

1.1 The proposed shape of the Transport Strategy 2040 Performance Monitoring Framework of indicators and targets

<div> MID-POINT MODE TARGETS TO 2027: -3.5% trips by car +10% by walking +25% trips by bus +75% trips by rail +300% trips by bike </div>						
	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
6 KEY INDICATORS (targets attached)	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
32 SUPPORTING INDICATORS:	1: Annual road traffic emissions 2: Transport cost stress 3: Transport costs (fares, fuel) 4: KSI casualties in 10% most deprived areas 5: Satisfaction with affordability of transport for groups of population 6: Percentage of plug-in vehicles 7: % Deaths attributed to Air Pollution	1: Key Route Network speeds (am peak) 2: WY Mode share (cordon) 3: WY traffic volumes 4: km of new cycle facilities	1: KSI casualties by road user type and district 2: KSI casualty rates by road user type (car/cycle/walk) 3: Walking and cycling activity 4: Satisfaction with safety of children walking/cycling to school 5: Percentage of residents using outdoor space for exercise/health reason 6: Businesses perception of accessibility by Public Transport 7: Businesses perception of transport connections	1: Bus punctuality 2: Rail punctuality 3: Satisfaction with public transport (broken down) 4: Satisfaction with bus punctuality 5: Park and Ride spaces 6: Satisfaction with connections from rail to other modes	1: Confidence in using the best value for money ticket 2: Number of bus stops with RTI screens 3: Overall satisfaction with public transport information 4: Reliability of the WY Key Route Network (KRN) 5: Percentage of KRN which is adaptive e.g. variable speed limits 6: Businesses perception of transport information provision and road condition Informed by Transport for the North (data & methods awaited)	1: Percentage of local authority managed road requiring structural maintenance 2: Satisfaction with transport infrastructure: <ul style="list-style-type: none"> 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

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Page 3 - Proposals for the additional modal target - Walking trips

Page 4 - Key indicator and target for Inclusive Growth, Environment, Health and Well-being

Page 4 - Key indicator and target for the Road Network

Page 5 - Key indicator and target for Places to Live and Work

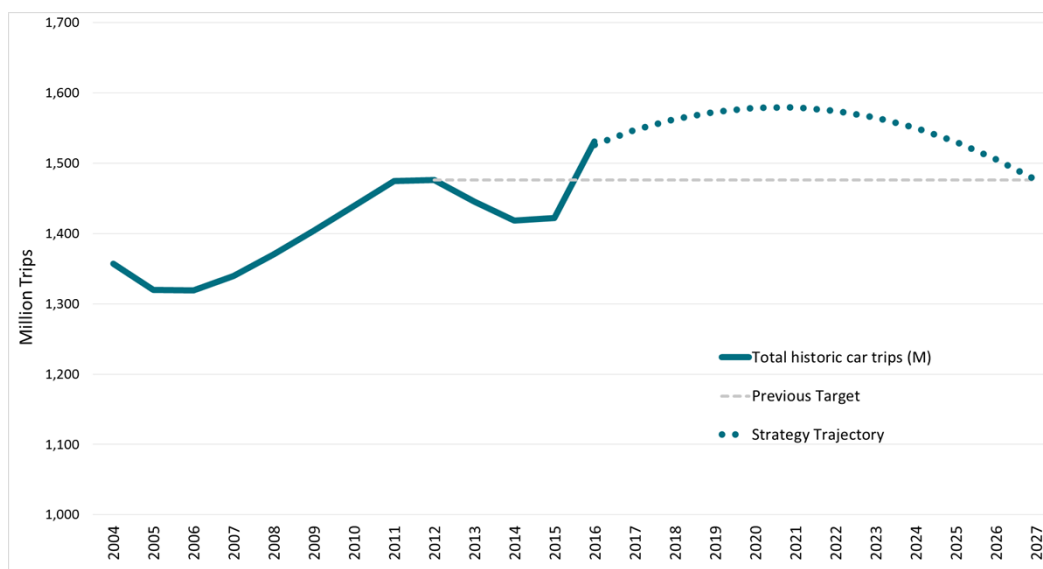
Page 5 - Key indicator and target for One System Public Transport

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Page 6 - Key indicator and target for Asset Management

Page 7 - Summary of Modal and Key Indicator data: Source, Frequency of data release, Availability at West Yorkshire or District level

