



FIVE YEAR TARGETS

OVERVIEW

This section should be read in conjunction with Appendices E and F.

The targets for LTP2 have been based upon a mixture of statistical analysis, modelling and risk assessment. This process ensures that the target setting follows a robust structure. It is, however, important that the outcomes reflect what is realistic given the programmes set out in the previous section chapter and the overarching objective for economic growth within West Yorkshire.

Of particular relevance is information on trajectories and detailed information on our approach to setting individual targets which is provided in Appendix F and the Baseline Data Report.

INDICATORS

The selection of indicators and setting of targets is the performance management structure for the five years of LTP2. The indicators will be used to monitor progress towards meeting the LTP2 objectives and the underlying shared priorities.

We have selected both mandatory and non-mandatory indicators to assess our progress. Whilst not all indicators have targets the vast majority will be monitored annually. A full assessment of monitoring techniques is set out in the next chapter.

The DfT's mandatory indicators measure progress towards accessibility, congestion, air quality and road safety as well as other quality of life issues and effective asset management. They include selected BVPIs and related LPSA targets.

Our non-mandatory indicators have been developed to reflect our LTP objectives and to ensure consistency with indicators developed by the Yorkshire and Humber Assembly for regional monitoring.

More information about indicators is provided in Appendix E and the Baseline Data Report.

TARGETS AND TRAJECTORIES

Targets ultimately set out the progress we need to make to achieve the desired objectives. The setting of our targets has been influenced by:

- national targets (e.g. for safer roads);
- minimum targets specified by the DfT;
- local circumstances e.g. economic growth and regeneration;
- outputs from the STM; and
- related BVPI and LPSA targets.

Table 4.1 provides a summary of the West Yorkshire targets. More information is contained within Appendix F, where we provide information on:

- the baseline data;
- why the target is ambitious and realistic (including our approach towards setting the target); and
- the actions required by the Partnership to achieve the target.

In addition to the above the principal risks to achieving the target and how these will be managed are set out in 'Risk Analysis' and 'Managing the Risks' chapters.

TARGETS TO BE SET AT A LATER DATE

Following guidance from the DfT, targets have not yet been set for two mandatory indicators relating to travel to school and congestion.

The target for mode share for school trips has been delayed until data from the DfES PLASC database is available in 2007.

The target relating to person journey times on 14 key routes will be developed after data is supplied by the DfT. Details of the target and associated background information will be provided to the DfT in July 2006.

A full explanation of progress on this indicator to date is set out in Appendix F.



ROAD SAFETY FUNDING

The impact of partnership working in West Yorkshire has seen a significant reduction in the numbers of people killed and seriously injured, including children. The present road safety target reductions for West Yorkshire may need to be evaluated in relation to this trend alongside the implications of the changes in funding for road safety.

An announcement by the DfT on the new funding arrangements was still awaited at the time of writing.

THE USE OF THE STRATEGIC TRANSPORT MODEL (STM) IN TARGET SETTING

The use of the STM to select a core strategy for LTP2 was discussed in Part 2 "Strategies". The use of the STM to set targets is described in Appendix F.

LINK TO OBJECTIVES AND PROGRAMME

The link between issues and challenges, objectives, programmes and targets is complex. The five diagrams (Fig 4.1 to 4.5) provide an overview of these relationships. There is one diagram for each of the shared priorities.

TABLE 4.1: LTP2 TARGETS

KEY OUTCOME INDICATORS		LOCAL TARGETS TO 2010/11	RELEVANT SHARED PRIORITY
Mandatory M1	A local accessibility target	Ensure that 89.5% of households without access to a car are within 30 minutes of a hospital by public transport	Delivering Accessibility
Mandatory M2	Bus punctuality	Increase bus punctuality to 95% by 2010/11 for all registered services. A year on year reduction in Excess Waiting Time for Frequent services	Delivering Accessibility; Tackling Congestion
Mandatory M3	Satisfaction with local bus services (BVPI 104)	Increase bus satisfaction to 59% by 2009/10	Delivering Accessibility; Tackling Congestion;
Mandatory M4	Annualised index of cycling trips	A 10% increase in overall cycling levels by 2010/11	Delivering Accessibility
Mandatory M5	Average journey time per person mile on key routes	Process of target setting still ongoing - awaiting DfT data and guidance - to be finalised by July 2006	Tackling Congestion
Mandatory M6	Change in peak period traffic flows to urban centres	Traffic growth in urban centres in the morning peak period (0700-1000) from 2003/04 to 2010/11 to be restricted to: Bradford 3%, Halifax 3%, Huddersfield 3%, Leeds 3% and Wakefield 3%	Tackling Congestion; Better Air Quality
Mandatory M7	Mode share of journeys to school	Setting of target on hold until DfES data available in 2007	Tackling Congestion
Mandatory M8	Public transport patronage (BVPI 102)	A 5% increase in bus patronage by 2010/11. (This is based on current predictions of the impact of changes to concessionary fares from April 2006)	Tackling Congestion
Mandatory M9	Total KSI casualties (BVPI 99)	A 40% reduction in the number of people KSI from the 1994/98 average by 2010 (National Target), stretched to a 30% reduction from the 2002-2004 average by 2010	Safer Roads
Mandatory M10	Child KSI casualties (BVPI 99)	A 50% reduction in the number of children KSI from the 1994/98 average to 2010 (National Target), stretched to a 40% reduction from 2002-2004 by 2010 (related to PSA)	Safer Roads
Mandatory M11	Total slight casualties (BVPI 99)	A 15% reduction in the number of people slightly injured from the 2002-2004 average by 2010	Safer Roads

