3.52 Preparatory work for the next round of LTPs is expected to commence in 2003, followed by wider consultation in 2004. This APR highlights many of the strong links between the current LTP programme and the need to reduce social exclusion. It is expected that this emphasis will become stronger still in the next round of LTPs, as noted in this year's guidance. A particular issue will relate to the need to ensure that the pattern of expenditure is equitable across the income groups, avoiding the bias towards higher income groups that the Cabinet Office report identified in the 10 year National Transport Plan.

4. Best Practice Sharing and Learning

- 4.1 This section deals with two areas: firstly best value and secondly the council's involvement in good practice development and dissemination. The best value process itself drew extensively on practice elsewhere particularly as part of the benchmarking exercise.

Best Value-Traffic Management Service

- 4.2 The first transport related best value review commenced in April 2000 and was completed in October 2001. Since publication of the 2001 APR the Vision for the service, Options for Change and a Service Improvement Plan have been developed. The Vision report was developed from the information collected during the baseline assessment of the service and anticipating future demands on the service.
- 4.3 The report sets out the service changes needed by identifying the gaps in performance and delivery, sets objectives and targets to close the gaps. The objectives and targets are inextricably linked to those identified in Bristol's LTP objectives and LTP headline targets.
- 4.4 A number of service user surveys were carried out to assist with establishing the baseline assessment and included a questionnaire to 200 customers of the service, a traffic management exhibition, a police authority consultation exercise and the employment of market research consultants who managed seven stakeholder focus groups.
- 4.5 A vision action plan was produced, which combined with the results from the Options for Change objectives to develop the Service Improvement Plan. The SIP incorporates 43 objectives divided into five distinct action plan areas covering communication, performance, staff, environment and options for change.
- 4.6 Following publication of the review an Audit Commission Best Value Review Inspection was carried out between 10 – 19 December 2001, with the findings published in February 2002

4.7 The scoring of the service and recommendations are replicated here.

" We have assessed the Council as providing a 'fair', one-star service that has 'uncertain' prospects for improvement. Our judgements are based on the evidence obtained during the inspection and are outlined here.

We think that the service is 'fair' because:

- Bristol experiences the same problems of congestion that affect all major cities, however, we found that the traffic moved reasonably freely;
- traffic signs, road markings and traffic signals were clear and informative, without being excessive;
- clear efforts have been made to allocate priority to different types of road user in accordance with the Council's local transport plan:
 - substantial areas of the city centre are 'pedestrian only';
 - cycle lanes and paths are provided where there is sufficient space;
 - bus users are given priority through traffic management measures using a combination of bus signals, bus lanes and traffic islands; and
- a modern, computerised system for co-ordinating traffic signals is in operation and is being developed further.

However, there are some areas that require attention in order for an improvement to be made:

- Consultation with the public needs to be more effective in influencing the delivery of traffic improvements.
- The public and other key external agencies find communications with the Council confusing, and this means that people do not always get an answer at the first point of contact.
- The priority given to new traffic schemes is not clear and consistent.
- New schemes to assist the management of traffic in Bristol have been delayed due to the shortage of staff, despite funding being available.
- Response to letters, phone calls and complaints is poor:
 - they are not answered within the time scales set by the Council;
 - challenging targets have not been set to improve performance; and

- there is no analysis of complaints in order to identify weaknesses and to use these as a means of driving improvements.

- There is a lack of an effective performance management system, and there are organisational, resource and programming issues that hinder efficiency.

We think that the prospects for the service improving are 'uncertain' because;

- although there was involvement of staff and external support from the private sector for the best value review, the narrow scope of the review and lack of wider involvement from key stakeholders meant that opportunities have been missed to make significant progress;
- although the improvement plan identifies some key areas for progress and makes it clear who is responsible for making sure action takes place, the structure to monitor the performance of the plan is still being developed; and
- the Council has a good track record of attracting funds for new initiatives, but we are concerned about the Traffic Management Service's capacity to deliver the improvements based on the way the current organisational structures operate and the competing pressures and priorities that may divert attention away from the actions set out in the improvement plan."

Recommendations

4.8 These were made under the following broad headings, with a series of measures supporting each one:

- communication with users is improved, by for example reviewing the system for receipt and distribution of letters, in order to identify mechanisms to improve the response times to enquiries;
- the delivery of projects and schemes is improved, for example by introducing a system for determining, agreeing and maintaining priorities for schemes;
- the resources necessary for the ongoing maintenance of schemes and projects are earmarked, by identifying the consequent revenue implications of implementing new schemes when these are approved;
- the improvement plan is amended to enable the Council to identify the extent that improvements are achieved over a five-year period, for example by setting targets which are challenging and measurable;

- the effectiveness of the Traffic Management Service be improved, by:
 - ensuring that the Traffic Management Service aims links to those set out in for the Bristol Local Transport Plan by identifying how the Service will meet those aims;
 - confirming, as part of the Integrated Transport review, what is the most effective way for the Council to deliver transport and traffic related services to the public;
 - minimising the duplication of monitoring and other systems within the Council; and
 - ensuring that measures to improve co-ordination and communication between sections and divisions are in place.

Responding to the Recommendations

- 4.9 The recommendations made by the Inspectors have been considered and included in a revised Service Improvement Plan for the service. Work has commenced to introduce the changes identified in the SIP, however the problems identified with staff resources has meant there is slippage with the roll out of the SIP.
- 4.10 The whole of the 'integrated transport' service (including Transport Planning, Engineering Consultancy, Public Transport and Parking Services) is programmed to be the subject of Best Value review in 2003/4.

Development and Dissemination of Best Practice

- 4.11 There has been considerable activity in support of the Council's Centre of Excellence role on the subject of air quality, and across the wide range of other topics where Bristol is helping to lead on the development of good practice. Officers have also taken the opportunity to learn from others on aspects of implementation. These learning activities are analysed in table 3. Involvement in the latter has assisted particularly policy and project development in the following areas:
- **Home Zones:** The Council's relevant Scrutiny Commission included Home Zones as part of its work programme in 2001 and heard evidence from experts in the field which influenced its recommendations. Further, the Manager of the Traffic Management Team has chaired a number of conferences which have allowed best practice lessons to be learnt. These factors have helped to define the method for project management of Home Zones, and design considerations.

- **20 mph Zones:** The process of identifying priorities for future 20 mph zones is taking place in the context of the review of the road hierarchy. The visit to Bristol by a York City Council practitioner has helped in assessing appropriate design solutions for Bristol.
- **Air Quality Management:** Attendance at DTLR workshops and hosting of the "Centre of Excellence" conference has allowed officers to draw upon experience elsewhere, particularly in relation to Action Planning consultation issues.
- **Travel Plans and the Planning Process:** Involvement in the DTLR research project resulted in some amendments to current practice and assisted the framing of a local plan policy.
- **Park and Ride/Real Time Information:** A number of visits to other towns and cities were made in the course of 2001/02 the lessons of which are assisting in aspects design and operation. The locations visited, together with those Bristol has hosted, are listed in table 3. In addition, officers have drawn on the Cardiff experience in order to link real time information to bus priority measures.



RTI Screen

5. Constraints on Delivery

5.1 This year's guidance invited local authorities to identify barriers to delivery and steps local authorities are taking to address skills shortages. A number of concerns were raised in the APR 2001, and were subsequently submitted as evidence to the Parliamentary Select Committee as part of its examination of the 10 year National Transport Plan. These constraints include:

- Declining funding in future years. The indicative allocation suggests a slight but steady decline from the 2001/02 figure of £10.455m to £8.364m in 2005. The council is confident that allocation levels will be maintained through such mechanisms as supplementary bids and through the demonstration of continued progress towards the targets set out in the plan as APR 2001.
- In common with the other Unitary Authorities in the former Avon area, this council has concerns regarding current restraints on revenue resources. The more limited availability of revenue funds is inconsistent with the increase in capital resources made available for investment through local transport plans. This inconsistency raises various issues. Firstly many elements of the Council's Strategy, particularly those aimed at addressing social exclusion issues, require significant revenue resources. Examples include community transport provision and the socially necessary bus network. Costs of providing the latter have risen substantially and has put pressure on existing resources. There is concern that there will be little scope for enhancing services, and that existing services may be threatened. This will work against both promotion of social opportunities and the aim of reducing car dependency. Despite increased revenue support from Bristol City Council, service levels are declining. The constraint is also starting to be reflected in a decline in passenger flows referred to elsewhere.

Secondly, the improved allocation for highway maintenance is assisting with addressing the backlog of maintenance liabilities as reported elsewhere. However revenue constraints are limiting the council's ability to fully maintain existing and new facilities provided under capital funding. This issue was also identified by the Best Value Review Inspectors. One of their recommendations is that 'the resources necessary for the ongoing maintenance of schemes and projects are earmarked, by identifying the consequent revenue implications of implementing new schemes when these are approved'.

Thirdly, the rapidly expanding programme is making stretching demands on existing staff resources which are again revenue funded. Additional staff can only be funded at the expense of revenue resources already allocated.

- Staffing. The council is finding it increasingly difficult to recruit suitably experienced staff for key posts, particularly Project Management. The council welcomes current initiatives to promote training and development across the transport sector. Locally, the University of the West of England has recently launched a new transport planning course with the support of the council. Furthermore, a training officer is to be appointed by the council.
- Although the flexibility in allocating resources provided by the Single Capital Pot is recognised, there are some concerns that the lack of ringfencing of funds will result in diminishing resources for transport, notwithstanding the significant contributions made by the LTP and APR's to the overall levels of the Single Capital Pot allocation. The council is aware that the draft Local Government Bill addresses this issue and hopes that it will enable better long term financial planning on transport investment.
- DfT's guidance for the 2001 APR's indicated that air quality was a legitimate topic for a supplementary bid. Unfortunately this has now been removed from the latest guidance. This issue was highlighted as a concern by practitioners at the "Centre of Excellence" seminar on Air Quality Action Planning hosted by Bristol in March of this year.



"Don't choke Bristol" leaflet

Table 3:
Analysis of Dissemination and Learning Activities

Centre of Excellence Role - Air Quality

Type of Activity	Purpose	Method	Venue/Date/Audience
Establishment of network group	To enable transport professionals to exchange knowledge/experience on Air Quality Action Planning issues, and to input to government policies/disseminate good practice	Each of 125 LAs who have declared (or expected to declare) were contacted, and over 50 people attended first workshop.	Aimed at identifying relevant transport professionals involved in Action Planning.
Air Quality Action Planning Workshop	To bring together transport professionals for the first time. Emphasis on "practical aspects" of Action Planning.	Updates from DEFRA, on TRAMAQ research, LA approaches, Appraisal Framework and debate on potential for Low Emission Zones. Supported by UWE Air Quality Resource Centre. The day also allowed Bristol to learn from Croydon's and York's approach.	21 March 2002, Bristol . Primarily aimed at transport planners.
Feedback to National Society for Clean Air Conference	To feedback key issues from the first workshop to wider audience.	Talk.	Didcot, 3 April 2002
Establishment of Action Planning "E Mail" address	To allow specific issues to be discussed within the network.	Management of the facility to encourage focus on "practical" rather than technical air quality modelling issues.	From April 2002
Establishment of web site	To signpost various sources of information and support		From May 2002
2nd Air Quality Action Planning Workshop	Attendees at the first workshop expressed a wish to come together in order that LAs could exchange further on their Action Planning process.	Greater emphasis on LA experience to date and practical issues.	November 2002
continued...			