1.2 Modal Target - Car trips



Source: National Travel Survey

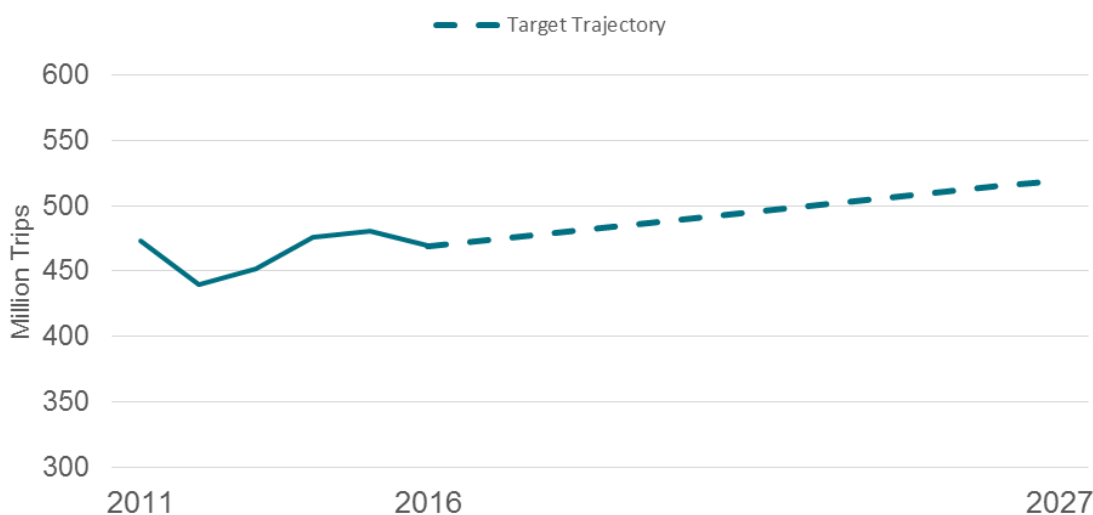
Target for the total annual number of trips made by car by West Yorkshire residents.

The chart details the number of car trips made by West Yorkshire residents between 2004 and 2016

To maintain the total number of annual number of car trips at 2011 levels was an adopted target of the previous West Yorkshire Local Transport Plan (LTP3, 2011-2027).

The proposed target from 2016 to 2027 reflects a reduction in total annual car trips to 2011 levels. The proposed target requires a 3.5% decrease in the number of car trips made in 2016 to 2027. The trajectory assumes that Transport Strategy interventions have an effect from 2021 onwards.

1.3 Modal Target – Walking trips



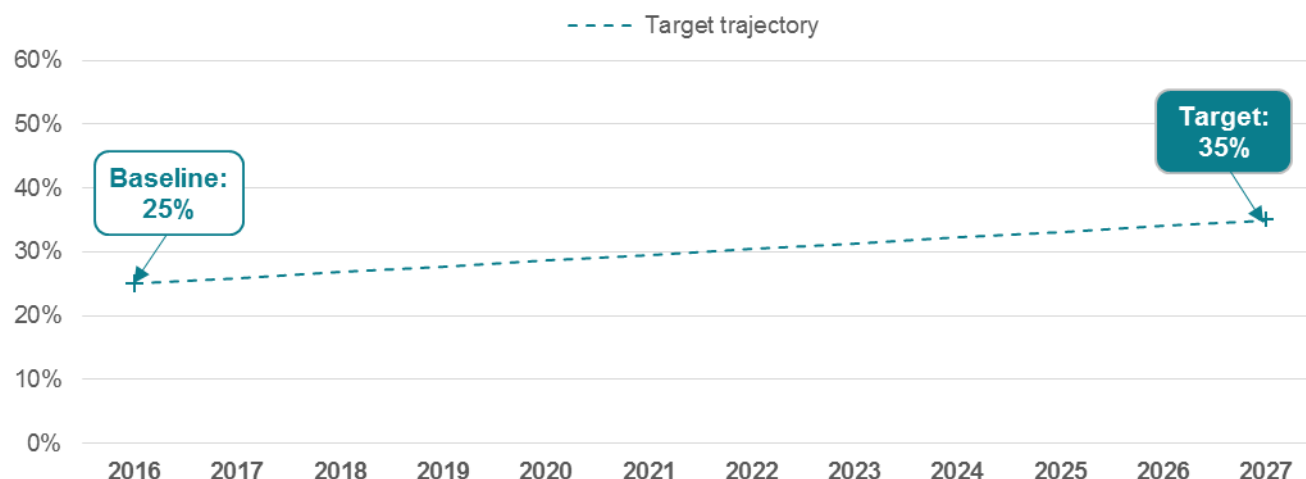
Source: National Travel Survey

The latest data from the National Travel Survey shows that almost half a billion walking trips (of greater than one mile) took place in West Yorkshire annually

The proposed target to 2027 for walking trips is a 10% increase from current levels

The target reflects both changes in population and aspiration related to the Transport Strategy.

1.4 Key indicator for Inclusive Growth, Environment, Health and Well-Being



Source: TRACC Analysis

The key indicator for this theme is the level of accessibility that West Yorkshire's most deprived communities have to employment opportunities via bus, compared to car, within a 30 minute travel time.

