7 PROGRESS

The performance of the Delivery Plan is acceptable as steady progress is being made toward the target (as revised following the introduction of TrafficMaster data). The overall Person Journey Time indicator for West Yorkshire is on target i.e. the actual PJT is 21 seconds less than the trajectory for 2008/09 but with a 4.1% reduction in the total throughput since the baseline compared to a 2.2% predicted increase.

In future versions of the Delivery Plan we will be reporting on:

- trajectories;
- milestones;
- proportion of the plan that has been delivered;
- resource allocations; and
- review of the delivery plan including experience gained in delivering the plan

There are a number of actions that have already been implemented and these are identified in the tables (see sections 6.3 to 6.7) and trajectory charts (see Appendices) for each corridor.

7.1 Milestones

Key milestones are shown on individual route trajectories (see Appendices). Approval milestones are identified in the route tables in sections 6.3 to 6.7.

7.2 Trajectories

7.2.1 Individual Corridors

The Trajectories for individual corridors are shown in the Appendices.

Some of the impacts for individual capital projects along the corridors have been quantified in producing the trajectories for the corridors. Where appropriate traffic models are available they have been used to predict the do-nothing and full delivery plan scenarios.

The effects of road widening and junction improvements can be modelled with a degree of accuracy. Other impacts such as some public transport improvements and Smarter Choices interventions are much more difficult to quantify. We do not fully understand the scale of the impact of individual or collections of measures and the transferability from locations where the impact has been measured to other locations. An initial assessment has had to be made for each corridor of the possible impact of such measures. There is a high risk that the assessments will not be accurate.

Another key issue is that the timing of private developments is very uncertain and outside our control. Once planning permission has been granted, the developer has up to 5 years to start the development and could also take many years before the development is completed. This has an effect on when trips will be generated and also when any associated congestion reduction measures would be implemented

7.2.2 Combined Trajectories

The combined trajectories for all the corridors (see the Appendices) are given in Figure 7.1 and Figure 7.2. These have been revised since the CTDP was submitted to reflect the re-basing of the data in May 2009 by DfT following the change in data supplier from iTIS to Trafficmaster. The actual position is plotted for 2006/07 and 2007/08 as the DfT has confirmed the performance data for these years.

The provisional PJT performance for 2008/09 is 3 minutes 56 seconds. This PJT is now on target i.e. the actual PJT (43 minutes 56 seconds) is less than the Trafficmaster based trajectory PJT (4 minutes 17seconds) by 21 seconds. The performance data also indicates a reduction of 4.1 % in the total throughput, less than most other metropolitan and core cities areas within the DfT's PSA target.

The overall West Yorkshire trajectory for throughput has been calculated by summing the throughputs for the 13 individual routes. For the West Yorkshire person journey time trajectory a weighted average of the 13 individual route journey times is calculated, the weight for each route being its throughput. This calculation means that both the trajectories will be most sensitive to the routes with the largest throughputs.

Analysis of the congestion data for West Yorkshire released by the DfT during 2009 shows:

- The routes in Leeds account for 40% of the total throughput, whilst the shares of throughput across the other Districts are broadly similar.
- Interventions focused on routes in Leeds will have a greater impact (roughly double) on the West Yorkshire PJT target than interventions elsewhere because of the more significant throughput on the Leeds routes.
- The highest PJT (5.29 minutes per person per mile) is on the A655 in Wakefield, but even halving this will only have a marginal effect on the overall West Yorkshire performance because of the very low levels of throughput on this route.
- Increasing the speed of buses and multiple occupancy cars will have a beneficial impact on PJT.
- Increasing bus patronage (without providing bus priority improvements and improvements to address boarding times) will slow down PJT (bus speeds will slow as bus stop dwell times increase to accommodate higher numbers boarding/alighting).

The main conclusions from this analysis is that the focus of interventions to meet the target during the remainder of LTP2 should be on increasing bus speeds (e.g. bus priority, faster bus boarding and reducing bus stop dwell times) particularly in Leeds.

Figure 7.1 West Yorkshire combined throughput trajectory

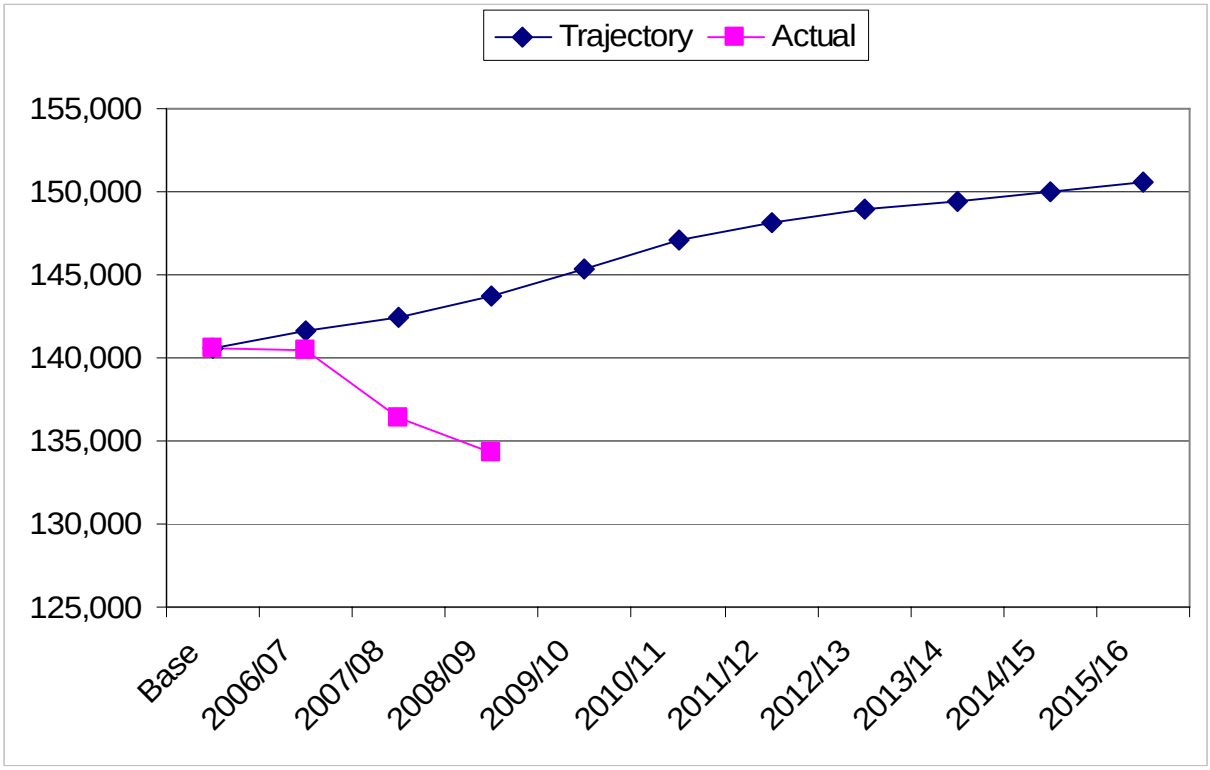

Figure 7.2 West Yorkshire combined person journey time trajectory