Other Dissemination and Research Activities

Topic	Type of Activity	Audience	Date/Venue/Outlet	Benefits to Others
Bristol's Integrated Travel Information Centre Project	Article in Traffic Engineering and Control	Professional	October 2001	Concept development path
Bristol's Integrated Travel Information Centre Project	Presentation	ITS UK Members	9th ITS Summer Conference	Concept development path
ITS Assist	Presentation	LA Senior Officers and Elected Members	16 April 2002 25-26 June 2001, Hannover	Introduction to ITS initiatives in Bristol, including development issues, on behalf of DTLR.
MobiService Centres Project	Workshop/Conference	Europe-wide Developers/Operators of Mobility Management or Service Centres	5-6 June 2002, Frankfurt	Best practice review of centres on European scale.
VIVALDI Project	Presentation	European cities and regions – Joint seminar POUS/CEMR European Networks	Brussels, 13 June 2002	Overview of VIVALDI (5 cities) project and policy objectives.
VIVALDI Project	Article in ITS International	Professionals in the field of ITS	May 2002	Overview of the VIVALDI project measures to be implemented in Bristol.
Clean Fuel Vehicles	Hosting ALTER Conference Project meetings Articles in technical journals/technical press	LA transport planners and service providers, fleet managers, vehicle/fuel suppliers.	ALTER Conference, 14 March 2002	Progress on introduction of clean fuel vehicles in Bristol in context of transport strategy and VIVALDI project.
PROGRESS	Project website	City policy officers from 8 cities, transport planners, consultants, academics	Various European cities, May 2000- June 2004	Progress on the development of road pricing in the project cities
EUROPRIE	Seminar/meetings Newsletters and Website	City politicians, senior policy officers	Various European cities, 2001-2002	Political issues regarding road pricing issues
IMPRINT-EUROPE	Meetings	Transport Planning professionals	Various European cities, 2001-2004	Issues surrounding the introduction of marginal social cost pricing to transport
Road Pricing	ITS World Congress	Politicians, policy makers, transport planners, stakeholder groups	Sydney, 2001	Road Pricing developments and issues
Road Pricing & European projects	Moving-on Urban Transport Conference	Transport Planning professionals	Bristol, October 2001	Progress of transport initiatives including RUC
Road Pricing & European projects	PTRC RUC seminar	Transport Planning professionals	London, November 2001	Road Pricing developments and issues
Road Pricing & European projects	Visiting delegations incl: Birmingham, Japan, Seattle, Amsterdam	Transport Planning professionals and politicians	Quarterly meetings in Taunton	Transport strategy, RUC and European projects

Topic	Type of Activity	Audience	Date/Venue/Outlet	Benefits to Others
Travel Awareness: National TravelWise Association (NTWA)	Convening Quarterly South West Regional Meetings National TravelWise Association Executive Meetings	TravelWise Officers, Transport Professionals	Quarterly at rotating venues	Best practice sharing, production of regional newsletter, NTWA national issues (conference, business plan, national campaigns, updates)
Travel Awareness: In Town without your Car	Joint paper to Workshop hosted by DTLR (planning for 2002)	LA Travel awareness officers, voluntary groups	London, 22 March 2002	Bristol held one of the largest UK events in 2001 dealing with significant publicity and organisational issues.
Travel Awareness: Access to the Countryside without a Car	Paper to Regional Conference on "Visitor Travel Plans."	LAs, private sector, voluntary groups	Bath 25 February 2002	Example of a customer orientated project with effective partnership working and funding.
Car Clubs	Seminar at National TravelWise Association Conference Shell Better Britain Campaign CarPlus (formerly Community Car Share Network) Advisory Panel Meetings and AGM	TravelWise Officers, Transport Professionals Representatives of other projects supported by SBBC across Britain Stakeholders in Car Clubs across England	Leeds 27 September 2002 Bristol Birmingham/Reading July/November 2002	Sharing experience of Bristol scheme to date and how it fits in with the Local Transport Plan strategy and potential for further development
Pedestrian Signing System (Bristol Legible City)	Consistent wayfinding system – monolith panels – heads up mapping, and finger posts.	Visitors to Bristol, other local authorities Presentations to a number of authorities	City Centre RTPI Awards – regional National for intervention Conferences – Managing Partnerships	Second Phase of BLC pedestrian signing system – aiding wayfinding in the city centre – benefit visitors to the city, students and residents
Range of transport topics, including park and ride, ITIC, Legible City and Vivaldi	Interchange conferences: papers and displays	Transport providers and planners	April 2001, hosted by Bristol City Council;	Innovative and practical issues relating to the delivery of projects
Framework to assess the performance of traffic signal controlled junctions, striking a balance between capacity, safety and accessibility considerations	Research based on 24 signal controlled junctions. Link with modelling work in Hull, relating to age profile/ modernisation of installations	Design engineers - potentially wide application	Research reports 2003/4	Potentially greater emphasis on accessibility and safety considerations in design.
Park and ride	Hosting visits from Galway, Belfast and others Article in 'Parking News' about the Portway Park and Ride site	Practitioners	Bristol May 2002	Learning about operational and design solutions
Nightbuses	Hosted visit from Reading	Practitioners	Bristol	Operational/ management and security issues

Learning from Others

Topic	Type of Activity	Audience	Date/Venue/Outlet	Benefits
Speed management and strategies	Seminar for Bristol City Council traffic engineers and planners, with a speaker from York City Council	Traffic Management, Road Safety and Transport Planning Professionals	Sept 2001, Bristol	Greater appreciation of strategic benefits and practical measures. Influencing Bristol's Road Hierarchy Review process.
Transport Surveys and Monitoring	Participation in SW Local Authorities data collection group	Local authorities	Quarterly meetings	Improved working practices and gained consistency between Local Authorities.
Cycle strategy implementation - sharing best practice experience	Participation in National Cycling Strategy benchmarking exercise run by CTC	Local authorities (8 participating this year)	Participant in year 3, 2002-3, 8 two day meetings at participating authorities.	Learning best practice from other authorities and sharing our own experience.
Public transport procurement and co-ordination	ATCO Annual Conference	Local authority public transport officers	June 2002, Bristol	Stronger awareness of social exclusion issues in relation to public transport provision
National cycling seminar	National Cycling Strategy Seminars SW DTLR promoted	Local authorities and professionals	March 2001, Bristol	Improved working practices and gained consistency between Local Authorities.
"Netting Off" Safety Camera Seminar	Avon and Somerset area launch of Safety Camera Campaign	Police, local authorities, NAS, courts, Professionals	October 2001, Ilminster Somerset	Approving new camera enforcement regions for Avon and Somerset.
Safety and Sustainability	Seminar covering Home Zones, Car Clubs, Sustainable Transport	Local authorities, Professionals	October 2001, Bristol Ove Arup offices	Learning best practice from other authorities and sharing our own experience.
Launch of Home Zones and Guidance Document	Seminar for local authorities and practitioners	Professionals and local authorities	December 2001, Manchester	Awareness of pilot schemes in Manchester
Park and ride /real time information	Visits to other LA practitioners and sites, including the award winning site in Cambridge	Professionals involved in park and ride provision and operation	Visits have lean't from practice at Oxford (2 Sites), Cambridge(4 sites), Ipswich, Shrewsbury, Cardiff and Glos/Cheltenham	Gained good practice experience, particularly in relation to design and operation of car parks and real time information systems. Cardiff visit assisted with linking of real time info from ACES into bus priority measures.



Part B - Strategic Monitoring

1 LTP Objectives And Targets

- 1.1 Table B1 lists the eleven objectives of the Bristol Local Transport Plan against the targets set out in the plan, in order to show how progress against the objectives is being measured during the life of the plan. As can be seen from the table some targets are set so that they can measure progress towards more than one objective, and where this is the case, to avoid duplication the target and indicator have been listed once. Table B1 also lists relevant Best Value indicators, together with core national indicators, as many of these were set as local indicators in the original Transport Plan. For ease of reference, the core national indicators are also listed separately in Table B2.
- 1.2 As part of the ongoing assessment of the LTP the Council has reviewed the targets of the LTP to focus these more clearly. This review was taken to the Council's main transport consultative group, the Bristol Transport Forum, to seek the views of the Plan's stakeholders. The proposed amendments now incorporated in this Progress Report are:-

Target 8

"To ensure that 90% of bus stops in the city display a current timetable by 2003."

- This target was measured using a citywide indicator covering all bus stops in the city. The Transport Forum regularly sought clarification on responsibility for the provision of information at stops, therefore this indicator has been augmented by reporting data on bus stops that are the responsibility of the city council, and those that are the responsibility of the operators.

Target 13

"Achieve the national standards for the pollutants covered by the National Air Quality Strategy"

- This target has been focused on one of the main transport related pollutants (included in the National Air Quality Strategy) being nitrogen dioxide (NO₂), to provide a more transparent link between progress with the transport strategy and air quality.

Target 14

"Increase to 100% the proportion of new business developments of over 2500m² floor space where a travel plan is implemented by 2004"

- It is forecast that this target will be achieved this year, therefore a new target is proposed to be adopted for next year's APR, to provide a new standard to attain over the remaining years of the plan.

Target 21

"Increase by 300% the number of bike friendly employers in the city by 2002"

- The indicator for this target has been taken forward and embraced into a revised target based on the number of employers receiving the Avon Area Employers Travel Award Scheme, providing a wider measure of the impact of new developments. The original target has also been made more stretching to reflect the importance of this area of work in delivering the plan's objectives. It is proposed therefore that the revised Target 21 is:-

"Increase by 400% the number of Bristol employers receiving the Avon Area Employers Travel Award by 2005"

2. National Objectives and Targets

- 2.1 In addition to the local targets listed in this section, national targets set out in the government's Public Service Agreement and the 10 Year Plan are listed at the end of the table. It is vitally important that local targets reflect overall national priorities for transport as set out in the government's 10 Year Plan. Where progress towards meeting local targets will also assist in progress towards the government's national targets, this is reflected in the last column of the table.

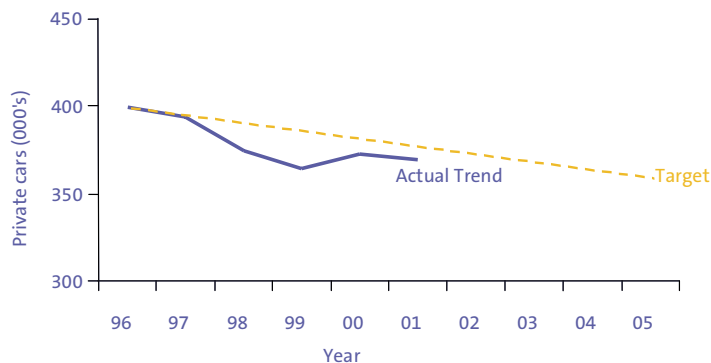
3. Progress towards the targets of the Plan

- 3.1 This is the second progress report of the 5 year period of the Bristol Local Transport Plan. The lead-in time of much investment in transport infrastructure and consequently its effects, does mean that it is not always possible, in a short period of time, to ascertain significant changes attributed to the measures implemented through the Plan. For many of the indicators, longer term trend data is needed to be compared to the base, to provide robust evidence of progress towards the targets. As set out in Table B1, progress towards the targets of the Plan has been assessed with 67% of targets, where these can be determined, currently estimated to be on track. However there are indicators that are currently identified to be falling short of the targets and these are identified in Table B1. Although more long term data is needed in many cases, actions are being taken to address these areas, and a summary of this is set out below.

4. Summary of Targets on Track

- 4.1 The plan sets out targets to reduce private car traffic both in real terms and to reduce its rate of growth. Although long term trend data shows steady growth in overall traffic volumes, Target 23 based on traffic in the central area of the city (measured since 1996), is currently on track.
- 4.2 Although strategic monitoring of traffic levels is influenced by many factors including overall changes in the local economy, many improvements are being implemented to increase accessibility to the central area by means other than the private car, e.g. park and ride, bus service enhancements. Schemes such as The Centre project have also re-allocated highway capacity to pedestrians and cyclists, to provide a much enhanced environment and although direct links are difficult to demonstrate in only the second year of the Plan, these schemes are reflected in the trend shown above.
- 4.3 The Plan also sets out a target for local rail patronage. Although patterns of use on local rail services are directly linked to national variations, enhancements to stations on the Severn Beach line are being implemented through the Transport Plan strategy and growth in passenger numbers has been identified.

