1.1 THE PROPOSED SHAPE OF THE TRANSPORT STRATEGY 2040 PERFORMANCE MONITORING FRAMEWORK OF INDICATORS AND TARGETS
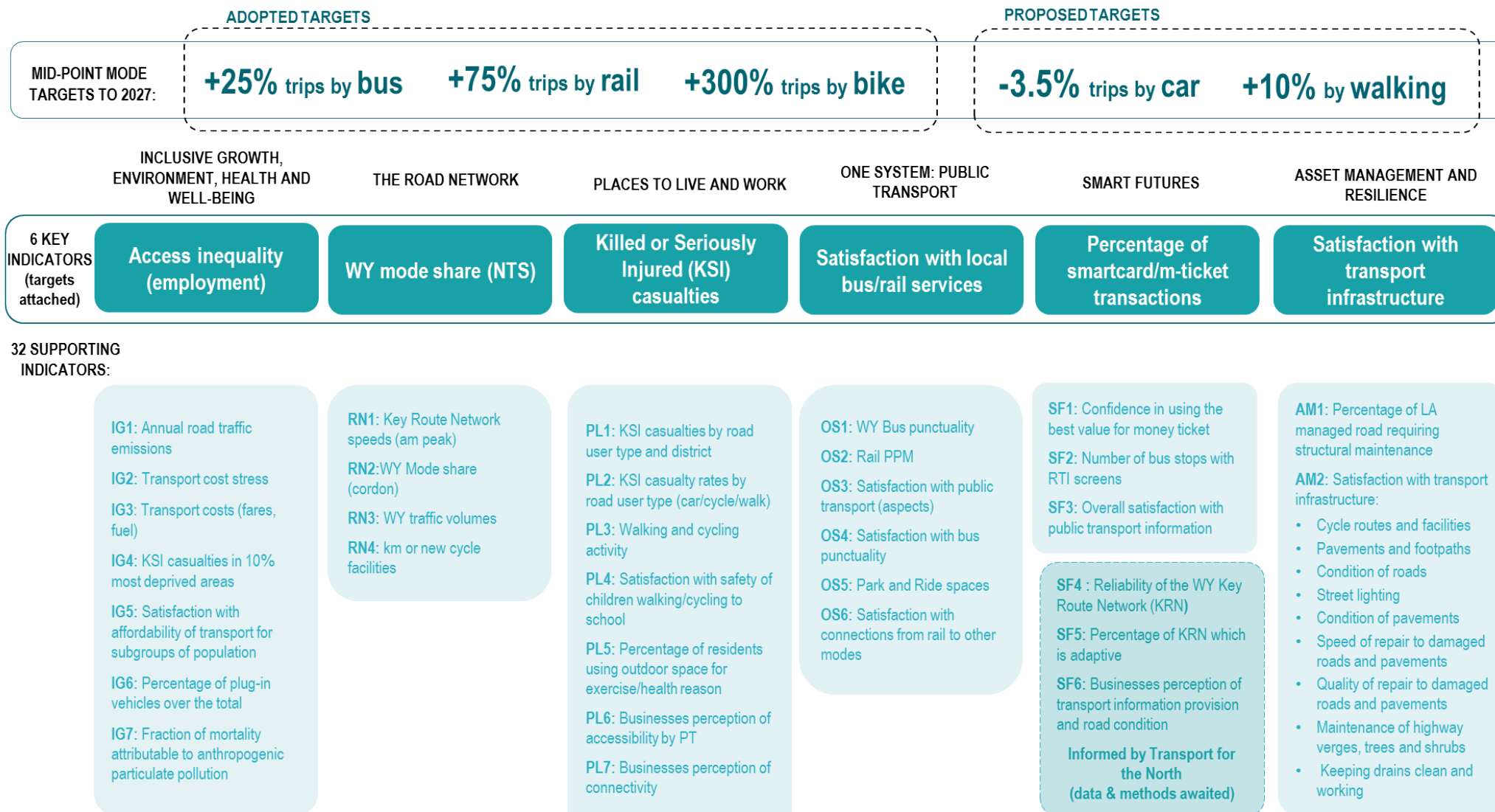
ADOPTED TARGETS

PROPOSED TARGETS

MID-POINT MODE TARGETS TO 2027:

+25% trips by **bus** **+75%** trips by **rail** **+300%** trips by **bike**

-3.5% trips by **car** **+10%** by **walking**

INCLUSIVE GROWTH, ENVIRONMENT, HEALTH AND WELL-BEING	THE ROAD NETWORK	PLACES TO LIVE AND WORK	ONE SYSTEM: PUBLIC TRANSPORT	SMART FUTURES	ASSET MANAGEMENT AND RESILIENCE
Access inequality (employment)	**WY mode share (NTS)**	**Killed or Seriously Injured (KSI) casualties**	**Satisfaction with local bus/rail services**	**Percentage of smartcard/m-ticket transactions**	**Satisfaction with transport infrastructure**

