



MONITORING PROGRESS TOWARDS TARGETS

OVERVIEW

Monitoring progress towards our objectives relies heavily on setting up a robust and efficient system of data collection and analysis, and a system for reviewing progress and taking corrective action where necessary.

The Partnership already has an excellent programme of monitoring in place and produces a number of technical reports to assist in the LTP process. This system will continue in order to provide data that feeds into indicators and targets and also at a wider level to help the Partners to understand the wider issues that are connected to our work.

MONITORING TECHNIQUES

In order to report on progress and measure our outputs we have developed a comprehensive monitoring regime throughout LTP1. This will be rolled forward into LTP2 and adapted to take account of the new objectives and revised indicators.

At present we have 24 indicators which are used to measure our local targets. We also have 22 background indicators which are used to measure broader trends such as economic growth, retail values or unemployment. The background indicators have no targets associated with them but are an integral part of understanding how the LTP contributes to the wider agenda. A full list of indicators is given in Appendix E.

Table 4.2 summarises how each of the indicators aligned with a target will be monitored with specific emphasis on the data to be collected and the method of collection.

Full details of monitoring techniques and data sources are given in the Baseline Data Report which accompanies this LTP.

MONITORING PROGRAMME AND REPORTING

Whilst some data is collected on a continuous basis, for example, road safety and air quality information, other areas require carefully programmed surveys to ensure that the indicators and targets can be updated. The main areas relate to traffic growth or flows, congestion, cycling, rail and maintenance. Table 4.2 also sets out the frequency of data collection and the preferred months for surveys to be carried out.

An important part of the monitoring process is to ensure that the data we collect is used to inform, not only progress towards our objectives, but also how we plan future programmes and outputs. With this in mind we will continue to supplement the APR process with a Monitoring Report containing technical data. As well as survey information this will include information on the effectiveness of schemes through scheme impact reports. This process is already well established with the Partnership.

METHODS OF REVIEWING TARGETS AND INDICATORS

An important part of the overall process of monitoring is to continue to assess the appropriateness of our indicators and targets both in terms of the range and type of indicator but also the level at which each target will be set. This will be carried out on an annual basis as part of our performance management framework. Our approach to this is set out in "Managing the Risks".

TABLE 4.2: MONITORING OF TARGETS AND INDICATORS

INDICATOR	RELEVANT TARGET	DATA SOURCE AND COLLECTION TECHNIQUES	TIMESCALE
Accessibility	Mandatory M1	Use of Accession modelling suite	Updates produced annually and/or during services changes
Bus punctuality	Mandatory M2	Roadside Surveys and RTP1 system	Updates produced annually
Satisfaction with local bus services (BVPI 104)	Mandatory M3	Information supplied by ODPM. Supplemented by Metro market research	Data produced every 3 years
Annualised index of cycling trips	Mandatory M4	A representative selection of sites across West Yorkshire have been chosen to reflect a variety of cycling environments. Both on and off road sites are monitored. Data collected both automatically and manually	Automatic sites collect data continuously. Manual counts undertaken in neutral months
Average journey time per person mile on key routes	Mandatory M5	14 routes have been selected across West Yorkshire. Occupancy, flow and journey times undertaken on each route	Annual counts carried out in neutral months
Change in peak period traffic flows to urban centres	Mandatory M6	Automatic Traffic Counts (ATC) on five urban centre cordons	Annual counts carried out in neutral months
Mode share of journeys to school	Mandatory M7	Method of collection deferred until 2007	

PART 4 - PERFORMANCE MANAGEMENT
MONITORING PROGRESS TOWARDS TARGETS



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Public transport patronage (BVPI 102)	Mandatory M8	Metro surveys	Updates produced annually
Total KSI casualties (BVPI 99)	Mandatory M9	STATS 19 Data	Updates produced annually
Child KSI casualties (BVPI 99)	Mandatory M10	STATS 19 Data	Updates produced annually
Total slight casualties (BVPI 99)	Mandatory M11	STATS 19 and flow data from DfT	Updates produced annually
NO _x annual average concentration in designated Air Quality Management Areas (AQMAs).	Mandatory M12	Permanent monitoring stations in AQMAs. Continuous data collected via real time analyser	Updates produced annually
Change in area wide road traffic	Mandatory M13	Stratified sample of ATC surveys weighted by road length.	Updates produced annually
Principal road network where maintenance work should be considered (BVPI 223, formerly BVPI 96)	Mandatory M14	Scanner	Annual assessments
Non principal road network where maintenance work should be considered (BVPI 224a, formerly BVPI 97a)	Mandatory M15	Scanner	Annual assessments
Unclassified road network where structural maintenance should be considered (BVPI 224b, formerly BVPI97b)	Mandatory M16	Visual surveys	Annual assessments - 25% rotating sample
Footways where structural maintenance should be considered (BVPI 187)	Mandatory M17	Visual surveys	Annual assessments - 50% rotating sample
Satisfaction with LTP funded public transport facilities	Local L1	Market research surveys	Scheme by scheme assessment
Cycling trips to urban centres during the morning peak	Local L2	Mode split surveys into five main urban centres across West Yorkshire	Annual counts carried out in neutral months
AM peak period mode split to urban centres	Local L3	Mode split surveys into five main urban centres across West Yorkshire	Annual counts carried out in neutral months
Peak period rail patronage	Local L4	Peak period surveys at Leeds rail station	Annual counts carried out in neutral months
Patronage on Quality Bus Corridors	Local L5	Electronic ticket machine data on selected routes	Scheme by scheme assessment
Number of pedestrians KSI in road traffic collisions	Local L6	STATS 19 Data	
Annual road traffic emissions of NO _x across West Yorkshire principal road network	Local L7	Use of Airviro model, DMRB factors and traffic counts on principal network	Updates produced annually
Annual road traffic emissions of CO ₂ across West Yorkshire principal road network	Local L8	Use of Airviro model, DMRB factors and traffic counts on principal network	Updates produced annually
Structures with weight and/or width restrictions	Local L9	Technical assessment of assets	Updates produced annually
The number of bus shelters that meet modern standards	Local L10	Monitoring of capital programme	Updates produced annually