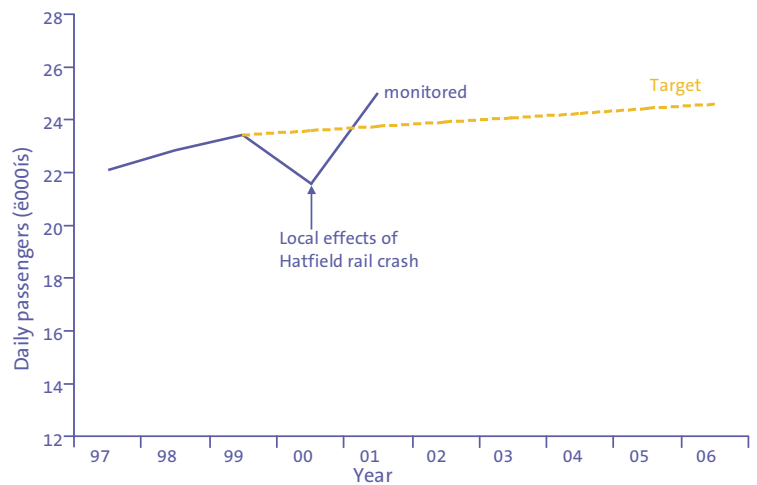
Fig B.1
LTP Target 23 - Reduce total car traffic in the central area by 20% by 2005



(Source, Bristol City Council, inner and central traffic survey cordons)

Fig B.2

Target 9 increase trips on local rail services by 5% by 2005



(Source, Avon Area Local Authorities joint rail census)

- 4.4 Other indicators are also currently forecast to meet their targets, though as mentioned above longer term trend data is needed to ascertain a fuller picture. Pedestrian flows into the central area (target 26) have increased 13% on the base, and traffic levels in the outer area (target 27) and citywide (target 1), although growing, are currently on track to meet the target reduction in forecast do-minimum growth.
- 4.5 Monitoring of some targets shows that that they have been, or are forecast to be, met and as described above more stretching targets are being considered. Target 14a (BV165), the percentage of pedestrian crossings incorporating facilities for disabled people, has now exceeded its target of 60% (currently 70%). This Best Value indicator is being revised and a new target will be set in line with the revised national indicator.



Shirehampton

5. Addressing Targets not on Track

- 5.1 As identified in last year's Progress Report, this authority is concerned that monitoring of the indicators relating to road safety show a movement away from the targets set. Actions have already been taken to address this, with the capital programme for 2002/03 being amended to provide more resources for road safety measures. Although the 2002/03 settlement was lower than the original bid in the full LTP, the Council has allocated £750,000 for Road Safety Schemes for 2002/03. This is a 50% increase on the allocation for Road Safety in the 2001/02 programme (and 33% higher than the original bid) reflecting the higher priority given to road safety in the programme. Furthermore, the Council has also been successful in winning a Child Pedestrian Casualty Reduction Award grant (£103,000), to be targeted at specific safety measures in the Sea Mills and Shirehampton areas of the city.
- 5.2 Together with many authorities this council has identified that the targets for increasing cycle use are not currently being met. Although cycle use in Bristol is growing, and has shown continued growth over a long period, it is not on track to meet the national targets, and consequently the plan's local targets which were set in line with national guidance.

- 5.3 However, as the figure above shows, past investment in and promotion of cycling is being reflected in a growth of cycling levels over the long term. Investment in cycling is continuing, with works to complete the NCN in the area, improving routes throughout Bristol, promoting cycling, working with local groups in providing adult cycle training and working with local employers. These measures should be reflected in continued growth in cycling during the remaining years of the Plan. The full potential for growth in cycling is only likely to be triggered when a substantial proportion of the network has been established on the ground. Whilst 3.4% of trips to work were by cycle in 1991 (census) there is growing evidence in Bristol that good workplace facilities and promotion, coupled with improved cycle access, can achieve considerably higher rates. Workplace examples include Orange (5%), BBC Bristol (12%), Brann (12%) SEETRU (7%) and the Council's transport services HQ (21%).
- 5.4 Target 7 of the Plan (and best value indicator BV102) is to increase the number of trips made on local bus services by 15% by 2006. The indicator for this has however shown a 5% decrease between 2000/01 and 2001/02. The majority operator in the area has suffered major recruitment problems over the last year, leading to services not running and reductions in frequencies, which undoubtedly has had an effect on passenger totals. Through the Quality Partnership and the enhancements being implemented as part of the showcase corridor projects, as outlined in Part C of this report, the Council is working towards achieving this target and as the plan progresses longer term trend data should reflect the improvements being implemented in the local bus network. First are also responding to this issue with increased staff recruitment and a number of fares and marketing initiatives.

Fig B.3
Cycle Flows across River Screenline and Inner Cordon '91-'01

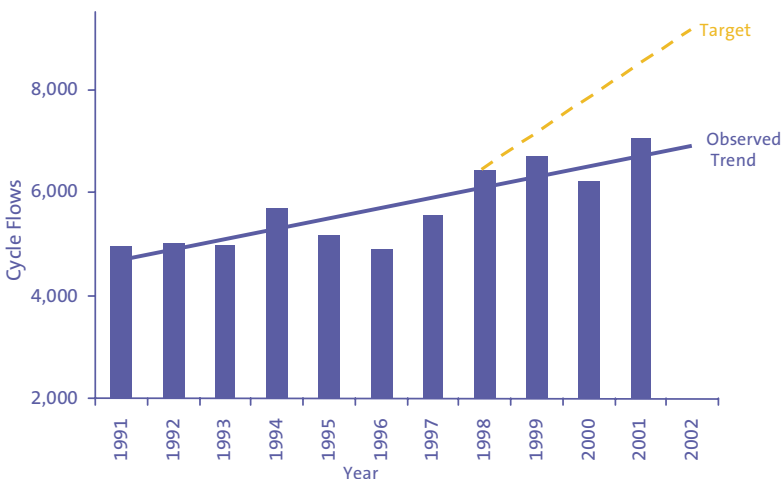


Table B1 - Strategic Monitoring Table Reporting Progress against Local Objectives and Targets

Local objectives contained in the LTP	Local performance indicators contained in the LTP	Source of data	Local targets or outcomes contained in LTP (Numbers refer to LTP targets 1-28 or to Best Value indicators)	Baseline data	Progress made in 2001/02 against local outcomes	On track/not on track to meet targets	Which national PSA or 10 Year Plan target does the local target/outcome link to
1. Ensure that the transport system contributes towards the promotion and development of a successful economy in Bristol by improving access to jobs and creating an attractive environment for business.	Volume of private car traffic (vehicles)	Traffic Surveys	1) Reduce growth in private car traffic by 20% by 2005, and thereafter to seek a 20% reduction in private car traffic by 2015.	1996 re-based to avoid central area flows having an excessive effect on total. Base: 971,000 (combined cordons) Base Index = 100, 2005 Target = 110, 2015 Target = 88	2001 index = 101.8	Yes	1
			4) Ensure that 98% of the population live within 400 metres of a bus stop that is served by a route with a frequency of at least 4 buses per hour during the day, and to ensure that the time-tabled journey time is no longer than 25 minutes to the City Centre and 15 minutes to the local neighbourhood centre, by 2010.	2000/01 87% of population within 400m of a bus stop, 90% of population within 25 minutes of the city centre.	Indicator to be revisited every two years. Annual changes may not prove significant.	To be determined	2
	Surveyed pedestrian flows	Household Interview Surveys, Pedestrian Surveys	26) Increase by 10% the number of walking trips into the central area by 2005.	2000 base central area pedestrian cordon (trips) = 7055 = 100	2001 Index = 113	Yes. But more long term data needed	1
	Maintenance costs	monitoring of maintenance programme	(BV 093) The cost of highway maintenance per 100 miles travelled by a vehicle on principal roads	£0.33 (1999/00)	2001/02 = £0.20 (target was £0.46)	Yes	10
Core National Indicators	highway inspections	To monitor the % of the road network with a defect score of 70 or higher on: (BV 96) Principal Roads (BV 97a) Non-Principal Roads (BV 97b) Non-Principal Roads	00/01 - 0.28%	'01/02 = 7.0%	New monitoring methodology	10	
			00/01 - 0.72%	'01/02 = 5.3%	Revised targets to be set	10	
Road closures on traffic sensitive roads	monitoring of maintenance programme	(BV 100) No. of days temporary traffic controls or road closures on traffic sensitive roads caused by council roadworks per km of traffic sensitive roads	00/01 - 3.24 days/km	'01/02 = 0.65 (target was 0.83)	Yes	1	

Local objectives contained in the LTP	Local performance indicators contained in the LTP	Source of data	Local targets or outcomes contained in LTP (Numbers refer to LTP targets 1-28 or to Best Value indicators)	Baseline data	Progress made in 2001/02 against local outcomes	On track/not on track to meet targets	Which national PSA or 10 Year Plan target does the local target/outcome link to
2. Develop the integration of all individual modes to ensure that the transport system serves the function of the City.	% of bus stops displaying a current timetable	Survey of Bus stops	8) To ensure that 90% of bus stops in the city display a current timetable by 2003. 2002 – Indicator amended to provide a break down between those bus stops that are the responsibility of the city council, and those that are the responsibility of the operators.	2000/01 – 50% (All bus stops)	City Council controlled bus stops displaying current timetable: 67% Operator controlled bus stops displaying current timetable: 42% All bus stops displaying current timetable: 48%	No	2,9
3. Reduce collisions and improve personal safety and security.	Number of people KSI in road collisions. Core National Indicator	Accident figures	2) (BV099) Achieve a local casualty target of a 25% reduction in the number of people killed or seriously injured (KSI) in road collisions by 2005.	1994 to 1998 Base: 44.1 per 100,000 population	'01/02 = 43.3 (-2%)	No	6
	Number of people KSI in road collisions. Core National Indicator	Accident figures	3) (BV099) Ensure, by 2010, a 40% reduction in the total number of KSIs, a 50% reduction in the number of child KSIs and a 10% reduction in the rate of slight casualties, in line with national targets.	94 to 98 Base: Total: KSI's 177.4, Child KSI's 29.6, Slight 378.8 (per 100,000 pop).	Total 176 (-1%) Child 30 (+1%) Slight 424 (+12%)	No	6
	Cycle KSI figures	Accident Figures	18) (BV099) Reduce the number of cyclists KSI in road traffic accidents by 2012.	Base 94 to 98: 5.22 per 100,000 (pop)	'01/02 5.17 (1% decrease)	Yes in part, small decrease	6
	Measured mean traffic speeds	Speed Surveys	19) Reduce average traffic speeds in the city by 5mph by 2005. (at strategic sites across the city to improve road safety)	2000/01 30 mph	2001/02 28.8 mph	Yes	1,6
	No. of reported cycle thefts	Police cycle theft data	22) Reduce cycle theft by 33% by 2012.	'98 Base=1,904 target =1,781	2001 = 1,781	Yes	7
	No. of faulty streetlights and lighting costs	monitoring of highway lighting programme	(ex BV 098) The percentage of streetlights not working at any one time (BVP 095) Average cost of working streetlight.	'00/01 = 1.18	'01/02 = 1.06 (target was 1.2)	Yes	6
				'00/01 = £87.00	'01/02 = £92.95	No	N/A