6 KEY INDICATORS (targets attached)

32 SUPPORTING INDICATORS:

IG1: Annual road traffic emissions

IG2: Transport cost stress

IG3: Transport costs (fares, fuel)

IG4: KSI casualties in 10% most deprived areas

IG5: Satisfaction with affordability of transport for subgroups of population

IG6: Percentage of plug-in vehicles over the total

IG7: Fraction of mortality attributable to anthropogenic particulate pollution

RN1: Key Route Network speeds (am peak)

RN2: WY Mode share (cordon)

RN3: WY traffic volumes

RN4: km or new cycle facilities

PL1: KSI casualties by road user type and district

PL2: KSI casualty rates by road user type (car/cycle/walk)

PL3: Walking and cycling activity

PL4: Satisfaction with safety of children walking/cycling to school

PL5: Percentage of residents using outdoor space for exercise/health reason

PL6: Businesses perception of accessibility by PT

PL7: Businesses perception of connectivity

OS1: WY Bus punctuality

OS2: Rail PPM

OS3: Satisfaction with public transport (aspects)

OS4: Satisfaction with bus punctuality

OS5: Park and Ride spaces

OS6: Satisfaction with connections from rail to other modes

SF1: Confidence in using the best value for money ticket

SF2: Number of bus stops with RTI screens

SF3: Overall satisfaction with public transport information

SF4 : Reliability of the WY Key Route Network (KRN)

SF5: Percentage of KRN which is adaptive

SF6: Businesses perception of transport information provision and road condition

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(data & methods awaited)

AM1: Percentage of LA managed road requiring structural maintenance

AM2: Satisfaction with transport infrastructure:

- Cycle routes and facilities
- Pavements and footpaths
- Condition of roads
- Street lighting
- Condition of pavements
- Speed of repair to damaged roads and pavements
- Quality of repair to damaged roads and pavements
- Maintenance of highway verges, trees and shrubs
- Keeping drains clean and working

Detail of the proposal for the Transport Strategy Performance Management Framework

Page 1 - Overall shape of the Performance Management Framework

Page 3 - Proposals for the additional mode target - Car

Page 4 - Proposals for the additional mode target - Walking

Page 5 - Headline indicator and target for Inclusive Growth, Environment, Health and Well-being

