

INDICATORS AND MONITORING

In order to monitor progress towards achieving the strategies and targets in LTP1 the Partnership developed a comprehensive monitoring programme based on a series of both outcome and output indicators. In order to reflect the new objectives the list of indicators has been modified and our monitoring programme suitably adjusted.

Table E.1 lists the 46 indicators which will be used to monitor LTP2. Of these 23 are Core Indicators which will be used to assess the targets summarised in Section 4 and explained in more detail in Appendix F. The remainder are classed as background indicators. Full details of the monitoring programme, together with the latest available data, are given in the Monitoring Document which accompanies the LTP.

Baseline data and trajectories towards LTP targets where applicable are given in Appendix F.

In addition, the Partnership will continue to monitor the impacts of a representative sample of schemes implemented during the plan period using causal chains which show how the scheme supports the wider LTP objectives and how the monitored data measures the effectiveness of the scheme.

In addition to the indicators summarised in the table, the following are also being considered as background indicators and may be introduced in future Progress Reports :

- percentage of the network below agreed threshold speeds during peak periods;
- cycle/pedestrian training coverage;
- deprivation indices;
- development control indicators linked to parking;
- economic background indicators e.g. local GDP; and

- indicators to reduce highway network vulnerability to climate change e.g. frequency of gully clearing, increase use of Sustainable Urban Drainage Systems (SUDS).

Key – Shared Priorities

Delivering accessibility (A)

Tackling Congestion (C)

Safer Roads (S)

Better Air quality (AQ)

Effective Asset Management (AM)

Key – WYLTP Objectives

To develop and maintain an integrated transport system that supports economic growth in a safe and sustainable way and enhances the overall quality of life for the people of West Yorkshire. (O1)

To improve access to jobs, education and other key services for everyone. (O2)

To reduce delays to the movement of people and goods (O3)

To improve safety for all highway users. (O4)

To limit transport emissions of air pollutants, greenhouse gases and noise. (O5)

To improve the condition of the transport infrastructure.(O6)

APPENDIX E

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Table E.1: LTP2 Indicators and links to Objectives and Shared Priorities

Ref	Mandatory Indicator <i>Key Local Indicator</i> Background Indicator (with no associated target) <i>LTP Target Ref.</i>	LTP2 Objective	Additional shared Priorities for targets
ECONOMIC BACKGROUND			
E1	Unemployment Rates	O1	
E2	Local trade levels/vacant premises	O1	
E3	Central Area rental values	O1	
E4	Town centre footfall	O1	
SHARED PRIORITY : DELIVERING ACCESSIBILITY			
A1	Non car travel times to hospitals M1	O2	C,AQ
A2	Bus Service Punctuality M2	O2,O3	C,AQ
A3	Satisfaction with bus services (BVPI 104) M3	O2,O3	C,AQ
A4	Cycle flows M4	O3	C,S
A5	Satisfaction with new LTP funded PT facilities L2	O2	AQ
A6	AccessBus patronage	O2	
A7	Pedestrian crossings meeting BVPI 165	O2	
A8	Age of Bus Fleet	O2, O3	
SHARED PRIORITY : TACKLING CONGESTION			
C1	Average journey time per person per mile M5	O3	A,S,AQ
C2	Town/city centre AM peak period traffic flows M6	O3	A,AQ
C3	Mode split for journeys to school M7	O3	A,S,AQ
C4	Public Transport Patronage (BVPI 102) M8	O3	A,S,AQ
C5	AM peak cycle trips to centres of Leeds, Wakefield and Halifax L3	O3	A,S,AQ
C6	AM peak period modal split to main urban centres L4	O3	A,S,AQ

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C7	Peak Period Rail Patronage to Leeds L5	O3	A,S,AQ
C8	Quality Bus Corridor Patronage L6	O3	A,S,AQ
C9	Peak period journey time variability on key routes	O3	
C10	% of network below reference speed in peak periods	O3	
C11	Peak spreading Index	O3	
C12	Morning Peak Period car Occupancy	O3	
C13	Mode share for travel to work (census)	O3	
C14	Travel distance to work (Census)	O3	
C15	Generalised costs for private and public transport	O3	
C16	Cost of Travel	O3	
C17	All day commuter parking supply and cost	O3	
SHARED PRIORITY : SAFER ROADS			
S1	All Road user casualty trends M9	O4	
S2	Casualty trends for children M10	O4	
S3	Slight casualty rates M11	O4	
S4	Casualty trends for different road user groups L7	O4	
S5	Town Centre car park spaces with CCTV cameras	O4	
S6	Rail/Bus stations with CCTV cameras	O4	
S7	Town and city centre streets with CCTV cameras	O4	
SHARED PRIORITY : BETTER AIR QUALITY			
AQ1	NO₂ levels in AQMA's M12	O5	C
AQ2	Area wide traffic flows M13	O5	C
AQ3	Area wide road transport emissions : NO_x , CO₂ L8,L9	O5	C

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AQ4	Air Quality Monitoring in Town and City Centres	O5	
AQ5	Area wide road transport emissions: PM ₁₀	O5	
AQ6	Use of low noise road surfacing	O5	
ASSET MANAGEMENT			
AM1	Principal, Non-Principal and Unclassified Road Condition (BVPI's 223, 224a and 224b) M14,M15,M16	O6	C,S
AM2	Footway Condition (BVPI 187) M17	O6	C,S
AM3	Structures with weight/width restrictions L10	O6	C,S
AM4	Bus shelters meeting modern standards L11	O6	A,S