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Mandatory M12	NO ₂ annual average concentration in designated AQMAs	A 10% reduction NO ₂ in the Leeds AQMAs. Targets will be set for other AQMAs as they are declared during LTP2	Better Air Quality
Mandatory M13	Change in area wide road traffic	No more than a 5% increase in 16-hour weekday traffic flows, weighted by road length, at a representative sample of sites from 2003/04 levels by 2010/11	Better Air Quality
Mandatory M14	Principal Road Network where maintenance work should be considered (BVPI 223, formerly BVPI 96)	Reduce the percentage of the Principal Road carriageway network where maintenance should be considered, from 36% in 2004/05 to 27% by 2011	Effective Asset Management
Mandatory M15	Non-Principal road network where maintenance work should be considered (BVPI 224a, formerly BVPI 97a)	Reduce the length of the Non-Principal classified carriageway where maintenance work should be considered, from 13% in 2003/04 to 5% by 2011	Effective Asset Management
Mandatory M16	Unclassified road network where structural maintenance should be considered (BVPI 224b, formerly BVPI97b)	Reduce the length of the unclassified carriageway network where structural maintenance should be considered, from 16% in 2003/04 to 9% by 2011	Effective Asset Management
Mandatory M17	Footways where structural maintenance should be considered (BVPI 187)	Reduce the percentage of footway Category 1, 1a and 2 networks where structural maintenance should be considered. From 24% in 2003/04 to 14% in 2011	Effective Asset Management
Local L1	Satisfaction with LTP funded public transport facilities	Increase satisfaction with LTP funded public transport facilities to 90% by 2010/11	Delivering Accessibility
Local L2	Cycling trips to urban centres during the morning peak	A 20% increase in cycling trips to Leeds, Wakefield and Halifax centres during the AM peak (0730-0930) by 2010/11	Tackling Congestion
Local L3	AM peak period mode split to urban centres	Reduce the proportion of car-based trips into central Leeds from 57% to 55% by 2010/11 No increase in car mode share in Bradford, Halifax, Huddersfield and Wakefield	Tackling Congestion
Local L4	Peak period rail patronage	Increase peak time rail patronage on local train services into Leeds by 20% to 2010/11	Tackling Congestion
Local L5	Patronage on Quality Bus Corridors (QBCs)	Increase in bus patronage above the West Yorkshire patronage baseline on QBCs	Tackling Congestion
Local L6	Number of pedestrians KSI in road traffic collisions	A 50% reduction in the number of pedestrians KSI from the 1994/98 average by 2010, and stretched to a 30% reduction from the 2002-2004 average by 2010	Safer Roads
Local L7	Annual road traffic emissions of NO _x across West Yorkshire principal road network	A 20% reduction in NO _x from 2004/05 to 2010/11	Better Air Quality
Local L8	Annual road traffic emissions of CO ₂ across West Yorkshire principal road network	No increase in CO ₂ emissions from 2004/05 to 2010/11	Better Air Quality
Local L9	Structures with weight and/or width restrictions	To reduce temporary restrictions on council owned bridges to 1.5% from 4.3% in 2005	Effective Asset Management
Local L10	The percentage of bus shelters that meet modern standards	95% of bus shelters to meet modern standards by 2010/11	Effective Asset Management