Local objectives contained in the LTP	Local performance indicators contained in the LTP	Source of data	Local targets or outcomes contained in LTP (Numbers refer to LTP targets 1-28 or to Best Value indicators)	Baseline data	Progress made in 2001/02 against local outcomes	On track/not on track to meet targets	Which national PSA or 10 Year Plan target does the local target/outcome link to
4. Ensure the transport systems complement the aspirations of people in Bristol to enjoy good health.	% of NHS hospitals, health facilities and community centres served by public transport.	Access mapping of PT and healthcare data	5) Ensure that all major NHS hospitals, health facilities and community centres are served by accessible public transport by 2010	Base year 2000 = 51%	Indicator to be revisited every two years. Annual changes may not prove significant.	To be determined	2
	Cycle flows across cordons, ATC data. Core National Indicator	Cycle counts	10) Double the level of cycle use by 2002 and double it again by 2012. 1998 Base	1998 rebased to provide a more robust estimate of cycling levels '98 base = 16,072 '02 target= 32,100	Combined cordons 2001 = 18,090 (13% increase)	No	7
	Number of people walking.	Household Interview Surveys, Pedestrian Surveys.	11) Halt the downward trend in walking by 2002, and increase by 10% the number and proportion of journeys made on foot by 2012.	2000 baseline for combined ped surveys = 13,533 = 100	2001 combined ped survey = 107 (target = 110)	Yes. But more long term data needed	1
5. Ensure that Bristol's transport system addresses the needs of disabled people.	Annual average roadside NO ₂ Levels	Air Quality Monitoring	13) Achieve the national standard for the pollutants covered by the National Air Quality Strategy.	'99/00 base 52.08 g/m3 standard = 40	00/01 50.02 g/m3	Yes. Trend moving towards standard.	5,6
	number of cyclists participating	Event Cycle surveys (Bristol's Biggest Bike Ride)	20) Increase by 300% the number of people taking part in cycling events by 2002.	Base year 1996 (participants in Bristol's Biggest Bike Ride) = 1,000 =100.	'01/02 Participants in Bristol's Biggest Bike Ride c 3,000 index = 300	Yes	7
	% pedestrian facilities with facilities for disabled people.	Survey Pedestrian Facilities	14a) (& BV165) Ensure that 60% of pedestrian facilities incorporate facilities for disabled people by 2002	1999/00 53% 2000/01 57%	2001/02 70%	Yes Target Achieved BV165 to be revised	2,9
	% of fleet low floor buses.	Data from First Group	14b) Increase the number of Buses with Low floor Platforms.	'00/01 = 15%	'01/02 = 24%	Yes	
	Number of stops with raised kerbs.	Survey Bus Stops	14c) Increase the number of stops equipped for low floor bus use by an average of 50 per year	2000/01= 175 (revised financial year base)	2000/02 = 223	Yes	
Speed of highway repairs	monitoring of maintenance programme	(BV 105) percentage of repairs to dangerous roads and pavements carried out within 24hrs	'00/01 = 95%	'01/02 = 91% (target was 96%)	No	10	

Local objectives contained in the LTP	Local performance indicators contained in the LTP	Source of data	Local targets or outcomes contained in LTP (Numbers refer to LTP targets 1-28 or to Best Value indicators)	Baseline data	Progress made in 2001/02 against local outcomes	On track/not on track to meet targets	Which national PSA or 10 Year Plan target does the local target/outcome link to
6. Ensure that the transport system makes an active contribution to the physical, social and environmental regeneration of Bristol and its local communities, especially those most isolated from existing transport networks.	Bus & rail trips to central area.	Data from Public Transport providers	24) Increase public transport trips to the central area by 10% by 2005 and 30% by 2015 (base year 2000).	Format of detailed data required under discussion with operators	(See left)	To be determined	2
			See Also Headline Target No's 2 & 3 (objective 3), 4 (objective 1), 5 & 11 (objective 4).				
7. Provide quality alternatives to the car and encourage their use.	% of bus services within 5% of scheduled journey time.	Bus Surveys	6) Increase the proportion of local bus services whose journey time reliability is within 5% of the scheduled journey time.	2000/01 = 60% of sample of services surveyed	Surveys to be undertaken on two year cycle	To be determined	9
	Annual local bus passengers (BV102)	data from operators	7) To increase the number of trips made on local bus services by 15% by 2006 and to increase the proportion of bus users satisfied with the quality of public transport.	Total annual bus passengers' 00/01=33.7m index = 100	'01/02 index = 95.1	No	2
Core National Indicator	Percentage of users satisfied with public transport information (BV103) and services (BV104)	Bus Passenger Surveys		'00/01 BV103 = 35% satisfied with information BV104 = 40% satisfied with Services	Surveys for Best value indicators to be conducted every three years.	To be determined	2
	Central area Cycle flows	Household Interview Surveys, on-street surveys, cycle counts	25) Double the level of cycling into the central area by the year 2002 and double it again by 2012.	1998 rebased to provide a more robust estimate of cycling levels '98 base = 7,980 '02 target= 16,000	2001 = 8,543 (7% increase on the base)	No	7
	State of footpath network	Annual survey of paths	(BV178) Percentage of total length of footpaths easy to use by public	'99/00 = 64% '00/01 = 68%	'01/02 = 67%	Yes	1
	Subsidised bus service costs	public transport passenger information	(BV 094) Cost per passenger journey of subsidised bus services	00/01 = £0.64	'01/02 = £0.64 (estimate) target was £0.64	Yes	2
			See Also Headline Target No 1 (objective 1)				

Local objectives contained in the LTP	Local performance indicators contained in the LTP	Source of data	Local targets or outcomes contained in LTP (Numbers refer to LTP targets 1-28 or to Best Value indicators)	Baseline data	Progress made in 2001/02 against local outcomes	On track/not on track to meet targets	Which national PSA or 10 Year Plan target does the local target/outcome link to
8 Lessen dependency on the car especially at peak periods.	Mode share of car journeys to school. #	School Surveys Rebased for % of respondents	12) Reduce car journeys to school by 25% by 2003.	1999 base: Primary 35%, (Target 26%) Secondary 14%, (Target 11%)	2001/2002 Primary 38% Secondary 18%	Yes	
	Mode share of cycle journeys to school.	Household Interview Surveys, SRTS Surveys?	15) Double the level of cycling to secondary schools by 2002 and double it again by 2012.	Base 1999 = 2.5% mode share (School travel surveys) target 2002 = 5%, 2012 = 10%	2001/02 = 1.9%	No	7
	Mode share of cycle journeys to work.	Household Interview Surveys, Travel Plan Surveys	16) & 17) Double the level of cycling to work by 2002 and double it again by 2012. Achieve a 10% modal share of journeys to work by bike by 2012.	Base (northern area household interviews) = 5.5% mode share	Robust data will be available from 2001 Census. Prohibitive costs prevent regular local interview surveys	No	7
9 Ensure that development takes place in such a way that it will reduce the need to travel	Proportion of new business developments where a travel plan is implemented.		14) Increase to 100% the proportion of new business developments of over 2500m2 floor space where a travel plan is implemented, by 2004.	Target has been achieved. Revised target and indicator will be developed taking into account the Good Practice Guide on "Travel Plans and the Planning Process" currently being developed		To be determined	1
		Avon Area Employers Travel Award	21) Increase by 400% the number of Bristol employers receiving the Avon Area Employers Travel Award by 2005	Base year 00/01=3. (target = 12)	01/02 = 7	Yes	7
10 Foster a cultural climate that is receptive to alternative methods of transport to the private car.	Number of trips made on local rail services.	Rail Census	9) Increase the number of trips made on local rail services by 5% by 2006. (Increase rail modal share to at least 1.5% for journeys to work by 2006).	1999 base data: 23,400 passenger movements per day. Target = 24,600.	'01/02 = 25,038	Yes	1

Local objectives contained in the LTP	Local performance indicators contained in the LTP	Source of data	Local targets or outcomes contained in LTP (Numbers refer to LTP targets 1-28 or to Best Value indicators)	Baseline data	Progress made in 2001/02 against local outcomes	On track/not on track to meet targets	Which national PSA or 10 Year Plan target does the local target/outcome link to
11. Reduce emissions of and human exposure to air and noise pollution from transport to levels safe for human health and well being.	% of car trips less than 5 km	Household Interview Surveys.	28) Reduce the number of trips of less than 5 kilometers made by car by 10% by 2005	1997 Base (northern area household interviews) = 46% Target 2005 = 41.4%	Robust data will be available from 2001 Census. Prohibitive costs prevent regular local interview surveys	To be determined	1
	Central area traffic flows	Traffic Surveys - Cordons	23) Reduce total car traffic in the central area by 10% by 2005 and 30% by 2015	base year 96. (combined inner & central cordon car trips) = 399,637 = 100 2005 target 0.90, 2015 target 0.7	2001 index = 0.92	Yes	1
	Outer area traffic flows	Traffic Surveys - Cordons	27) To reduce growth in car traffic in the outer area by 15% by 2005.	1996 base (outer cordon car total) = 222,632 = 100 2005 target = 110 (forecast do-minimum growth = 112)	2001 index = 109 (longer term trend fluctuates around target line)	Yes	1
			See Also Headline Target 13 (Objective 4).				
<p># vehicle occupancy rates are not currently monitored, this may distort the number of car trips to school. The council will look at monitoring this aspect in the future.</p>							

Transport 2010 – The 10 Year Plan

DETR's Public Service Agreement: Numbers as quoted in table above

1. To reduce road congestion on the inter-urban network and in large urban areas in England below current levels by 2010 by promoting integrated transport solutions and investing in public transport and the road network.
2. To increase bus use in England (measured by the number of passenger journeys) from 2000 levels by 10% by 2010, while at the same time securing improvements in punctuality and reliability
3. To double light rail use in England (measured by the number of passenger journeys) by 2010 from 2000 levels
4. To improve air quality by meeting our National Air Quality Strategy targets for carbon monoxide, lead, nitrogen dioxide, particles, sulphur dioxide, benzene and 1-3 butadiene
5. To reduce greenhouse gas emissions by 12.5% from 1990 levels, and move towards a 20% reduction in carbon dioxide emissions by 2010
6. To reduce the number of people killed or seriously injured in Great Britain in road accidents by 40% by 2010 and the number of children killed or seriously injured by 50%, compared with the average for 1994-98.

Other 10 Year Plan targets and indicators:

7. By 2010, to triple the number of cycling trips compared with a 2000 base
8. To achieve a one-third increase in the proportion of households in rural areas within about 10 minutes walk of an hourly or better bus service by 2010
9. We expect local authorities to set targets for bus punctuality in their local transport plans during the period covered by their first full LTPs.
10. Provide sufficient resources to local authorities to halt the deterioration in the condition of local roads by 2004 and to eliminate the backlog by the end of the Plan period

Table B2 - Core National Performance Indicators.

Area	Core Performance Indicator	LTP Target or Best Value Performance Indicators	Source	Baseline Data	Progress made in 2001/02 against local outcomes	On track/not on track to meet targets	Which PSA or 10 Year Plan target does the local target/outcome link to
Public Transport – Bus	Number of bus passenger journeys	7) To increase the number of trips made on local bus services by 15% by 2006 and to increase the proportion of bus users satisfied with the quality of public transport.	Data from operators	Total annual bus passengers 2000/01 = 33.7m (Index = 100)	2001/02 Index = 95.1	No	2
	Bus passenger satisfaction		Bus Passenger Surveys	2000/01 BV103 = 35% satisfied with information BV104 = 40% satisfied with services	Surveys for Best Value indicators to be conducted every three years.	To be determined	2
Cycling	Number of cycling trips	10) Double the level of cycle use by 2002 and double it again by 2012. 1998 Base	Cycle counts	1998 re-based to provide a more robust estimate of cycling levels. 1998 base = 16,072 2002 target 32,100	Combined cordons 2001 = 18,090 (13% increase)	No	7
Road Safety	Number of deaths and serious injuries (all ages)	2) (BV099) Achieve a local casualty target of a 25% reduction in the number of people killed or seriously injured (KSI) in road collisions by 2005	Accident Figures	1994 to 1998 base: 44.1 per 100,000 population	2001/02 = 43.3 (-2%)	No	6
	Number of children killed and seriously injured	3) (BV099) Ensure, by 2010, a 40% reduction in the total number of KSIs, a 50% reduction in the number of child KSIs and a 10% reduction in the rate of slight casualties, in line with national targets.	Accident Figures	1994 to 1998 Base: Total KSIs 177.4 child KSIs 29.6 Slight 378.8 (per 100,000 pop.)	Total 176 (-1%) Child 30(+1%) Slight 424 (+12%)	No	6
Road Maintenance	Road condition	To monitor the % of the road network with a defect score of 70 or higher on: (BV 96) Principal Roads (BV 97a) Non-Principal Roads (BV 97b) Non Principal Roads	Highway Inspections				
Light Rail	Light Rail Passenger Journeys	Not yet applicable to Bristol	N/A	N/A	N/A	N/A	N/A
Accessibility	% of rural households within 13 minutes walk of an hourly or better bus service	Not applicable (however urban accessibility indicator set for Local Target 4)	N/A	N/A	N/A	N/A	N/A
Road Traffic	Congestion – Average time lost per vehicle kilometer	This baseline data is due to be published by DfT this summer but it was not available at the time of the APR's publication.					