The baseline is currently 25% (i.e. car users can access four times more jobs than bus users)

The target for 2027 has the percentage increasing from 25% to 35%

1.5 Key indicator for the Road Network theme

The key indicator for this theme is the mode share for the main choice of travel in West Yorkshire.

The proposed targets for 2027 are as follows:

Mode	Car	Bus	Train	Cycle	Walk	Motorcycle	*Other
2016 Baseline Trips (millions)	1,531	146	33	18	469	4	19
2016 Baseline Share	69%	7%	1%	1%	21%	0%	1%
2027 Target Trips (millions)	1,477	182	58	72	516	4	19
2027 Target share	63%	8%	2%	3%	22%	0%	1%

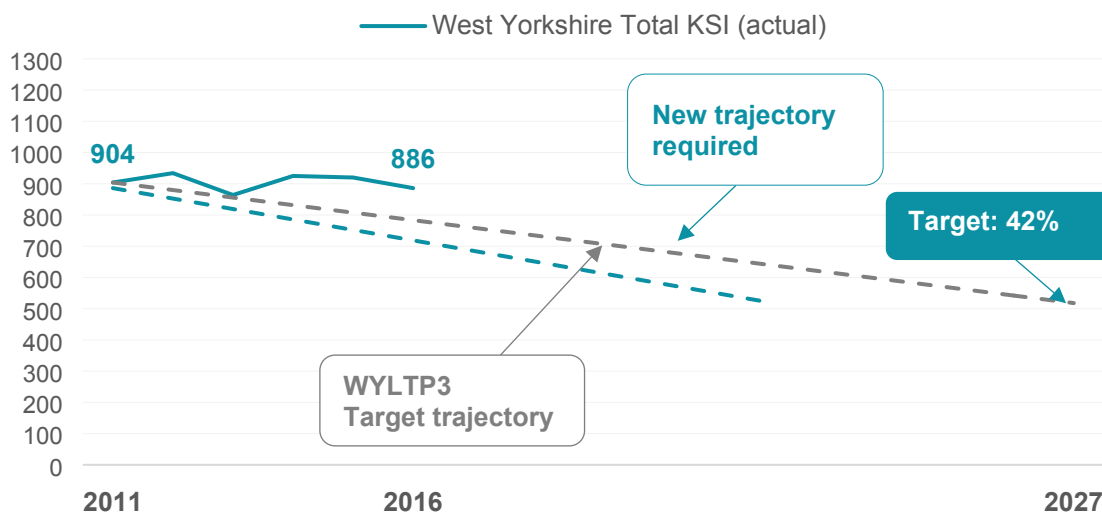
Source: National Travel Survey

*Other = Taxi, Private Hire Bus, Air

The West Yorkshire mode share targets are determined by the growth targets set for each of the key transport modes identified in sections 1.1, 1.2 and 1.3. Adopting the mode-specific targets from section 1.1 would mean that the 10 year targets for the major modes are:

- **Car trips** reduce from 69% to 63% mode share
- **Bus trips** increase from 7% to 8% mode share to 8% and 2% respectively
- **Train trips** increase from 1% to 2% mode share
- **Cycle trips** increase by 2% to 3% mode share
- **Walking trips** increasing from 21% to 22% mode share

1.6 Key indicator for Places to Live and Work



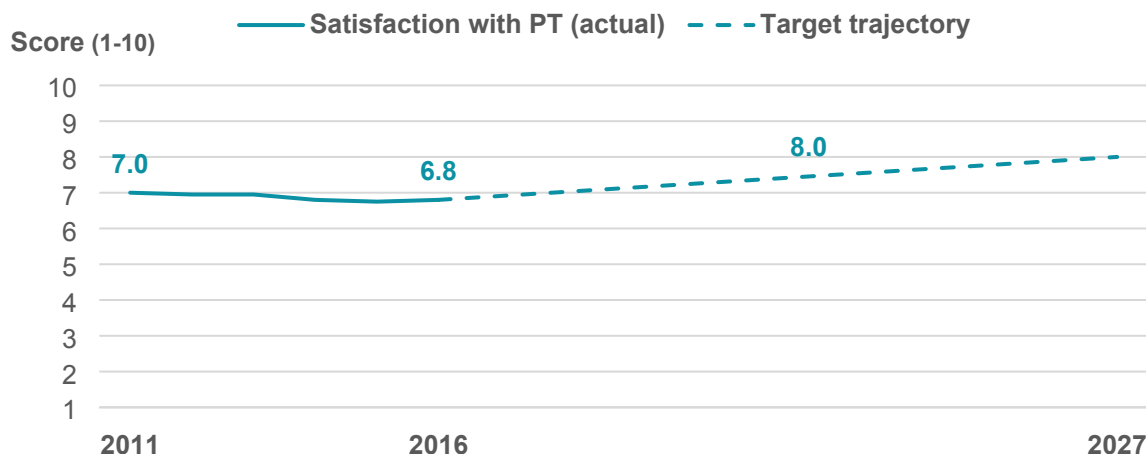
Source: Department for Transport Table RAS30043

