



## THE IMPORTANCE OF MONITORING

**19.1** Monitoring forms a key component of the Local Transport Plan as it provides a measure of achievement against the targets and milestones. Monitoring also allows the effectiveness of individual schemes to be measured, thus providing essential feedback on the Plan strategy, programmes and scheme development.

## MONITORING IN WEST YORKSHIRE

**19.2** Extensive monitoring arrangements have been developed for the Plan, building on the joint working established for the previous 'package' system.

**19.3** An Annual Progress Report has been produced to accompany this Plan. It includes:

- an Impact Report which contains detailed monitoring of a representative sample of Plan schemes, showing how they have contributed to the Plan objectives through the use of "causal chain" diagrams;
- a rolling programme of monitoring of key indicators based on the Plan objectives, indicators including modal split, parking provision and charges, safety and security and Best Value Indicators;

- monitoring the progress towards the new Plan targets developed using the West Yorkshire Strategic Transport Model.

## MONITORING TO DATE

### Schemes

**19.4** Detailed monitoring has been carried out for approximately 50 schemes in West Yorkshire since 1995. These have included major bus priority schemes such as Manningham Lane in Bradford and the A61 Guided Busway in Leeds, town and city centre improvements, traffic calming and safety schemes and cycle routes throughout West Yorkshire. We have also reported on a number of non-infrastructure measures such as TravelWise and the related Leeds Travel Blending. Clearly the level of detail and data monitored has varied with the type and scale of the scheme but the vast majority of schemes monitored have been found to be successful in meeting their objectives. The detailed monitoring also provides essential feedback to the Plan strategy development, and allows the most effective scheme to be chosen for particular circumstances.

## KEY FINDINGS FROM THE 2000 ANNUAL PROGRESS REPORT

### Schemes Monitored

**19.5** The 2000 Impact Report contains detailed monitoring and causal chain information for 17 schemes completed or started in 1999/2000. These include an integrated bus quality corridor in Huddersfield, baseline data associated with the East Leeds Quality Bus Initiative and the Railtrack 'Leeds 1st' major improvements, traffic management schemes in Hemsworth and Pontefract and the major improvement planned for Halifax Town Centre.

**19.6** The Impact Report also summarises the effectiveness of schemes introduced in previous years. In 2000, the opportunity has been taken to revisit one of these schemes in detail (Thornton Road Bus Promotion Scheme, Bradford) where more recent monitoring information is now available. This review has revealed that the fine-tuning of the traffic management element of the project has been successful and patronage is growing. Other schemes will be revisited in the future if new data becomes available.

**19.7** For the full Plan, the monitoring programme has been expanded to better cover maintenance and safety schemes. Impact reports are included for carriageway maintenance schemes in Cleckheaton and Halifax, and for a major structures scheme, also in Halifax.

**19.8** The opportunity has also been taken in the full Plan to extend the monitoring programme to cover other relevant areas. These include school and business travel plans, surface access to Leeds Bradford International Airport and Best Value. This report establishes a baseline position and in the future, changes will be reported.

### Indicators

**19.9** A number of key indicators are monitored to measure progress towards Plan targets. The key findings for 2000 are shown in Table 19.1 and relate to December 1999 data. These findings are arranged by Plan objectives to show progress towards their achievement.

### To provide opportunities for fostering a strong, competitive economy and sustainable economic growth

The key indicators demonstrate a continued improvement to the vitality and viability of centres in West Yorkshire, as follows:

- unemployment has fallen in line with the national trend;
- rental values have risen, particularly for shops in Leeds;
- the previous downward trend in pedestrian activity has been reversed.

### To improve operational efficiency within the transport system;

- good progress has been made with the 5-year programme of journey time surveys, 46% of the network has now been surveyed;
- generalised costs for peak period commuting into the main central areas have been established for different modes;
- average cost per passenger journey in 1999 for subsidised bus services was 50p (Best Value Performance Indicator 94).

### To maintain the transport infrastructure to standards to allow safe and efficient movement of people and goods.

The Local Transport Plan has been the catalyst for the development of strong working relationships between the five Highway Authorities. This has been particularly useful in the evolution of management systems to identify the structural condition of the classified road network.

**Table 19.1 Key Findings from the 2000 Annual Progress Report**

It is expected that, when fully functional software systems are available, meaningful comparative data can be included in next year's Annual Progress Report.

- the condition Indices for the Principal Road Network show little change from the previous year. Significant improvements can be expected over the 5 years of the plan due to increased funding levels;
- an overall improvement in performance over a 3-year period in lighting maintenance and in response to dangerous highway defects (Best Value Performance Indicators 98 and 105);
- Local Performance Indicators are also being developed by individual authorities with a view to having some common indicators that can be used to compare performance within West Yorkshire. These will be evaluated over time to ensure that they represent a true measure of performance.

#### **To improve safety, security and health, in particular to reduce the number and severity of road casualties**

- the national target for reducing deaths and serious injuries has been exceeded, although the total number of casualties has increased;
- the numbers of children killed or seriously injured in West Yorkshire have reduced by 23% and 10% respectively in 1999 compared with the 1994-1998 average;
- 76% of local authority off-street car park spaces have CCTV surveillance;
- 43% of rail station car parks have CCTV surveillance;
- 42% of bus stations in West Yorkshire have CCTV surveillance (now CCTV covers all but one of Metro owned bus stations);
- 32% of local authority off-street car park spaces have a Secured Car Park Award.

#### **To promote social inclusion and equal opportunities for access to transport**

Excellent progress has been made in improving accessibility to transport for people travelling within West Yorkshire:

- 19% of buses are now low floor;
- 8 additional rail stations have fully accessible platforms since 1997 and 13 additional stations have a full public address system;
- 76% of controlled crossings are now equipped with dropped kerbs and tactile paving, representing a 30% improvement since 1997;
- since 1995 56% more passenger journeys have been made using the AccessBus services by people unable to use conventional public transport.

#### **To improve environmental quality and reduce the impacts of transport on air quality and noise**

- all District authorities have completed the required Stage 1 and Stage 2 Air Quality Review and Assessment reports;
- early indications show a slight trend of improving air quality in central urban areas;
- regional road transport emission maps for NO<sub>x</sub>, PM<sub>10</sub> and CO<sub>2</sub> have been produced.

#### **To contribute to national and international efforts to reduce the contribution of transport to overall greenhouse gas emissions**

- traffic growth in West Yorkshire was 8.5% between 1989 and 1999. Trends indicate the provisional Plan target of 7.5% growth between 1991 and 2001 is likely to be met;

**Table 19.1 Key Findings from the 2000 Annual Progress Report (cont.)**

- there has been a 28% increase in rail patronage since 1993/94, as a result of employment growth, particularly in Leeds, and targeted investment.

### Subsidiary Objectives

- the impact of the strategy measures has generally helped to constrain peak hour traffic growth to at or below the 1990 level in the main centres, although peak period traffic has grown;
- good progress is being made towards increasing the modal share of public transport in the peak periods with substantial increases in rail passengers recorded in all centres and significant increased bus use in most centres;
- a methodology for monitoring progress towards the national cycling target has been developed;
- Council controlled all day parking charges have been raised above the rate of inflation, on average by 21% between 1997 – 2000.

### Future Developments

**19.10** The possibility of a West Yorkshire household travel survey is being considered to provide more accurate information on travel behaviour, particularly on walking and cycling which are difficult to monitor by other means.

**19.11** Future reports will include the conclusions from completed Best Value Reviews and discuss the implications for the Plan.

**Table 19.1 Key Findings from the 2000 Annual Progress Report (cont.)**