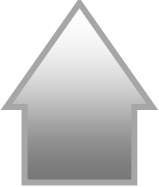







Key LTP3 Indicators and Targets

Key Indicator	Why is it important?	What are we measuring?	Baseline	Target	
JOURNEY TIME RELIABILITY	The time taken to make a journey can vary significantly throughout the day and from day to day according to traffic conditions. This makes it hard to plan journeys and can add costs to businesses in terms of time and resource required to deliver goods and services.	Proportion (length) of the WY core bus / core highway network where journey time variability in the weekday morning peak period is equivalent to inter-peak conditions. Bus: From bus AVL data on LTP3 dark green bus network Car: From Traffic Master data on LTP3 dark orange network	Core bus Network 33% Core highway Network Not yet available	To increase the proportion of the network where peak journey time variability is equivalent to the inter peak. Bus: from 33% to 50% Car: Approach developed by March 2013	50%  33%
ACCESS TO EMPLOYMENT	A majority of people travel to work by car. If we are to reduce congestion we need to provide a good public transport alternative that gets people to work within a reasonable time.	% of working population able to access key employment centres across West Yorkshire within 30 minutes using the core public transport network. From Accession modelling of access to Super Output Areas with 1000+ jobs using 4+/hr bus services and stations with 2+/hr rail services.	67%	To increase the proportion from the baseline figure of 67% to 75%	75%  67%
MODE SHARE	West Yorkshire's population is forecast to rise by 11% by 2026. If we are to contribute towards reducing carbon we need to ensure that a greater % of journeys are made in sustainable ways. This will also help to reduce congestion and improve journey time reliability.	The total number of car journeys by WY people per year From National Travel Survey West Yorkshire data: 3 year sample	1458.2 million person car trips Non-car mode share 36%	To keep the total number of car trips at current (2011) levels To increase the proportion of trips made by sustainable modes from 36% to 42%	42%  36%
EMISSION OF CO₂ FROM TRANSPORT	Increasing the use of sustainable modes will help towards reducing carbon emissions, however, changes in vehicle efficiency and engine design will also have a significant impact.	Annual road traffic emissions of CO₂ across the WY local highway network (excludes Motorways). From DECC emissions data: CO ₂ emissions within the scope of influence of Local Authorities.	2611 kT CO ₂	To achieve a reduction of 30% between base year and 2026 in line with the national target.	2611 kT  1,828 kT
ALL ROAD CASUALTIES – PEOPLE KILLED OR SERIOUSLY INJURED	Significant enhancements in road safety have been achieved in West Yorkshire. We need to ensure that this trend is maintained and that the highway environment is safe for all users.	Number of WY road user casualties: Killed or Seriously Injured (KSI) From WY Police injury accident records	1084	To cut the number of KSI by 50% between the 2005-09 baseline and 2026	1,084  542
SATISFACTION WITH TRANSPORT	Customer satisfaction surveys tell us what people think of different aspects of West Yorkshire's transport network. They are a key measure of the quality of services being provided and can help identify areas where improvement is needed.	Satisfaction scores across a range of transport modes and facilities. From Metro's Tracker survey. The indicator combines satisfaction scores across modes (car, bus, rail, cycle, walk) and assets (bus stops, stations, rail stations, pavements, road conditions). Scored out of 10.	6.6	To increase the combined satisfaction score from 6.6 to 7.0 by 2017 To review thereafter.	7.0+  6.6