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

The target for this key indicator has been developed based on previous experience with the West Yorkshire Local Transport Plan (LTP3). For LTP3, the target was to reduce KSIs by 50% between 2011 and 2025. This target was ambitious given the already low rates of KSIs in West Yorkshire. Nevertheless, reducing KSIs further is a policy aim of the Transport Strategy, and it is proposed that a similar mid-point target should be adopted.

Meeting the pre-existing LTP3 target requires a 42% reduction in KSI's from current (2016) levels.

1.7 Key indicator for One System Public Transport



Source: West Yorkshire Metro Customer Satisfaction Tracker Survey

The key indicator for this theme is satisfaction with public transport which is a composite of public satisfaction with both bus and rail.

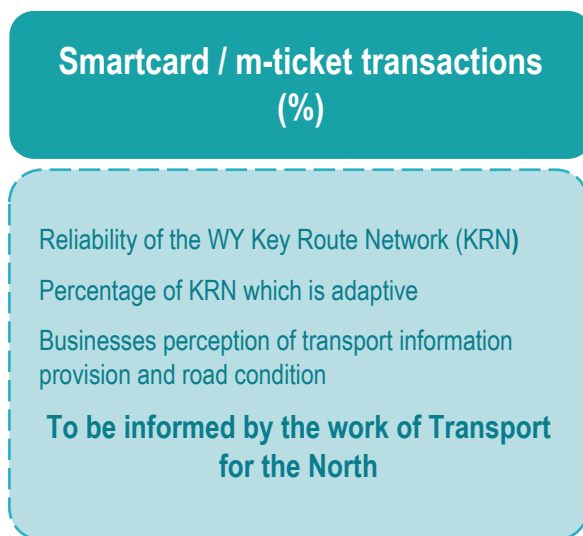
The baseline value is 6.8 (on a 1-10 scale). A score of 7.0 has previously been considered the threshold for success

Given a high baseline score, and the ambition of the Transport Strategy, the proposed 2027 target for this indicator is set at 8.0.

1.8 Key Indicator for Smart Futures

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

For the interim, and as a possible supplement to the adoption of an indicator and target from TfN's work, it is proposed that a West Yorkshire Transport Strategy key indicator could be set for the proportion of bus trips that are paid for using smartcard or mobile ticket technology. The baseline shows that Mcard transactions stand at approximately 18% of the total sales in 2016 (where concessionary travel is not counted as 'smart'). Further work is required to analyse and understand the opportunities to grow this market in order to set a target. Therefore the indicators will be reviewed when the TfN work becomes available.



Source: Bus Operator Ticket Data

1.9 Key indicator for Asset Management and Resilience



Source: National Highways and Transport (NHT) Survey

The key indicator for this theme is public satisfaction with infrastructure. It is a composite of key satisfaction indicators for infrastructure (roads, cycle paths, footways and street lighting) as recorded by the Metro Customer Satisfaction Tracker Survey.

The baseline value is 5.4. The proposed target to 2027 is 7.0.

1.10 Summary of Modal and Key Indicator data

	Indicator	Data source	Frequency of data release	Available at WY level	Available at District level
1.2	Car Trips	National Travel Survey	Annual	Yes	No Sample too small
1.3	Walking Trips	National Travel Survey	Annual	Yes	No Sample too small
1.4	Inclusive Growth (Accessibility)	TRACC software analysis, based on: <ul style="list-style-type: none"> English Indices of Deprivation Business Register and Employment Survey Road Network (ITN) Traveline's TNDIS Data (Bus Network) 	Potential to recalculate quarterly – although only small changes would be observed compared to annual	Yes	Possible
1.5	Mode Share	National Travel Survey	Annual	Yes	No Sample too small
1.6	Killed or Seriously Injured (KSI) casualties	Department for Transport Table RAS30043 Reported casualties by region, local authority and road user type	Annual	Yes	Yes Although not planned for this indicator set
1.7	Satisfaction with Public Transport	Combined Authority - West Yorkshire Metro Customer Satisfaction Tracker Survey	Annual	Yes	No Sample too small. Potential to increase sample in future.
1.8	Smart/m-ticket transactions	Bus operator – detailed patronage data	Annual	Yes	Possible
1.9	Public satisfaction with infrastructure	National Highways and Transport (NHT) Survey	Annual	Yes	Yes