Page 6 - Headline indicator and target for the Road Network

Page 7 - Headline indicator and target for Places to Live and Work

Page 8 - Headline indicator and target for One System Public Transport

Page 9 - Headline indicator and target for Smart Futures

Page 10 - Headline indicator and target for Asset Management

1.2 PROPOSALS FOR THE ADDITIONAL MODE TARGETS - CAR

Engagement with West Yorkshire partners and stakeholders identified a recommendation to set a target for the total number of annual car trips made by West Yorkshire residents. The setting of a target requires understanding of the current trajectory in terms of the historic trend and potential trajectory of car trips. The chart below details the number of car trips within West Yorkshire between 2004 and 2016 (from the National Travel Survey) and four potential scenarios in terms of setting a mid-term target for 2027.
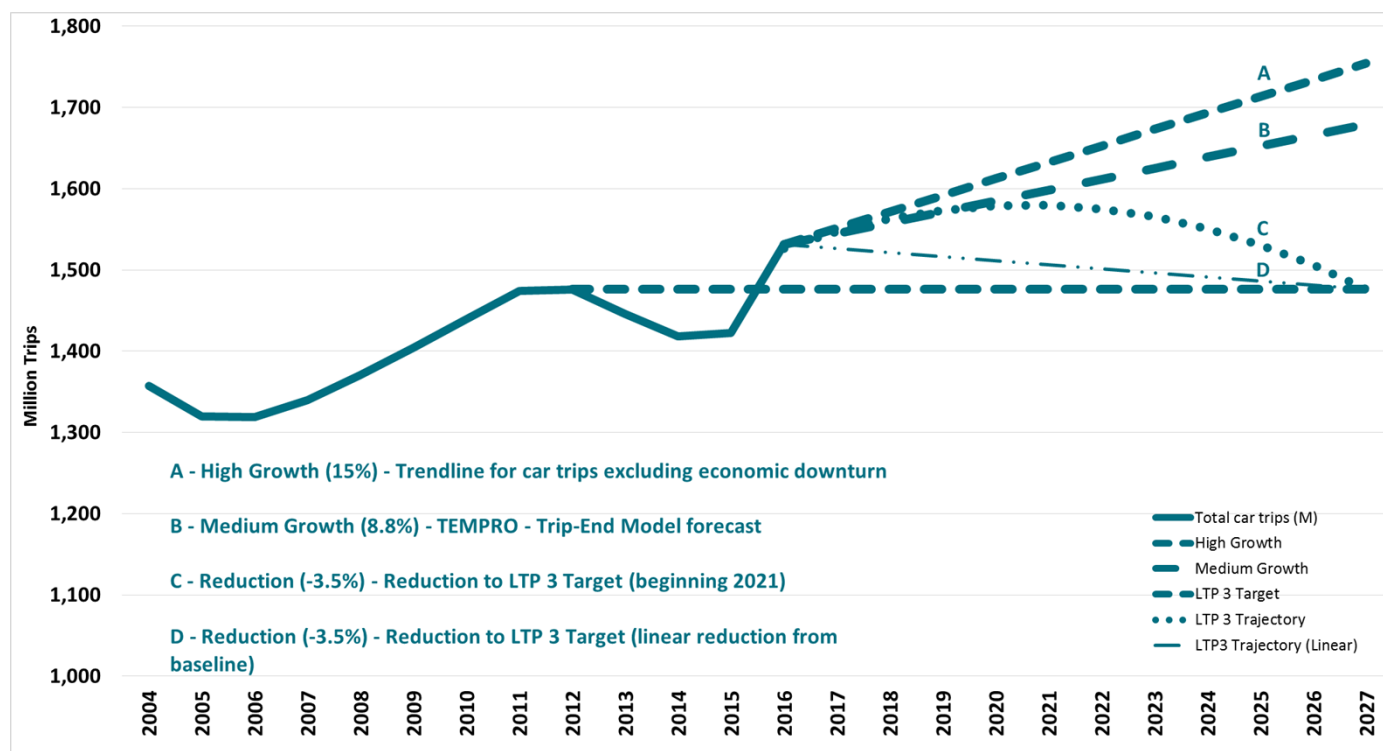
Options for the target-setting

A. The high-growth scenario represents a 15% increase in car trips - reflecting the average growth in trips between 2004 and 2011.

B. The medium growth scenario reflects the Department for Transport's TEMPRO forecast of an 8.8% increase in car trips. This is probably the best estimate assuming additional action is not undertaken to arrest the growth in trips.

C. This reduced car trips scenario reflects a reduction in car trips to the 2011 level (– the previous WYLTP3 target). This would require a 3.5% decrease in the number of car trips by 2027. The trajectory of this scenario assumes that strategy interventions have an effect from 2021 onwards.

D. This reduced car trips scenario also reflects a reduction in car trips to the 2011 level. The trajectory of this scenario assumes that strategy interventions have an effect immediately.

The Transport Strategy supports mode shift to more sustainable transport options, and stakeholder input indicates a preference for an ambitious target to be set for reducing the number of future car trips.

Option C would reflect these two compatible aims described above, whilst also taking into account that the Transport Strategy interventions will begin to have an impact in the early 2020s (with car trips reducing at this point and beyond). In reality an outcome that results in the total number of car trips at a level between B and C in 2027 is likely to represent success.