Part C - Implementation Progress

1 Capital Programme and Implementation of Schemes

- 1.1 The programme of transport investment set out in the Local Transport Plan covered a wide-ranging, ambitious, but realistic, set of proposals over the life of the plan to work towards achieving the Council’s transport objectives. The proposed capital investment was set out to form a balanced programme to widen people’s choice as to the mode of transport they use and to enhance the management of travel demand and the transport infrastructure that already exists.
- 1.2 Table C3, the APR Implementation Table, sets out the programme, showing actual expenditure last year (2001/02) and proposed expenditure in the current year for the overall programme under these two areas of widening choice and strategic management, and does contain a significant amount of information. Stakeholder responses to last year’s APR showed 65% finding the Implementation Table either very useful or useful. Therefore while care has been taken to avoid excessive levels of detail, which was an issue raised in the Government’s settlement letter for last year’s APR, the table remains in a similar format to allow readers to identify progress on specific elements of the transport programme.
- 1.3 The influence of individual schemes and project areas within the programme on progress towards the targets of the LTP is reflected in Table C. The LTP targets (numbered 1 – 28) are set out in the strategic monitoring table in Section B, and the level of influence of each project area is appraised as high (H), medium (M) or Low (L), in its ability to assist in meeting the particular Plan target. Government targets as part of the Public Service Agreement (PSA), or set out specifically in the 10 Year Plan, are shown at the end of

the Strategic Monitoring Table in Section B (numbered N1 – N10). The influence of the measures within the programme in helping to meet these national targets is also indicated within Table C3.

2 LTP 5 Year Programme

- 2.1 The original strategy set out in the full LTP is the basis for delivering the objectives of the plan. However, within this context, the five year programme has been re-phased based on the different levels of government support from the original bid and taking into account new areas of work arising from successful bids for specific funding, both from national government and from Europe. The award of European funds to progress the Vivaldi project led to the successful supplementary bid in last year’s progress report and a similar supplementary bid is made this year to continue with Vivaldi in 2003/04.
- 2.2 As the plan progresses the implementation programme is reviewed, taking into account new areas of funding, changes in the phasing of areas of work and re-prioritisation arising from monitoring against the plan’s targets. For example, as set out in Section B of this report, programmed spend for road safety has been reviewed and increased, as monitoring is suggesting that progress towards the road safety targets is not currently on track.
- 2.3 Table C1 sets out programmed spend for the first two years of the plan and current estimates of programmed capital spend for the remaining three years. As demonstrated in the table, funding received through the LTP allocation is significantly enhanced by the addition of funds from the council’s own resources, specific bids for separate government funding, and successful bids for European funding. This reflects the importance placed on the delivery of the local transport plan by Bristol City Council, which is further highlighted by the allocation of £0.45m from Bristol’s single capital pot discretionary element to the transport programme for 2002/03.

Table C1 - 5 Year Capital Programme, estimated sources of funding

Source of Funding	Currently programmed Capital Expenditure				
	‘01/02	‘02/03	‘03/04	‘04/05	‘05/06
LTP settlement (actual & indicative)	10,455 (actual)	11,024	8,649 (indicative only)	8,268	8,364
Discretionary element of single capital pot	n/a	450	To be decided		
Council central funds	2,061	2,403	To be decided		
Specific government bids					
- Child Pedestrian Training Scheme Grant]			-	-
- School Travel Plan Bursary]	3 year revenue funding		-	-
- Travel Plan Co-ordinator Bursary]			-	-
- Urban Bus Challenge	-	63	-	-	-
- Home Zones Challenge	-	70	162	227	-
- Child Pedestrian Casualty Reduction	-	103	-	-	-
European funding	58	740	1,462	850	430
Total	12,574	14,853	10,273	9,345	8,794
			Excluding any additional funds		

2.4 In addition to the core programme shown above, funding received from developers is also incorporated in the transport capital programme, delivering schemes associated with developments as identified through transport assessments and agreed through the planning process. The level of works associated with this will vary over the life of the plan depending on when developers actually implement planning permissions and commence construction.

3. Supporting Revenue Expenditure

3.1. The programme of capital investment set out in the Plan must be balanced with equivalent supporting revenue expenditure to maintain existing and new infrastructure, support existing and new services and provide for core staff resources to implement the ambitious programme of capital investment necessary to deliver the objectives of the plan and national objectives under the Ten Year Plan. There are concerns that the enhanced capital resources received through the Local Transport Plan process are outstripping the more limited availability of revenue resources to support this programme and, as set out earlier in this report, this is undoubtedly a constraint on delivery.

3.2 The Implementation Table C3 makes reference to areas of revenue funding directly related to capital projects, however Table C2 lists last year's (2001/02) expenditure and this year's (2002/3) programmed revenue budgets which support the Local Transport Plan capital investment. The figures do not include staff overheads and are gross of income from park and ride.



Community Transport

Table C2.
Transport Revenue Expenditure 2001/02 Outturns and 2002/03 Programmed

Areas of Revenue expenditure (ref no's refer to related capital expenditure in the Implementation Table C3)	2001/02 Outturn Expenditure	2002/03 Planned Expenditure
1 Night Bus Service	104	150
1 Supported Bus Services	1,594	1,897
1 Concessionary Fares	1,232	1,348
2 Park and Ride support Existing and new sites	224	732
3 Community Transport	551	613
5 Rail Services support	118	124
7 Water Transport (support for ferry operations)	-	13
16 Transport surveys	51	62
29 Road Safety including Education, Training and Publicity	24	28
30 Highway Maintenance. Routine maintenance of footways, carriageways, gully emptying, verge maintenance, lighting, cycleways and public rights of way. etc.	4,947	5,158

Table C3: 2002 Bristol APR Implementation Table (figures in £000's)**Planned expenditure for 01/02 shown in brackets.**

Project Area	Expenditure (£000's)		Implementation Progress 2001/02	Influence on LTP Targets ¹	Consultation	Building in for the needs of Disabled People
	'01/02	'02/03				
Widening Choice 1. Buses Quality Bus Partnership – Showcase Corridors	592 (842)	1,015	As part of the Phase 1 works on the Showcase Corridor, 10 additional raised kerbs have been installed bringing the total to 110. Works following on from the extensive informal consultation exercise carried out as part of phase 2 of the Showcase Corridor (implementation of the bus priority measures and parking review) have been carried out. This has included detailed analysis of the feedback on the consultation exercise and the preparation of Executive reports seeking approval to advertise draft Traffic Regulation Orders (TROs) in order to implement the measures highlighted as part of the phase 2 works and to introduce an experimental 24-hour bus lane. Detailed works and analysis in connection with the feasibility and design of new/amended bus lanes, parking/loading restrictions, the signalisation of junctions and the extension of Urban Traffic Control /SCOOT have also been carried out.	1 (M) 4 (H) 5 (H) 6 (H) 7 (H) 8 (H) 12 (M) 13 (M) 14b (M) 14c (H)	Consultation has been carried out with the Bristol Transport Forum (BTF) and is ongoing with traders along the Gloucester Road and other interested parties. This is in preparation for the advertisement of draft TROs. Detailed consultation is ensuring that route details and design eg Real Time Information (RTI), are coordinated between Bristol and South Gloucestershire Councils as set out in the respective bus strategies.	The whole journey approach taken by the showcase corridor project is specifically targeted at providing significant enhancements for people with disabilities, through mobility enhancements at stops, to the routes to stops and provision of fully accessible vehicles.
Tollgate Shuttle Bus	1 (0)	69	Investigation of the acquisition of alternative fuel accessible vehicles together with the extension of the service to serve the Harbourside development.	13 (M) 14b (H)		New Vehicles would be accessible to serve the transport needs of disabled people.
Night Bus Service	104 (167) revenue	150 revenue	Monitoring and evaluation of the service has continued with a view to the implementation of enhancements during 2002/03.	1 (L) 5 (M) 7 (H)	Consultation on the future operation of the service has taken place with the operator, users, user group (BTF) and the Police.	Continued evaluation and monitoring of the scheme with respect to many issues including disability, with possible enhancements to the service.
2. Park & Ride A4 Portway	2,221 (2,218)	600	Completion of Phase 1A with the opening of A4 Portway Park & Ride site providing free parking for users. Site includes CCTV surveillance and security patrols. The bus service (10-minute frequency during peak time) also incorporates several intermediate stops enabling it to serve the Shirehampton and Sea Mills areas that were previously poorly served by the local bus service. The site's official opening was in April 2002. Phase 1B (purchase of land and construction) to be progressed in 2002/03	1 (H) 4 (L) 5 (L) 7 (L) 14b (L)	In addition to the statutory consultation 3 public meetings and a local community meeting, 6,000 door-to-door leaflets, various presentations to interest groups including the Bristol Transport Forum.	Car park incorporates an area for disabled car users and raised boarding platform. New accessible vehicles will be introduced and accessibility features provided at outstanding unequipped bus stops during 2002/03.

Project Area	Expenditure (£000's) '01/02 '02/03	Implementation Progress 2001/02	Influence on ITP Targets ¹	Consultation	Building in for the needs of Disabled People
Next Phase of Park & Ride (A38 south)	16 (265)	100 Planning Application prepared (lodged April 2002).	1 (H) 5 (L) 7 (L) 14b (L)	Statutory consultation as part of the planning process.	Facilities for disabled people would be the same as the A4 Portway scheme.
3. Community Transport General Expenditure	0 (35)	175 2 new fully accessible vehicles provided for Bristol Community Transport (BCT). 1 new fully accessible vehicle provided for Bristol Dial-a-Ride (BDAR) to operate in 3 new wards.	5 (L)	Consultation undertaken with BCT and Dial-a-Ride to ensure enhancements to services are targeted and maximised.	Expenditure within this area specifically benefits the elderly and people with disabilities in enhancing the transport choices available.
Urban Bus Challenge	-	63 Preparation of bid for funds under the Urban Bus Challenge. Funding awarded for 2002/03 to provide Lawrence Weston Transport Action Group with a new dedicated vehicle, possibly adapted to allow wheelchair users to drive it. Appraisal of possible vehicles is ongoing and a suitable vehicle will be purchased in 2002. The Council's 2002 Urban Bus Challenge bid is currently in preparation.	5 (L)	South Gloucestershire Council together with a wide range of transport providers, community groups and other agencies were consulted in drawing up the bid.	The vehicle will be accessible to people with disabilities and the possibility of its adaptation to be driven by wheelchair-user drivers will be investigated.
4. Taxis & Private Hire Vehicles	0 (20)	20 An Unmet Demand Survey was commissioned. Further investigation of the opportunities of new and revised ranks was undertaken. In excess of 50% of existing ranks were refurbished (new signs, etc.). The opportunity of providing 'accessible' hackney carriage ranks (i.e. raised kerbs) is being investigated.	1 (L) 5 (L)	All of the relevant trade organisations together with major attractions in the city have been involved in the consultation process.	The introduction of new or improved rank facilities, particularly if they can be provided with accessibility features, will help meet the transport needs of people with disabilities. In advance of legal requirements, all new applications for licence must be for fully accessible vehicles.
5. Coaches	33 (118)	94 Planning application for city centre coach park lodged in September 2001 and permission granted in January 2002. Detailed design finalised (due to open in late 2002).	1 (L)	Statutory consultation as part of the planning process	Disability issues fully considered as part of design. Proposals incorporated into scheme.