FIG 4.1: 'DELIVERING ACCESSIBILITY' LINKAGES

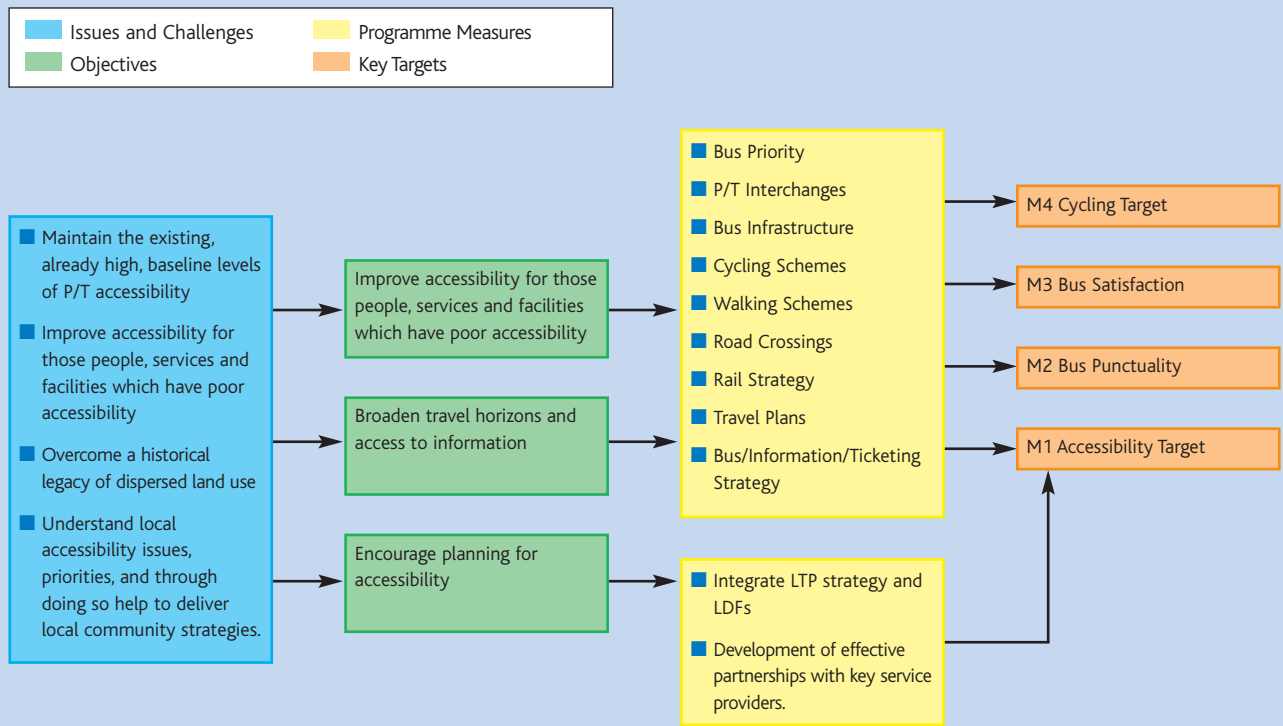


FIG 4.2: 'TACKLING CONGESTION' LINKAGES

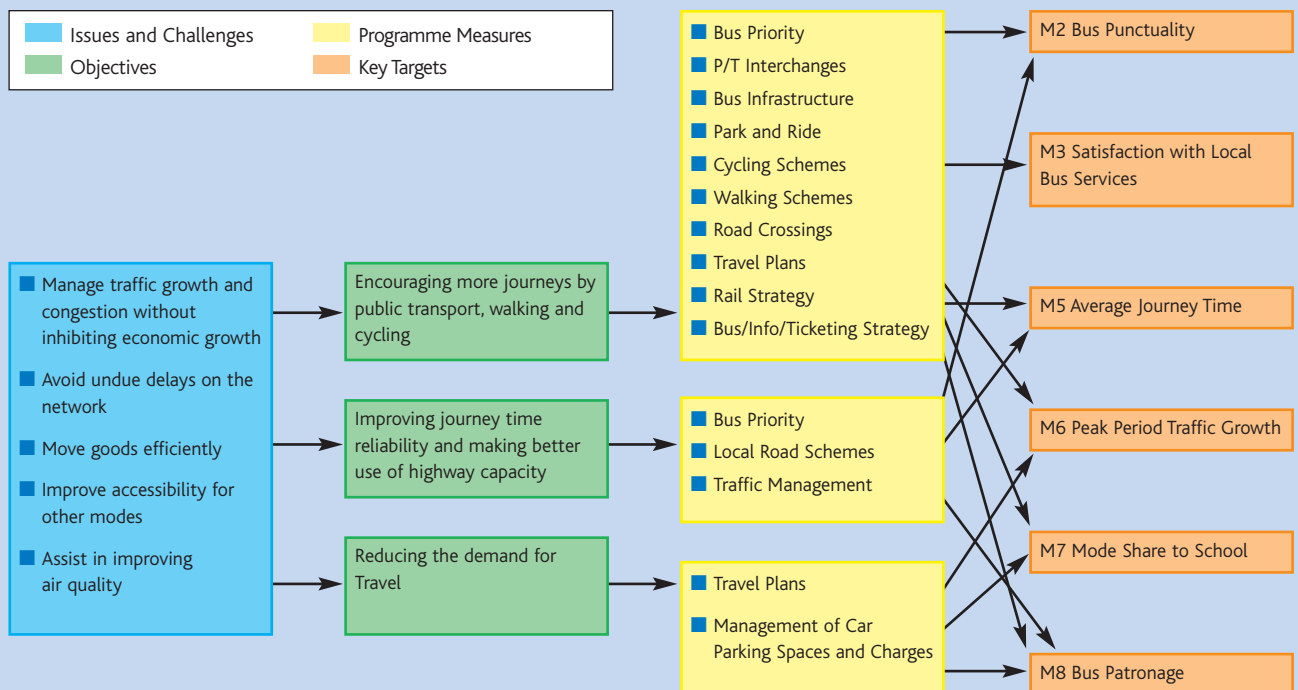




FIGURE 4.3: 'SAFER ROAD' LINKAGES