1.3 PROPOSALS FOR THE ADDITIONAL MODE TARGETS – WALKING
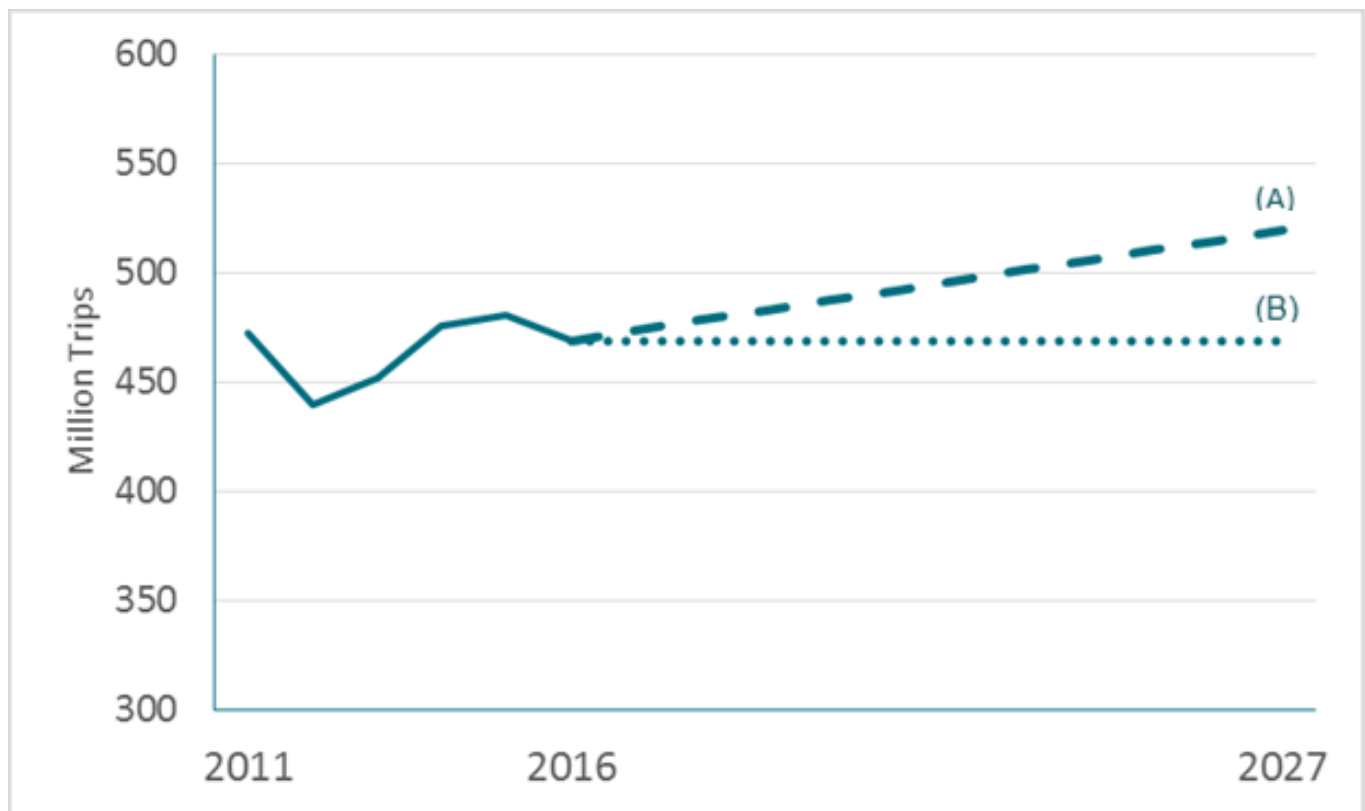
The latest data show that almost half a billion walking trips (of greater than one mile) took place in West Yorkshire annually (National Travel Survey).

Plotted are two target trajectories to 2027:

A. The upward trajectory is a 10% increase in walking trips, reflecting both changes in population and aspiration related to the Transport Strategy.

B. The flat trajectory reflects that the overall change in walking trips between 2011 and 2016 has been approximately zero, and continues this trend forward.

The former (A) is more likely, and includes ambition related to the Transport Strategy.

Therefore **a 2027 target of a 10% increase in walking trips is recommended.**

1.4 KEY INDICATOR FOR INCLUSIVE GROWTH, ENVIRONMENT, HEALTH AND WELL-BEING
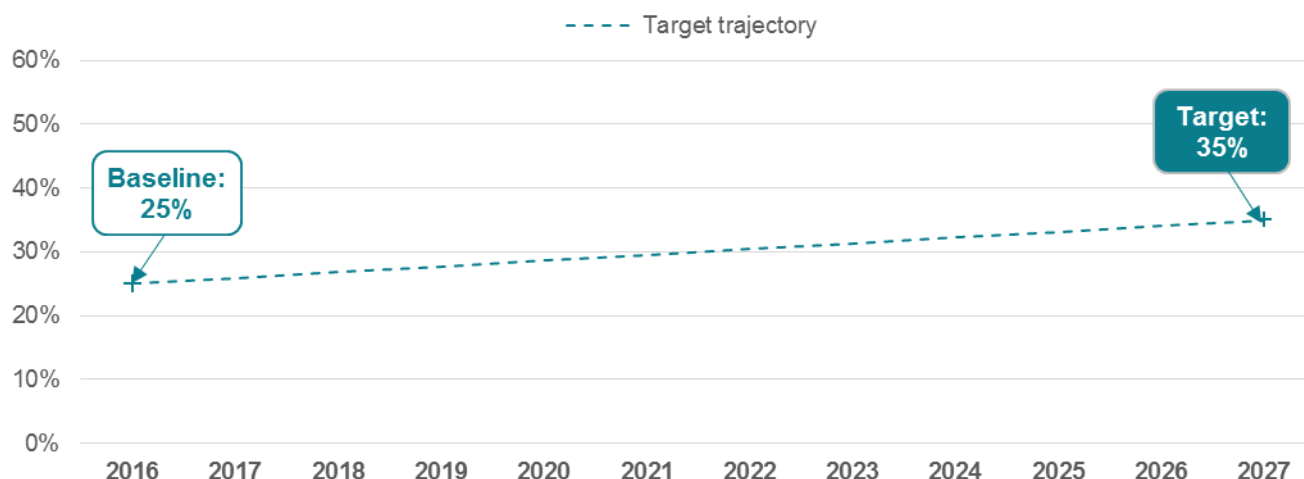
This theme covers a wide number of areas linked to the well-being of West Yorkshire's population in relation to transport. The key indicator for this theme will track the level of accessibility that West Yorkshire's most deprived communities have to employment via bus, compared to car.

