



PASSENGER FOCUS BOARD BRISTOL

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Let's begin with our biggest challenge: not fares.....



Average journey takes 31% longer due to traffic

BRITAIN'S MOST GRIDLOCKED CITY

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BRISTOL is the most congested city in Britain, research has revealed.

A study found that the average journey time in Bristol is 31 per cent longer than it would be on a clear run – worse even than in London, where trips take 27.5 per cent longer.

The 2012 Congestion Index, published by sat-nav manufacturer TomTom, also found that a Bristol peak time journey typically took 56 per cent longer in the morning and 64 per cent longer in the evening than in "free flow" conditions.

It means that a 60-minute journey in Bristol takes 90 minutes in the evening peak.

The figures also show that drivers with a 30-minute commute waste 86 hours a year stuck in traffic jams and face a delay of 36 minutes for every hour they drive in peak periods.

Unsurprisingly the worst times of congestion are Monday mornings and Friday evenings. The statistics

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article from the Post 4 April 13

.....But congestion

I take this not as an insult but a challenge, says Bristol mayor

Sat nav data shows city is the most congested

From page 1

... showed that the worst day of congestion last year was Friday, November 23.

"This can probably be put down to the weather as at that time the Bristol area had suffered many days of heavy rain, which brought down trees, causing traffic ground to a standstill.

In the city - across monitoring points around floating in Whitehall Road to Aqueduct's Parade and Baber's Street, while police report estimates to stick to 1000

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... congestion through it is a reflection of Bristol's massive prosperity - we are the most prosperous city in Britain outside London

Mayor George Ferguson

... made and only make matters if necessary.

Bristol mayor George Ferguson said the fact "it's worse than any other city in Britain - and that's why I am prepared to back it as actively as I can.

"Nevertheless, I do question whether it's the most congested city in Britain - I don't think it is, but I do think we have to work on it.

"The congestion through it is a reflection of Bristol's massive prosperity - we are the most prosperous city in Britain outside London.

"It shows we have got to take measures to deal with congestion - that's what I see done with roadworks, parking areas (RPA) and other measures beyond that.

"We are also making a huge investment in public transport through the city and out through the Greater Bristol Urban project.

"I take this data not as an insult, but as a challenge.

Other cities to feature as best congestion included London, Leeds and Nottingham.

London is a real issue as both as right as wrong.

As morning traffic flows worse than those in Bristol, Leeds, Sheffield and Manchester.

While Bristol was the worst in Britain for congestion, the only one worse in the UK was Belfast, where the average journey for drivers takes 22.1 per cent longer than it would be if traffic moved freely.

The data shows that the very worst congestion registered across Europe was in the Russian and Turkish capitals.

Statista's data from 181 cities worldwide throughout last year shows Moscow motorists face the worst traffic jams on the planet.

The average journey is a painful 16.5 per cent slower than it should be, in Istanbul it is 25 per cent and in Warsaw, 42 per cent.

Moscow, Paris, Rome, Stuttgart, Sofia and Los Angeles are all worse for drivers with more jams than anywhere in Britain, according to the TomTom Congestion Index.

The firm's head of traffic, Ralf Peter Schaefer, said the figures were regularly used to help local authorities plan their transport policies.

He said: "This detailed knowledge of the entire road network helps businesses and governments make more informed decisions about how best to tackle and avoid congestion.

"Our traffic database contains more than six trillion data measurements. This helps us determine which routes are the least busy and what times of day are best."

UK's most congested cities

London	26.2%
Leeds	25.2%
Nottingham	24.2%
Birmingham	23.2%
Sheffield	22.2%
Manchester	21.2%
Cardiff	20.2%
Edinburgh	19.2%
Belfast	18.2%
Bristol	17.2%

Bristol's weekly congestion pattern

Delay per hour driven in peak period in Bristol

Congestion in Bristol

Congestion level all roadways	24%
Congestion level on motorways	39%
Delay per hour driven in peak period	26 minutes
Delay per year with a 30 min commute	96 hours
Most congested specific day	Friday 23 Nov 2012
Total network length	359 miles
Total network length highways	53 miles
Total network length non-highways	309 miles
Total vehicle miles	10,930,240 miles

31% Congestion level in Bristol

Source: TomTom

Read More via www.tomtom.com

Service 75/76 Case Study

Hengrove to Cribbs Causeway



- Major city route - every 10 minutes
- 2003 required 31 buses and 109 drivers
- 2008 required 34 buses and 120 drivers
- 2013 required 43 buses and 151 drivers
- Over £1m per year extra to provide same service
- Why? Congestion and variable running times



- How do we take such decisions?
- Root and branch review – Real Time Information and ride on checks; full Union and driver engagement
- Review of pressures at junctions and traffic flow via City council flow data. Sunday running times reviewed
- Increase of resource to stand still on current frequency
- BUT Punctuality starting to improve. Drivers engaged on need to avoid early running

Who are we?



- First in Bristol and the West of England
- Locally-managed company
- Carrying 55 million passengers per year – a growing market
- Operating 100 local bus routes
- We directly employ 2000 staff
- Partners with West of England Partnership in the GBBN project (£42m from Government - the biggest bus priority programme in UK)
- Helped to establish the Urban Traffic Control Centre to provide better coordination of traffic signal bus priority in Bristol
- Delivering Better Bus Area 1 and bidding in partnership with authorities for BBA2 – devolution of BSOG

A *fare* HEARING FOR BRISTOL

Get on board and have your say...

- Do we have a good range of tickets available?
- What do you think of our fare offers? Are they well targeted? Are they frequent enough?
- What could we do to make journeys on different buses or different modes of transport easier?
- Do you support the introduction of smart ticketing?
- Are our ticketing zones appropriate?
- Do we do enough to inform passengers of our services / offers?
- What are the best / worst aspects of our services?
- What would make you and your constituents use buses more?

Who we are consulting



- On-line survey with hard copies available in libraries and advice centres
- Open sessions with councillors and MPs
- Ethnic minority communities and translated survey form
- Our drivers

- Community engagement in:
 - Clifton, Knowle
 - Bristol City Centre
 - Bradley Stoke
 - Kingswood, Lockleaze
 - Frenchay, Southmead
 - East Bristol neighbourhood forums
 - Local hospitals

***£1 Three Stop Hop back
by popular demand...
and we need to simplify
the product range***

How the consultation works



- Questionnaire – Over 5000 responses; closed June 29th
- June - £1 Three-Stop-Hop fare re-introduced
- Summer - Feedback processed by MVA Consultancy and recommended new fares structure evaluated – to drive growth
- Autumn - New fares structure introduced
- Late 2012 - Consultation for Bath and Weston-super-Mare



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journeys
FOR **LIFE**

Better Buses for Bristol: A Partnership Offer to the New Mayor



- Detailed offer of partnership to further develop bus services in the Greater Bristol area by delivering a high quality, sustainable bus network which is a credible and attractive alternative to the private car.
- Later evening services and 24 hour operation on cross-city service
- Building on Greater Bristol Bus Network, the Bus Control Centre and real time passenger information.
- Supporting Car-Free Sundays
- Bidding for central government funding for the City through sources including Better Buses Area Fund 2.
- Emphasising local management and improved passenger satisfaction

Establishment of Partnership Board:

City Council, other WEP authorities and the Local Enterprise Partnership, passenger representation, First and other local bus operators