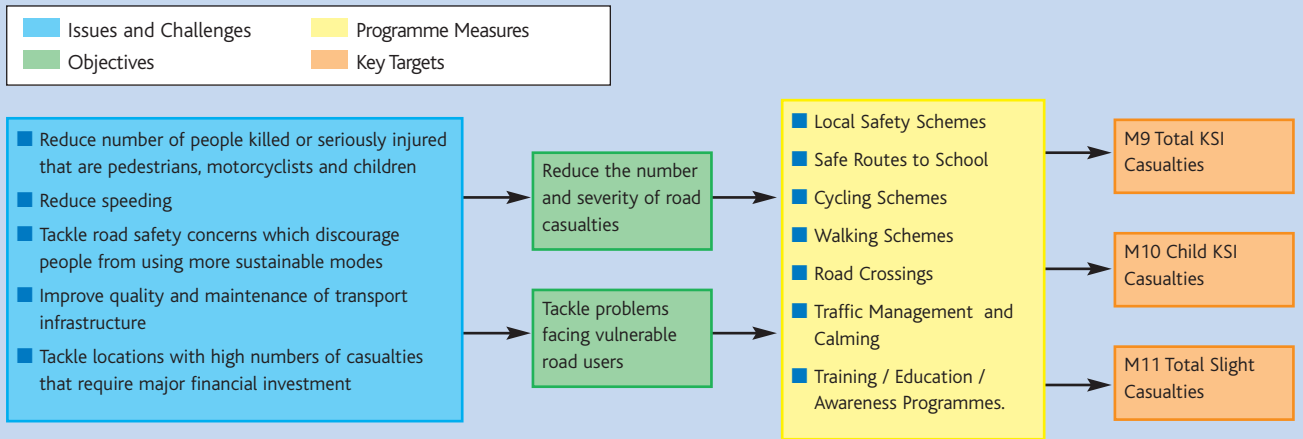


FIGURE 4.4: 'BETTER AIR QUALITY' LINKAGES

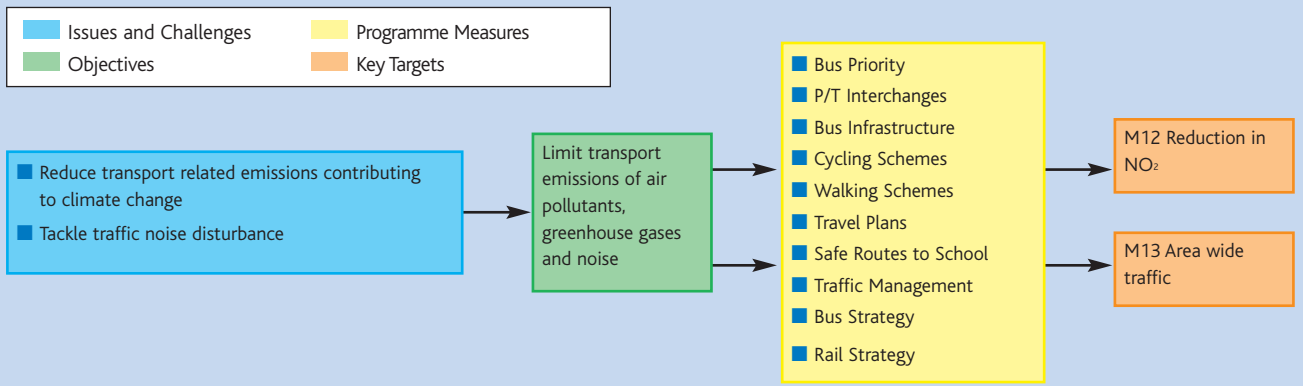


FIG 4.5: 'EFFECTIVE ASSET MANAGEMENT' LINKAGES