The key indicator is proposed as:

- Defined as the percentage of WY jobs accessible by bus compared to car from deprived areas in a given travel time
- Has a baseline result of 25% (car users can access four times more jobs than bus users)
- **Has a mid-term (2027) target of increasing to 35%**

1.5 KEY INDICATOR FOR THE ROAD NETWORK THEME

The key indicator for this theme is the West Yorkshire Mode Share.

The recommended targets are as follows

Mode	Car	Bus	Train	Cycle	Walk	Motorcycle	Other
Baseline Share (2016)	69%	7%	1%	1%	21%	0%	1%
Mid-term target share	**63%**	**8%**	**2%**	**3%**	**22%**	**0%**	**1%**

The West Yorkshire mode share targets are determined by the growth targets set for each of the key transport modes.

Potential target levels for the number of car trips are set out on page 3 of this Appendix. This has assumed a target to reduce the number of car trips to the level set by the WYLTP3 target (-3.5%, Option C on page 3 of this Appendix).

Adopting the target of a 3.5% decrease in the number of car trips would mean that as a proportion of the total trips made:

- Car trips would reduce from 69% to 63%.
- Bus and train trips would each increase by 1%, to 8% and 2% respectively.
- Cycle trips would increase by 2% to 3%.
- Walking trips would increase 21% to 22%.
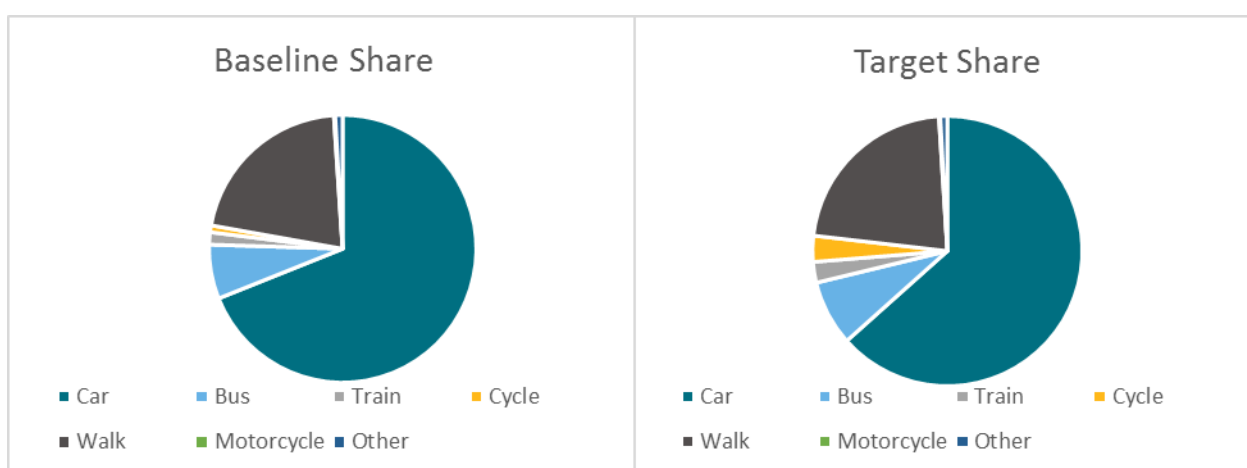
1.6 KEY INDICATOR FOR PLACES TO LIVE AND WORK