Project Area	Expenditure (£000's) '01/02 '02/03	Implementation Progress 2001/02	Influence on LTP Targets ¹	Consultation	Building in for the needs of Disabled People
6. Rail Rail Enhancements	70 (70) 100	<p>Study into rail enhancements for the Yate - Weston-Super-Mare services completed (including a station facilities audit) and demonstrated good case in principle for Rail Passenger Partnership bid. The study also revealed that the introduction of a higher frequency local service is dependent on major infrastructure improvements at key locations. In response to this and other concerns relating to rail capacity in and around Bristol, the Strategic Rail Authority commissioned a Bristol rail capacity study in 2001, due to report mid-2002. This has caused delays to further studies and Rail Passenger Partnership (RPP) bids for local service improvements.</p> <p>However, work to improve facilities at local stations and enhance station environments was brought forward, including:</p> <ul style="list-style-type: none"> - New murals at Montpelier and Bedminster to improve the environment and combat graffiti and vandalism. - Clearance of derelict areas, new security fencing and renewed lighting at Stapleton Road to tackle passenger safety and trespass problems. - New passenger waiting shelters, seats, signs and stairway improvements at Clifton Down in 2002. <p>The reinstated rail link to Royal Portbury Dock was re-opened for freight traffic in January 2002. Study by North Somerset Council into transport options for the Portishead to Bristol corridor was completed in 2001. The study favours heavy rail passenger service on re-opened line. Councils and potential rail operator are currently considering possible future RPP bid.</p>	9 (H)	<p>Bristol Transport Forum consulted on the programme of shelter replacement for Severn Beach line. design. Projects were carried out in partnership with Wessex Trains, and local communities were involved in some elements eg the murals at Bedminster. Improvements at Stapleton Road to tackle safety and security issues provided by Railtrack in response to local concerns and representations by the city council.</p>	<p>Access for disabled people to local stations has been tackled where possible in previous initiatives. Although some station platforms remain inaccessible for wheelchair users, or difficult for anyone who is mobility impaired, making them fully accessible will require substantial investment. However, the council will pursue this issue with the rail industry in future proposals.</p>
Support to rail services	118 (rev) 124 (rev)	<p>Continued revenue support to the Severn Beach Line, and promotion through Council produced promotional timetable/real time information at Clifton Down shopping area</p>			

Project Area	Expenditure (£000's) '01/02	'02/03	Implementation Progress 2001/02	Influence on LTP Targets1	Consultation	Building in for the needs of Disabled People
7. Light Rapid Transit (LRT)	443 (400)	1,800	Agreement has been reached between the City Council and South Gloucestershire Council to work together on the development of LRT for the north of Bristol of both a City Centre to Parkway and a City Centre to Cribbs Causeway line. Both options will undergo full evaluation with the intention of submission to Government this year. If both schemes secure a positive evaluation then the Councils will use their best endeavours to agree a single scheme. If the City Centre to Parkway option is preferred then the City Council will work in support of South Gloucestershire Council on any viable future extension. The City Council has now prioritised the promotion, through both Transport & Works Act (T&WA) procedures and subsequent procurement, of the core route as the first stage for Line 1 between Bristol city centre and Bristol Parkway via UWE and has committed the appropriate resources. Considerable progress has been made over the last year, particularly with reference to resolving the issues associated with sharing the heavy rail corridor, previously highlighted by Government as a pre-requisite to T&WA application.	1 (H) 5 (M) 9 (L) 12 (L) 13 (L)	An extensive programme of public consultation, prior to the application for Transport & Works Act powers, is planned for early 2003	Facilities for Disabled People are embodied within all aspects of the scheme. The scheme will conform with DDA requirements.
8. Water Transport	35 (50)	65	Ongoing project to update and improve access to the city docks ferry service. Installation of new pontoons and disabled access ramp at Mardyke for joint use by public ferry services and Young Bristol youth club completed in 2001/02, with contribution to cost by Young Bristol. (Implementation delayed by need to re-design scheme to satisfy navigation requirements and reinforce harbour wall, resulting in increased costs). Plans drawn up for similar scheme at SS Great Britain but implementation postponed to 2002/03 due to problems at Mardyke. Although not part of this project, a proposal to provide revenue support for an enhanced commuter waterbus service was approved in principle and tenders were invited from ferry operators.	1 (L) 13 (L)	Initial consultation undertaken with SS Great Britain project curator, City Docks Manager and ferry operators regarding new landing stage at SS Great Britain.	Access for disabled people to the landing stages is being provided wherever practical as an important element in the programme of improvements to water transport facilities.
9. Walking Pedestrian Schemes	148 (200)	200	Three full pedestrian audits were undertaken for Westbury-on-Trym district centre, Fishponds Road and the Church Road Corridor with a view to promoting schemes in future years. Access to the Bristol and Bath Railway Path was improved with improved ramps and railings at Whitehall, Fishponds and Stapleton, bringing them into line with accessibility guidelines.	1 (M) 11 (H) 12 (M) 14a (M)	Disability advisor was consulted.	The audit documented all of the probable obstacles for disabled people with a view to rectification
Easton Way Subway Closures	-	180	Preparation of closure to both subways at Stapleton Road progressing under S118 Highways Act. Alternative pedestrian at-grade controlled crossing facilities have already been implemented.	1 (L) 2 (M) 3 (M) 11 (H) 12 (M) 14a (H)	Several public meetings have been held, with leaflet drops to ascertain public opinion.	Traffic light controlled crossings meet the full Audit Commission specification for disabled people. Facilities for disabled provided for at signal installation Provision of at-grade crossing facilities improves the crossing environment for all users, particularly disabled people.
Quickthorne Close	-	50	Design and preparation of the closure of underpass at Quickthorne Close. All movements are to be catered for by provision of a new at-grade controlled pedestrian crossing.	1 (L) 2 (M) 3 (M) 11 (H) 12 (M) 14a (H)	Several public meetings have been held, with leaflet drops to ascertain public opinion.	Provision of at-grade crossing facilities improves the crossing environment for all users, particularly disabled people.

Project Area	Expenditure (£000's) '01/02	'02/03	Implementation Progress 2001/02	Influence on LTP Targets ¹	Consultation	Building in for the needs of Disabled People
Public Rights of Way	54 (56)	100	Rousham Road Public Right of Way improvement was completed and further route improvements were designed in preparation for the following year	1 (M) 11 (H) 12 (M) 14a (M)	Consultation on all route improvement by notice and leaflets has taken place	Access audit being conducted to assess all paths, and the results are used to prioritise the works programme, particularly focused on the needs of the disabled.
10. Cycling General Expenditure	169 (462)	400	Two sections of the National Cycle Network (NCN) were completed; Arnall Drive/The Wilderness, Henbury, and the link through the Sandy Park Transport Depot. Henbury Hill. Enhancements were made throughout the city implementing cycle parking, contra flow, cycle ways and red surface treatment to city centre cycle lanes, and advanced stop line reservoirs. A link in conjunction with Seabank power station has also recently been implemented as part of NCN.	1 (M) 2 (L) 3 (L) 10 (H) 12 (M) 15 (M) 16 (M) 17 (M) 18 (M) 20 (M) 22 (L) 25 (M)	Formal consultation with local traders and residents.	The traffic free paths Arnall Drive, the Wilderness, and Sandy Park are fully accessible links.
City Centre Cycle Signing	-	50	Design and preliminary consultation and concept development commenced	1 (M) 10 (H) 15 (M) 16 (M) 17 (M) 20 (M) 25 (M)	A number of stakeholders including Sustrans have been consulted in developing the strategy	It is expected that more effective signing will help to better manage interaction between pedestrians and cyclists.
Cycle Promotion	34 (70)	55	Updating and reprinting of the highly popular network maps (several of which are produced jointly with ex-Avon authorities); support to Cycle West for Adult Cycle Training; promotion of Bike User Groups; and; support for cycle parking at employment and other sites. National Bike Week promotion and events, including bike to work Day and 'Bristol's Biggest Bike Ride' which attracts thousands of participants.	1 (L) 10 (M) 15 (M) 16 (M) 17 (M) 22 (L) 23 (L) 25 (M) 27 (L) 28 (M)	Activities are conducted in consultation with the Bristol Bike Forum and other partners such as Cycle West and Sustrans.	A number of disability groups have used Bristol Biggest Bike Ride to raise funds, including the charity Motivation. Sign language interpreter at start of ride to assist deaf cyclists

Project Area	Expenditure (£000's) '01/02 - '02/03	Implementation Progress 2001/02	Influence on LTP Targets1	Consultation	Building in for the needs of Disabled People
11. Travel to School Safer Routes to School	381 (600)	600	Projects completed during the year include Sefton Park Infant and Junior Schools, Whitehall Primary School and Victoria Park Junior and Infants Schools. Hungerford Road approaching Brislington Secondary School was traffic-calmed..	1 (M) 2 (L) 3 (L) 10 (L) 11 (L) 12 (H)	All schemes improve pedestrian crossing facilities for disabled people and improve footway widths and provide flush dropped kerbs and tactile paving.
20 MPH Zones Outside Schools	-	300	36 Schools have been identified for 20-mph zone treatment. Each site has been surveyed and a drawing produced to show existing street furniture in particular; lamp columns, posts and the locations of existing school signing and wig-wags. Each drawing also suggests an area to be covered by the 20-mph zone. The implementation of signing at all identified locations is programmed for October/November 2002. It is anticipated that comprehensive traffic calming schemes be considered for each site at a later date.	14a (M) 1 (L) 2 (H) 3 (H) 10 (L) 11 (L) 12 (L) 15 (L) 16 (L) 17 (L) 18 (L) 19 (M)	Once approved all affected schools will be consulted
Development of school travel plans			The school travel plan officer is working with eleven schools where travel plan development is underway. A plan has been completed at Westbury-on-Trym and Sefton Park Schools and drafted for Elmlea School. Walking buses have been set up at two schools and walk to school promotions at a number of additional schools. Cycle parking is being installed at 14 schools. Where planning applications are received relating to schools, travel plans are required. Consultants are working with four schools.		Parents, children and the schools are all involved in the travel plan process
Pilot School Bus Project		120	Investigation of the introduction of a pilot project, programmed for the 2002/03 academic year, has continued.	1 (L) 7 (L) 12 (L)	Bus type expected to be 'wheelchair accessible'
12. European Transport Initiatives Pump-Priming Funds	54 (59)	100	These funds are used to pump prime EC Fifth Framework programme bids, building on successful previous bids for funding (see below). Contract preparation and negotiation with the Commission undertaken for VIVALDI (CIVITAS) project which formally commenced in February 2002. Work completed on Citizen's Network Benchmarking Initiative February 2002. Related work includes membership of Smart Card Forum and ITS UK.	1 (H) 7 (M) 9 (M) 13 (H)	An extension to the area of operation of the Bristol Dial-a-Ride service for mobility impaired travellers is proposed through the VIVALDI project.