The proposed key indicator is number of Killed or Seriously Injured (KSI) casualties on West Yorkshire roads.
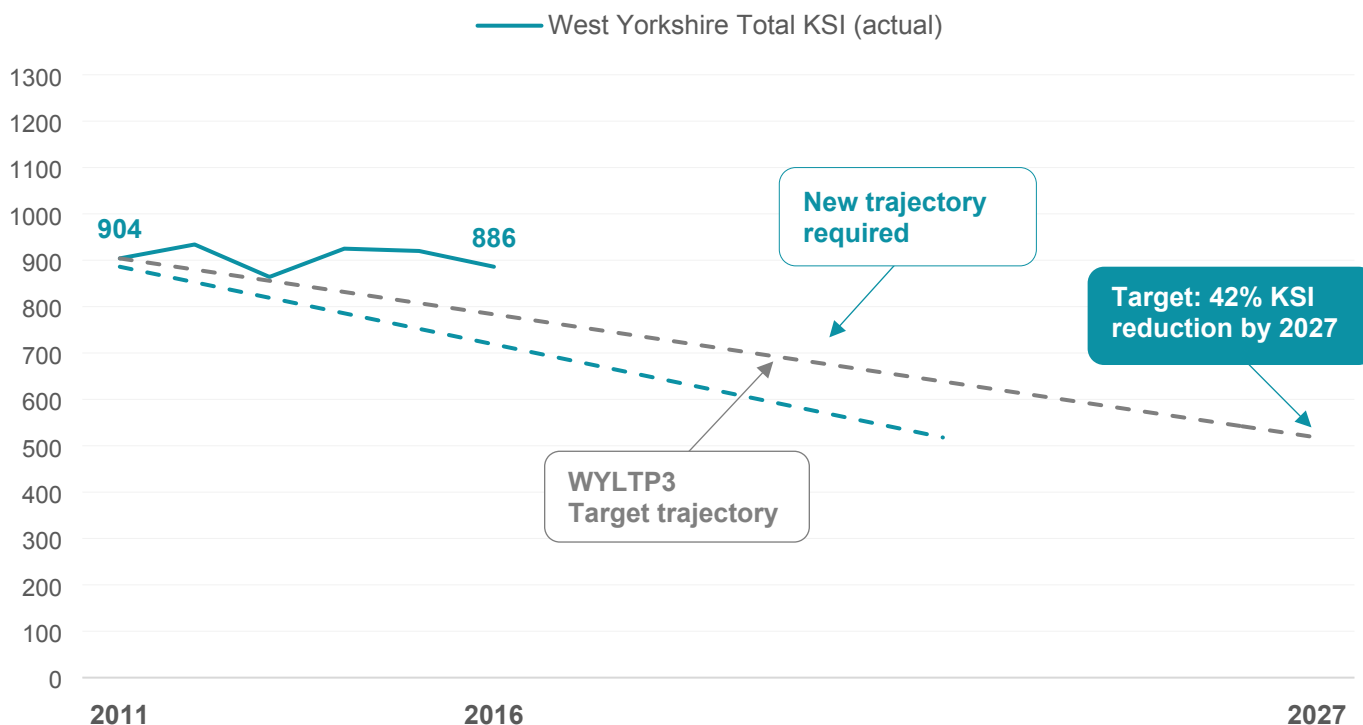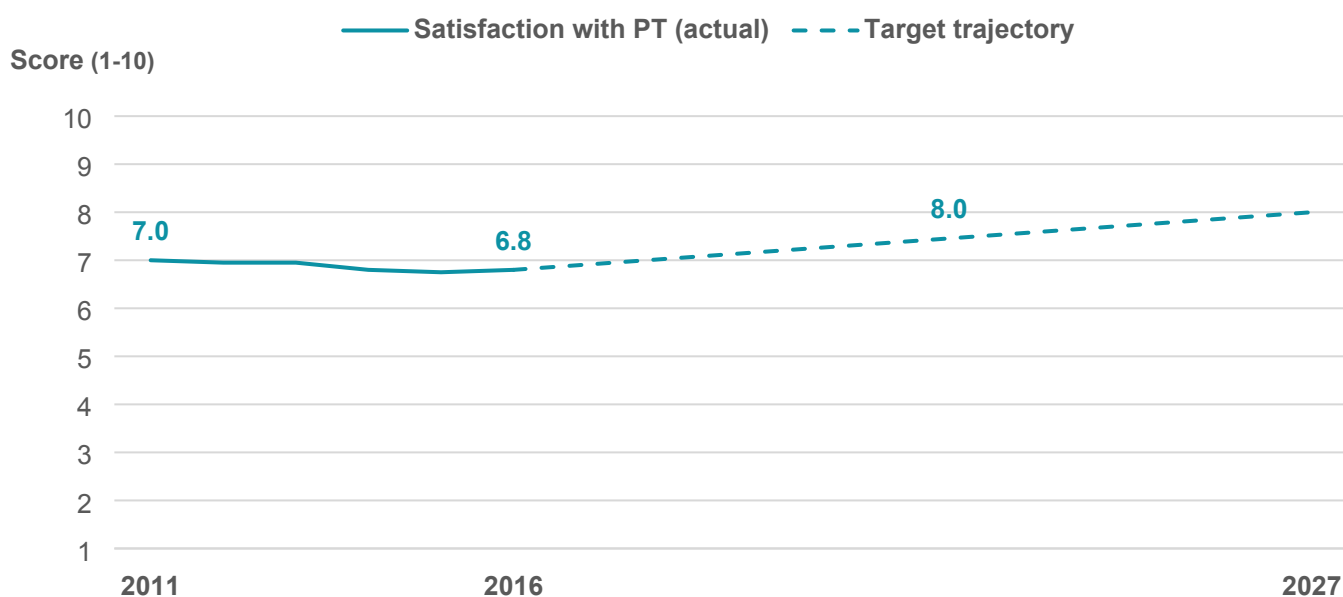

Key indicator target

The target for this key indicator has been developed based on previous experience with the West Yorkshire Local Transport Plan (WYLTP3). For LTP3, the target was to reduce KSIs by 50% between 2011 and 2025. Monitoring data shows that KSI injuries in WY have reduced by 2% during the implementation years (2011-2016).

This target was particularly ambitious given the already low rates of KSIs. Nevertheless, reducing KSIs further is a key aim of the adopted Transport Strategy, and therefore it is recommended that a similar mid-point target should be adopted.

Meeting the pre-existing LTP3 target requires a 42% reduction in KSI's from 2016 levels. This is the level reflected in the chart above, and is recommended.

1.7 KEY INDICATOR FOR ONE SYSTEM PUBLIC TRANSPORT

The key indicator for this theme is satisfaction with public transport.

Key indicator target

The key indicator is a composite of public satisfaction with both bus and rail. The baseline value is 6.8 (on a 1-10 scale). The historic trend of this indicator is approximately flat.

A score of 7.0 has previously been considered the threshold for success, however given the high baseline score, and the ambition of the Transport Strategy, **it is proposed that the 2027 target for this indicator is set at 8.0**.
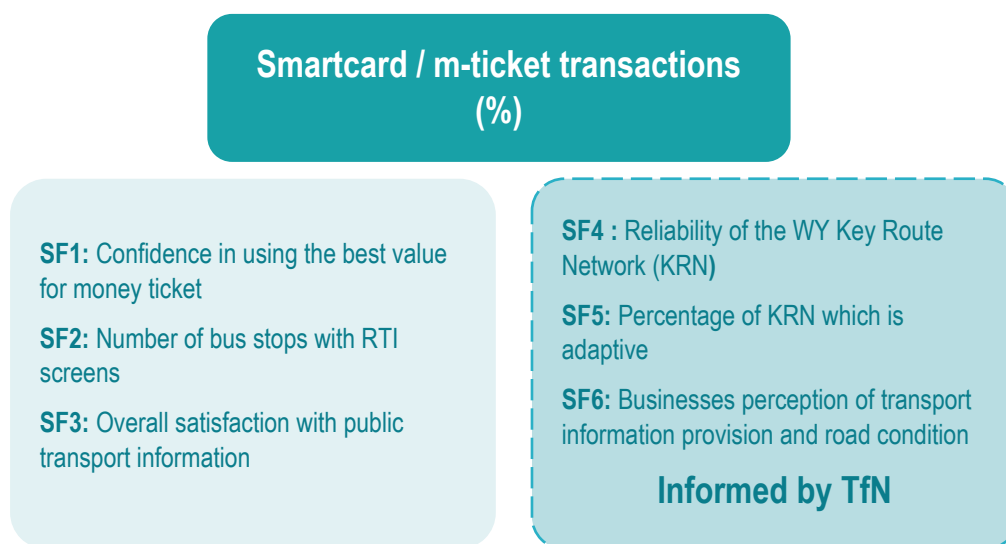
The ambition of this target is acknowledged, and will be kept under review as the strategy develops.

1.8 KEY INDICATOR FOR SMART FUTURES

The key indicator is presently set as the proportion of bus trips that are paid for using smartcard or mobile ticket technology.

However, Transport for the North (TfN) will imminently report their own indicators and methodologies in this area. It is proposed that TfN's work will be integrated into the West Yorkshire Transport Strategy Performance Management Framework.

Therefore the indicators below, including the key indicator, will be reviewed when the TfN work becomes available.

Smartcard / m-ticket transactions (%)