Project Area	Expenditure (£000's) '01/02 '02/03	Implementation Progress 2001/02	Influence on LTP Targets1	Consultation	Building in for the needs of Disabled People
INTERCEPT	0	0	EC supported demonstration project involving development of internet bus journey planner and electronic road user charging trial. Detailed evaluation of tested measures undertaken and reported to European Commission and local stakeholders. Project completed July 2001.	1 (H) 7 (L) 12 (L) 23 (H) 24 (L)	INTERCEPT project undertaken in conjunction with local partners South Gloucestershire Council and First. Testing of trial applications involved city residents and key stakeholders.
PROGRESS	20 (21)	550	Bristol is co-ordinating this European project to demonstrate and evaluate the effectiveness and acceptance of integrated urban transport pricing schemes to achieve transport goals and raise revenue. Supported by the European Commission the 8 city project will provide best practice examples for policy makers and cities considering implementation of schemes. Dissemination will also be undertaken through other linked projects with other cities. The development of this project, in Bristol, is closely linked with the development of the local RUC scheme.	1 (H) 2 (M) 3 (M)	Equity is a key issue that will be addressed in the development of schemes.
VIVALDI	-	1,200	No funds allocated for this scheme for 2001/02. Four-year demonstration project commenced April 2002 to include implementation and evaluation of project elements in targeted areas, such as clean fuel supply infrastructure and sustainable distribution incorporating community delivery points.	1 (L) 7 (L) 13 (H)	As outlined above under 'Pump-Priming Funds'.
13. Car Clubs	24 (20)	30	Ongoing development and expansion of the pilot scheme to cover second area of the city. Expansion of scheme to second area operating with four cars and 50 members; Discount deal for members agreed with main bus operator Internet booking system launched; Preferential car hire partner secured for longer term vehicle hire; Traffic Regulation Orders for parking bays under preparation.	1 (M) 7 (M) 10 (M)	Development in partnership with Bristol Community Car Clubs Association (BCCCA). Ongoing local publicity (including leaflets, Evening Post, Bristol Observer GWR and Radio Bristol) and the Council has supported local events and promotions organised by BCCCA inc. displays at local libraries, BCCCA annual general meeting and Shell Better Britain Campaign in Bristol

Project Area	Expenditure (£000's) '01/02 '02/03	Implementation Progress 2001/02	Influence on LTP Targets ¹	Consultation	Building in for the needs of Disabled People
14. Freight transport	-	<p>- Quality Freight Partnership group meetings, leading to the planned signing of the partnership agreement in summer 2002. First action plan identifies a number of joint work areas, including the production of a lorry drivers' handbook and information pack.</p> <p>- Further work on the review of the road hierarchy partly in order to develop a comprehensive approach to strategic signing, and input into the handbook. Discussions with the government office regarding possible road reclassifications.</p> <p>- Review of land required to be safeguarded to future possible rail freight operations. Local plan alterations propose to protect four sites identified through this process.</p>		<p>Partners include the FTA, RHA, Chamber of Commerce, local authorities and a number of major freight operators.</p> <p>Government Office, QFP group.</p> <p>Liaison on the management of existing railway land with the SRA and British Rail Property Ltd.</p> <p>Attempting to influence Railtrack land sales practice.</p>	<p>Project evaluation to consider the needs of disabled people, as will any future design stages stemming from the studies.</p>
15. Major Highway Studies	0 (65)	165	<p>2 (L) 3 (L)</p>	<p>Extensive consultation in conjunction with North Somerset Council on A38/A370 Link, incorporating public meetings, two door-to-door leafleting campaigns, to gauge public attitudes to different proposed scheme options.</p>	
Advanced Fees, Surveys and Monitoring to Support the LTP	13 (100)	120			
16. Traffic Model for major scheme appraisal	184 (381)	-			

Project Area	Expenditure (£000's) '01/02	Expenditure (£000's) '02/03	Implementation Progress 2001/02	Influence on LTP Targets ¹	Consultation	Building in for the needs of Disabled People
Strategic Network Management						
17. Traffic Management Works	544 (659)	600	Match-funded projects in St Agnes/St Werburghs, works in the Easton Renewal Area, and the SRB5 area continued. Hawkfield Road, Hartcliffe, pedestrian improvements completed. Traffic calming and pedestrian scheme implemented at Four Acres, Withywood. Traffic Calming was completed on Willinton Road, Knowle. Detailed design finalised for Fortfield Road/Oatlands Avenue, Whitchurch, with designs being prepared for four other schemes. A project to remove street signing and furniture clutter was progressed in the central area. A variety of minor lining and signing projects were completed throughout the city	1 (M) 2 (H) 3 (H) 10 (L) 11 (L) 12 (L)	Statutory consultation is conducted on all traffic orders, however the Council consults much more widely than this during the design and prior to implementation of schemes. This has involved meetings with local residents and leaflet drops conducted as part of consultation on schemes at Jacobs Wells Road, Murrford Avenue, and Sandburrows Road.	All traffic management schemes are subject to scheme assessment where the needs of people with disabilities are considered from the very outset of scheme design. A panel has also been set up with representatives of key disability groups to take an active role in scheme development.
18. Network Management Urban Traffic Management and Control (UTMC)	174 (200)	200	<ul style="list-style-type: none"> - Upgrade UTC/SCOOT Server to incorporate UTMC modules. - Upgrade UTC transmission system in 3 regions (Muller Road, Gloucester Road, and Wells Road) to enable harnessing Bus Priority interface. - Bath Road/St. Philips Causeway SCOOT re-Validation aimed at reducing congestion. - Installed 2 dial-up CCTV Cameras at St Philips Causeway/ Sandy Park Road. - Lawrence Hill/ Easton Way/ Days Road SCOOT Re-Validation – phase 1 complete. - Bedminster Bridge, Coronation Road, Redcliffe Hill, SCOOT re-Validation, phase 1 complete. - Bedminster Bridge, Coronation Road, Redcliffe Hill, CCTV Camera, substantially complete. - St. Michael's Hill/ Perry Road SCOOT re-Validation, improved pedestrian facilities, complete. - SCOOT Air Quality Monitoring Model – Design stage. - Transmit – providing live queue information to Travel Advice video wall – phase 1 (Client Desktop) complete. 	1 (L) 2 (L) 3 (L) 10 (L) 11 (L) 13 (L)	No specific consultation conducted as part of these schemes as they involved mainly the replacement of existing equipment on site.	St Michael's Hill/ Perry Road SCOOT re-validation scheme includes improved pedestrian facilities for disabled people.
Traffic Signal Modernisation	-	100	<ul style="list-style-type: none"> - 16 'mid-block' crossings of carriageways (Pelicans, Toucans and Puffins) installed. Funded from a number of sources including developer contributions. - Frenchay Park Road/ Stoke Lane – Traffic signal equipment purchased for installation during 02/03 - Church Road/ Clouds Hill/ Summerhill Rd – Traffic signal equipment purchased for installation during 02/03 - Controllers were upgraded to conform to TR0141c at the five junctions. - New Pelican crossing controllers were purchased for nine sites. - 31 sites installed with tactile paving to current regulations. - 4 sites fitted with tactile cones. 	2 (L) 3 (L) 11 (L) 14a (H)	All subject to local consultation and advertising.	Improved pedestrian crossing facilities for disabled people - 31 sites installed with tactile paving to current regulations. 4 sites were fitted with tactile cones

Project Area	Expenditure (£000's)	Implementation Progress 2001/02	Influence on LTP Targets1	Consultation	Building in for the needs of Disabled People
19. Road User Charging Pilot scheme design	'01/02 288 (424) '02/03 100	The development of this area of work is being undertaken in conjunction with the DTLR through the Charging Development Partnership (CDP). Bristol is an active member of the CDP. Detailed design work has involved the development of integrated transport models for testing options for scheme operation and the impacts for Bristol. Promotion and awareness raising has continued through seminars, conferences and informal consultation. The business case and procurement options are being developed jointly with the DTLR (through the CDP).	1 (H) 2 (M) 3 (M) 10 (M) 11 (M) 12 (L) 13 (L)	Part of the LTP. Consultation with businesses, services and key stakeholders through the Charging Development Partnership and at a local level.	Equity is a key issue that will be addressed in the development of the scheme. Current govt guidance is for disabled drivers to be exempt from charges.
20. Parking General Expenditure	126 (331)	Safety and security of the Maritime Heritage Centre and Cottage Place has been improved by the installation of CCTV camera systems as part of a Home Office Project. Work has commenced on a major refurbishment of Trenchard Street MSCP to improve safety and security. These works include the installation of a CCTV system as part of a Home Office funded project. Continued progress with the proposed extension of Controlled Parking Zone (CPZ) to Kingsdown area (see Consultation right). Preliminary design work conducted on parking payment card in 2001/02. Scheme to integrate the parking payment card with a Park & Ride card to be implemented in conjunction with the VIVALDI project (see Item 12).	14a (L)	Extensive consultation has been conducted concerning the Kingsdown CPZ proposals. As part of a second round of consultation a mail drop of approx 11,000 consultation documents was carried out to Kingsdown and adjacent residential areas. Seven public meetings at local venues were held and exhibitions were also held at 5 venues in the area consulted. Following consideration of the results of the consultation exercise, a third round of public consultation took place. This involved showing local residents and businesses details of the proposed draft traffic regulation order for the CPZ. Approx 2,200 letters were sent to residents and businesses. Draft plans were placed on display at the Council Offices and at a local business. An evening surgery was held, along with a public meeting. Formal consultation on a revised Residents Parking scheme is due to take place in Sept/Oct 2002.	Improved floor surface and lighting aimed at all users, particularly people with disabilities. CCTV will provide improvements to safety and security and provide a safer and more attractive environment.

Project Area	Expenditure (£000's) '01/02 '02/03	Implementation Progress 2001/02	Influence on LTP Targets ¹	Consultation	Building in for the needs of Disabled People
Special Event Controlled Parking	-	100 Preliminary work undertaken to assess possible Event Day Controlled Parking Zone (CPZ) in Bishopston around the County Cricket Ground. Further work on this and three other areas commencing next year.	1 (M) 7 (L) 10 (L) 11 (L)	Preliminary meetings with Gloucestershire County Cricket Club, local resident group and councillors undertaken.	Depending on the size of the CPZs and existing off-street provision for disabled car users bays will be provided on-street.
Parking Restrictions Review	-	80 The comprehensive review of parking restrictions commenced this year. Any amendments and additions to restrictions are programmed to be processed next year.	1 (M) 7 (L) 10 (L) 11 (L)	Proposals emerging from review will be subject of extensive consultation.	Where necessary at certain locations, the review will consider the requirement to provide bays for disabled car users and protect pedestrian crossing drop kerbs at junctions.
Motorcycle Parking	0 (12)	25 Secure parking rails purchased for installation in early 2002/03 on 15 sites throughout the city, as part of the Motorcycle Parking Strategy.	1 (L) 23 (L) 27 (L) 28 (L)	Bristol Transport Forum Bristol Motorcycle Action Group	
2.1. Integrated Travel Information Centre (ITIC)	40 (60)	200 Work in progress to provide SCOOT derived congestion data on Travel Advice Screen at Clifton Down shopping centre. Investigation and negotiations with site owners continuing for introduction of second Travel Advice Screen. Conceptual system/service model produced for Integrated Travel Information Centre.	1 (L) 5 (L) 7 (M) 9 (M)	Discussions held with managers of retail centres and major employer regarding electronic travel information provision. Development of Integrated Travel Information Centre undertaken in conjunction with First and other key stakeholders.	Location and design to reflect needs of disabled people. Centre will also provide relevant information for disabled users.