SF1: Confidence in using the best value for money ticket

SF2: Number of bus stops with RTI screens

SF3: Overall satisfaction with public transport information

SF4 : Reliability of the WY Key Route Network (KRN**)**

SF5: Percentage of KRN which is adaptive

SF6: Businesses perception of transport information provision and road condition

Informed by TfN

1.9 KEY INDICATOR FOR ASSET MANAGEMENT AND RESILIENCE

The key indicator for this theme is public satisfaction with infrastructure.
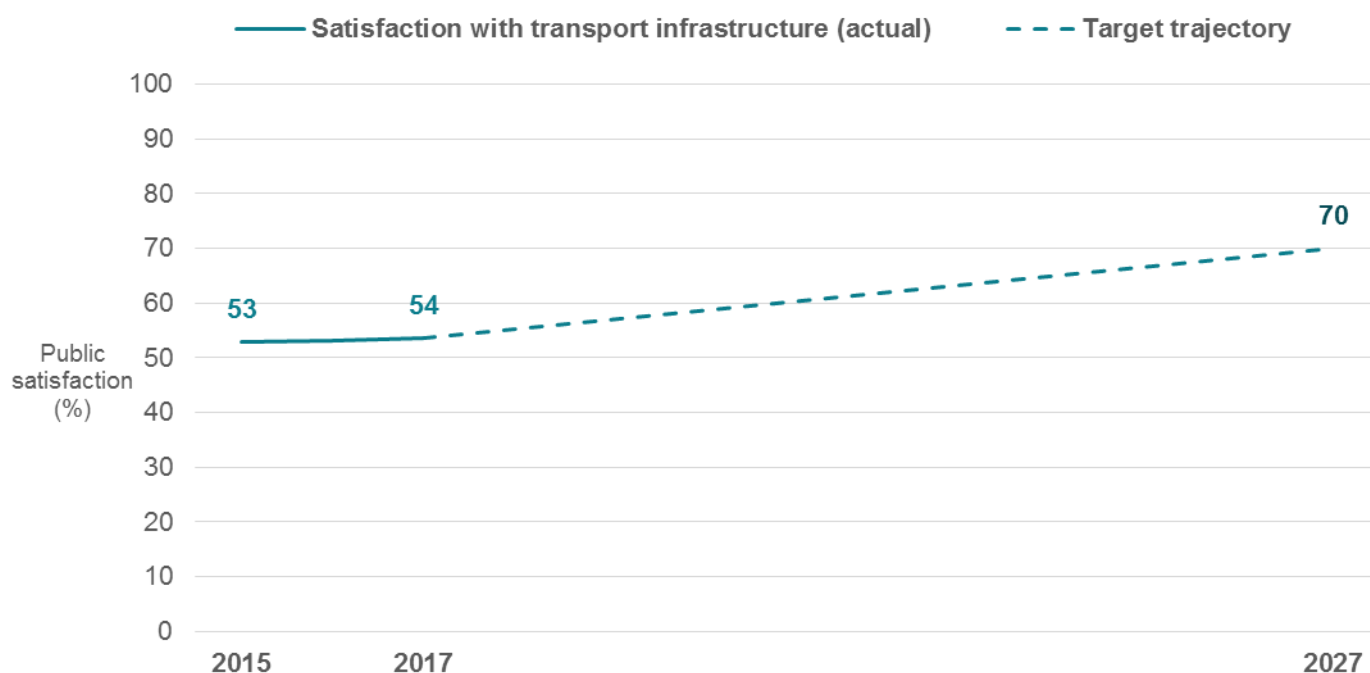
Key indicator target

The key indicator for this theme is a composite of key satisfaction indicators for infrastructure (roads, cycle paths, footways and street lighting).

Public satisfaction in recent years has been around 50%, with a baseline value of 54%.

A public satisfaction target of 70% is proposed - this is an ambitious aim. Performance will be kept under review as the strategy is implemented.

1.10 DEVELOPMENT PROCESS

The below describes the process of developing the Transport Strategy Performance Framework of indicators and targets.

1) **Generation** of a list of potential indicators, including but not limited to:

   - West Yorkshire Local Transport Plan (LTP3, 2011-26)
   - West Yorkshire Transport Strategy 2040, Evidence Base and consultation responses
   - Leeds City Region Strategic Economic Plan and evidence base
   - Comparable CA's Transport Strategies
   - Public Health England Outcomes Framework
   - Government Statistics (DfT, DEFRA, etc.)
   - ONS key statistics

2) **Matching exercise** to identify how indicators captured the Strategy's policy proposals

3) **Audit process** for all indicators - scoring indicators against eight criteria

4) **Selection** of a list of proposed indicators by theme, among those with the highest scores, based on:

   - Their ability to capture each theme's specific outcomes
   - Their ability to capture the cross-cutting theme of the Strategy (Inclusive growth, Environment, Health and Well-being)

5) **Feedback** from stakeholders

   - West Yorkshire Combined Authority Overview & Scrutiny Committee Transport Working Group
   - West Yorkshire Combined Authority Policy and Strategy teams
   - West Yorkshire Heads of Transport, Transport and Highways Managers and Network Management, Asset Management, Safer Roads and transport monitoring officers
   - West Yorkshire Districts Directors of Public Health
   - Public Health England (Yorkshire and Humber)

6) **Respond to feedback**

   - Adjust shape of indicator set
   - Add/remove Indicators

7) **Set proposed targets** (see proposals in preceding appendix 1)