Project Area	Expenditure (£000's) '01/02	'02/03	Implementation Progress 2001/02	Influence on LTP Targets ¹	Consultation	Building in for the needs of Disabled People
22. Legible City Initiative	224 (265)	250	<p>The second phase of Bristol Legible City has been the implementation of a city centre-wide pedestrian signing and information system during 2001/02. The system incorporates over 660 directional signs and 130 specially designed maps to assist wayfinding and encourage pedestrian movement as the primary mode of travel in the city centre.</p> <p>An information web site has been developed in conjunction with Adshel to communicate the aims, ambitions and actions of Bristol Legible City to a wider audience. "Welcome to Bristol" a concept for information on arrival is evolving; the aims of which are to provide consistent information at key points of arrival in the city.</p> <p>To complement the city centre pedestrian signing and information system the "Welcome to Bristol" visitor map has been launched. 600,000 copies of the free map are available to visitors, businesses and public transport users in the city.</p> <p>The programme of removing redundant street furniture and signs is continuing and a number of new street nameplates designed as part of Bristol Legible City are being piloted on buildings in the city centre.</p>	<p>7 (L)</p> <p>9 (L)</p> <p>11 (L)</p> <p>14a (L)</p> <p>23 (L)</p> <p>24 (L)</p> <p>25 (L)</p> <p>26 (L)</p>	<p>The project is a partnership between Bristol City Council, Adshel, Bristol Chamber of Commerce and Initiative, Bristol Harbourside Sponsors Group, The Broadmead Board Ltd, Public Art South West, South West Regional Development Agency, Bristol Leisure and Tourism Bureau, and Bristol Cultural Development Partnership. Consultation has included exhibitions, approx. 80 presentations to various groups and stakeholders and the production of publications informing people of the concept and the work in progress.</p>	<p>The project aims to promote ease of access and legibility for all modes of transport. The key pedestrian route network has been audited to assess the scope for access improvements. The information and maps have been designed in partnership with the RNIB's Joint Mobility Unit and specialist advisors. Superfluous and redundant street furniture and signs have also been removed to improve pedestrian movement environmental quality.</p>
23. Public Transport Information	8 (29)	48	<p>Traveline SW service commenced July 2001, and service publicly launched in Dec 2001. Continuous improvement achieved in database management through new/enhanced software and operational procedures.</p> <p>Traveline SW recognised by DTLR / CPT as centre of excellence.</p> <p>Hampshire absorbed into Traveline SW.</p> <p>Pilot work completed on the integration of bus fares into Traveline SW.</p>	7 (L)	<p>Continuing active partnership working between local authorities, bus operators and suppliers at both local and regional level to deliver Traveline service.</p>	<p>Meeting held between Traveline SW and Tripscope to develop understanding and co-operation between complementary services.</p>
Public transport information	Rev funded	Rev funded	<p>In addition to the support for PTI 2000 the council continued to provide information to users and employers in a variety of forms (eg published timetables for fully supported services, timetable and map information at bus stops). The council's approach in relation to sections 139-141 of the Transport Act has separately been submitted to the government office).</p>			

Project Area	Expenditure (£000's) '01/02 '02/03	Implementation Progress 2001/02	Influence on LTP Targets ¹	Consultation	Building in for the needs of Disabled People
24. Travel Awareness (inc. Neighbourhood Transport Initiatives)	60 (125) 90	<p>Building on established programme of annual events a number of new initiatives have been developed ranging from promoting specific services to supporting leisure activities by non-car modes.</p> <ul style="list-style-type: none"> - Exploring the countryside guide without a car – with support of Countryside Agency and Forest of Avon. A pack of 16 walks in the greater Bristol area accessed using public transport. Second series of 16 walks planned this year - Traveline Promotion – to support national promotion of Traveline 140,000 wallet size cards being distributed across Bristol providing information on traveline and other useful numbers. - Streets Alive! – The Council supported a local group in the co-ordination and promotion of a large event as part of "In Town Without my Car" Day on 22nd September 2001. This included several road closures in the central area with free entertainment and activities. Several thousand attended the event - Neighbourhood Transport initiative – Continued support was offered in the form of small grants for community/neighbourhood transport initiatives or ideas. In response to demand from interested parties the Council is working with Voscur (umbrella organisation for the voluntary sector) to set up a support network to assist the development of future neighbourhood initiatives. - Switch Off! – The Council is supporting a local campaign aimed at raising awareness of the benefits of switching off car engines when idling. Promotion has been through existing literature and the production of free car window stickers - National TravelWise Association – The Council continues to provide one of the South West representatives to for the National Executive and convenes the best practice sharing network for the South West region 	<p>1 (L) 10 (L) 11 (L) 12 (L)</p>	All these schemes/projects involve consultation with the communities involved.	
25. Travel Plans	50 (50) 50	<ul style="list-style-type: none"> - Continued support through Travel Plan grants to local employers developing Travel Plans. - Development of Travel Plan award scheme with 3 surrounding unitary authorities with awards for progress and achievement to encourage progress. Three awards for progress in Bristol in 2001. - Ongoing support, consultation and networking through the Green Commuter Club - Temple Quay is a new development near City Centre that will have up to 7,000 employees across several companies. Partnership working between the Council and employers through 'Temple Travel' group has led to area travel map, car share scheme and BUG (Bicycle User Group). Based on the success of this partnership working further area working groups are being developed. - Travel plan bursary post since September 2001, providing one to one advice and support including assistance with travel surveys. 	14 (H)	<p>Consultation with employers regarding transport schemes and projects that will impact on their employees.</p>	<p>Sites audits and proposals consider the needs of disabled people.</p>

Project Area	Expenditure (£000's) '01/02 '02/03	Implementation Progress 2001/02	Influence on LTP Targets ¹	Consultation	Building in for the needs of Disabled People
26. Shorter Journey Strategy	7 (20)	50 A key theme of the travel awareness work is the large number of short car trips in Bristol. A range of targeted initiatives including practical support and tailored information are being considered, including Car Clubs. In 2001/2002 funding was used to support the roll out of the Car Club scheme in Bristol.		See item 13	
27. Air Quality Management	16 (60)	80 Declared two Air Quality Management Areas covering around a quarter of the city. Detailed work is being undertaken on assessing four scenarios for the Air Quality Action Plan. Continued work on the DEIS project to extract 'live' maps of emissions, congestion and traffic data from the UTM system. Set up a pilot project with the main Bus Company to fit 35 buses with pollution-reduction equipment. Phase 1 will be completed shortly with further phases planned for 2002/03. The potential for cleaning up other fleets is being assessed. The Air Quality monitoring programme has been expanded to assess the impacts of the corridor improvements that are currently being implemented. Centre of Excellence – Established a network of transport professional involved in air quality. Hosted Air Quality Management conference and other dissemination activities (as described in Part A).	13 (H)	Widespread consultation on the Air Quality Action Plan will commence shortly.	Significant numbers of people experience lifestyle restrictions linked with pollution episodes. Improve air quality will help to reduce this.
28. Road Safety Schemes General Expenditure	437 (500)	750 The following Local Safety Schemes have been implemented: - Gloucester Road/Berkeley Road (involved signalisation of the junction to treat cycle and turning movement accidents) - Wells Road/Knowle Road – Junction improvement (to treat cycle accidents) - Gloucester Road/Kellaway Avenue – Junction improvement - Canford Lane/The Dingle – closure of slip road, realignment of junction, pedestrian improvements - Speed Camera housing at Avonmouth Park & Ride - Two portable reactive speed display units The following Anti-Skid Surfacing schemes were implemented (to reduce wet/pedestrian/shunt type accidents):- Bath Road / Stockwood Road - Bath Road, south of Sandy Park Road - Brislington Hill, east of Kenneth Road - Church Road/Thomas St - Fishponds Road, north of Coombe Road - Gloucester Road, south of Brookfield Avenue - Park Row / Park Street - Queens Road / Triangle South - Wells Road / St Martins Rd	1 (L) 2 (H) 3 (H) 10 (M) 11 (M) 12 (L)	Formal consultation and leaflets drops were used to consult the local traders and residential premises.	Facilities for mobility impaired people and tactile paving included in all pedestrian improvement projects.

Project Area	Expenditure (£000's) '01/02 '02/03	Implementation Progress 2001/02	Influence on LTP Targets ¹	Consultation	Building in for the needs of Disabled People
Child Pedestrian Casualty Reduction Award	- 103	A Co-ordinator was appointed and began training for the post. Two specific schemes will be progressed during 2002/03 (Sea Mills Square and Shirehampton High Street).	2 (H) 3 (H)	Initial consultation has already commenced, and will continue in 02/03	Enhanced pedestrian environment will incorporate facilities for disabled people.
29. Residential Street Improvement (including 'Home Zones')	409 (400)	<p>Works to the following schemes were progressed:</p> <ul style="list-style-type: none"> 'Victory' Home Zone: <ul style="list-style-type: none"> New kerb lines and cushions implemented 30 April 2002. - 'Imprint' surfacing, new Victorian lamp columns, planting, play equipment, seating programmed for completion June 2002. <p>The scheme built upon an earlier Environmental Road Closure (July 2000) at Traftalgar Terrace/Bedminster Road, the purpose of which was to demonstrate what could be achieved on a wider scale and through the use of higher quality materials.</p>	1 (L) 2 (H) 3 (H) 10 (M) 11 (M) 12 (L)	<p>Scheme based on many months of joint working with local residents during summer 2001 and spring 2002.</p> <p>Key features:</p> <ul style="list-style-type: none"> - 6 street representatives who worked with officers, local members and police. - Doorstep questionnaires - Working party meetings - Exhibitions/public meetings. 	<p>Key consideration from the start with all existing bays for disabled car users retained, together with footway level crossing points throughout the scheme and with tactile paving where appropriate.</p>
		<p>'Home Zone Challenge'</p> <p>Funds awarded under the Home Zone Challenge for the Southville Home Zone. Works are expected to commence in 2002/03. The three schemes put forward under the bid are expected to be progressed during 2002/03 (for Southville, under the Challenge; the Dings partly funded through VIVALDI and North St Werburghs, likely to be funded through LTP.)</p>		<p>Detailed involvement of six communities took place in preparing the bid through:</p> <ul style="list-style-type: none"> - Local public meetings- Questionnaire which aimed to establish the priorities, level of support, and residents who are prepared to be involved in the future intensive involvement process. 	<p>Expected to be a significant influence in detailed design process.</p>
		<p>Henbury:</p> <p>Narrow width cul-de-sac parking bays and associated traffic calming completed in Marissal Road and Marmion Crescent. Works for the first adopted shared surface Home Zone in Trevelyan Walk are to be commenced spring 2002.</p>		<p>Regular consultation meetings with residents.</p>	<p>Detail design features provided to assist disabled people.</p>
		<p>Brislington:</p> <p>Fermaine Avenue on approach to school completed.</p>		<p>Three rounds of statutory consultation with residents.</p>	<p>Enhanced pedestrian environment.</p>
Narrow Estate Roads		<p>Improvement works to four narrow estate roads were completed.</p>		<p>All affected households were consulted.</p>	

Project Area	Expenditure (£000's)	Implementation Progress 2001/02	Influence on LTP Targets ¹	Consultation	Building in for the needs of Disabled People	
	'01/02	'02/03				
Maintenance						
30. Street Lighting	1,406 (1,400)	911	Installation of 2,916 new galvanised steel columns with high-pressure sodium lamps to replace old life-expired stock. Programme mostly on a 'one-for-one' basis, however, as part of this, additional lighting installed in the Barton Hill area in partnership with New Deal.	2 (M) 3 (M)	Limited consultation as most schemes do not involve any change of street-scene.	Improved quality of lighting will assist visually impaired.
31. Highway Maintenance	3,520 (3,359)	3,529	Extensive programme of carriageway resurfacing, surface dressing (preventative maintenance) and footway works. <ul style="list-style-type: none"> - 5.8 km of principal road works (4.5 km noise reducing surfaces). - 3.8 km of non-principal roads (3.5 km of noise reducing surfaces). - 371,000 m² of carriageway surface dressing (5% of network). - 62 major footway reconstruction schemes. 	2 (M) 3 (M)	Consultation undertaken before major works commenced.	Extensive footway enhancements, to benefit disabled people, provision of dropped kerbs as standard practice on junctions within schemes.
32. Bridge Assessment and Strengthening	1,538 (1,450)	525	Bridge assessments now complete except for 7 extra bridges added to the programme following the lowering of the national minimum span limit for assessments. Some results are still to be confirmed by Railtrack for some bridges owned by them. The following strengthening works were completed: <ul style="list-style-type: none"> - Totterdown Bridge strengthening - Cumberland Basin bridges bearing replacement - Cattle Market Road strengthening - Plimsoil Bridge strengthening and resurfacing The following maintenance works were completed: <ul style="list-style-type: none"> - Langton Street footbridge re-decking and surfacing - Vauxhall footbridge re-decking and surfacing - Bathurst Basin Bridge footway re-decking and painting - Footbridge painting at Avonmouth, Shirehampton and Sparke Evans Park - Gantry painting (7 sign gantries) - Bridge Valley Road retaining wall rebuilds - Bristol Bridge – design has recommenced on a basic strengthening scheme. Uncertainties still exist about the parapet and lighting details that may be funded from another source. 	6 (M) 2 (L) 3 (L)]		Footbridge maintenance and enhancement provide enhanced environment for disabled people.
TOTAL (integrated transport)	6,910 (9,167)	11,517				
TOTAL (Maintenance)	6,464 (6,209)	4,965				
TOTALS	13,339	16,482				(Includes funds carried over from '01/02)