



West Yorkshire Combined Authority

State of Transport

Transport Strategy Annual Monitoring Report
June 2020 Edition

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Introduction

The West Yorkshire Transport Strategy 2040 sets out a vision to enhance business success and people's lives by providing modern, world-class, well-connected transport that makes travel around West Yorkshire easy and reliable.

The strategy aims to put in place the right transport conditions to meet demand for travel in a sustainable and inclusive way.

The successes of the Transport Strategy 2040 will be measured against these objectives:



Economy

Create a more reliable, less congested, better connected transport network.



Environment

Have a positive impact on our built and natural environment.



People and place

Put people first to create a strong sense of place.

The Transport Strategy is constructed around six core themes that shape our approach and policies for improving transport:



Core Theme 1

Inclusive Growth, Environment, Health and Wellbeing



Core Theme 2

Road network



Core Theme 3

Places to live and work



Core Theme 4

One System Public Transport



Core Theme 5

Smart futures



Core Theme 6

Asset management and resilience

The Transport Strategy 2040 was adopted by the West Yorkshire Combined Authority in 2017.

The Transport Strategy, alongside supporting documents, fulfil of the Combined Authority's statutory duty to produce and review a Local Transport Plan for West Yorkshire.



West Yorkshire State of Transport

This is the first monitoring report of the West Yorkshire Transport Strategy 2040, reviewing delivery of the strategy since adoption. The report focuses on key trends in transport and travel across West Yorkshire over two years from 2017 to 2019, set in the context of longer-term trends and benchmarked against comparable city regions.

A Performance Monitoring Framework was adopted by the Combined Authority in partnership with the West Yorkshire partner councils to monitor the delivery and outcomes associated with the Transport Strategy.

The framework provides a series of indicators and targets which follow Department for Transport guidance and build on West Yorkshire's previous experience with Local Transport Plan monitoring. These were informed by the public consultation on the Transport Strategy carried out in 2016 which provided stakeholders' views on the types of indicators that should be used to measure performance in delivering the strategy.

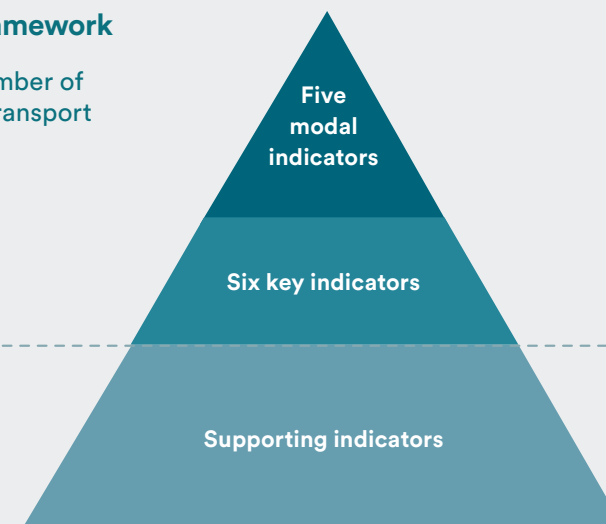
This report focuses on the first two tiers of the Performance Monitoring Framework, the modal and key

The performance monitoring framework

Five modal targets – to grow the number of trips made by sustainable means of transport and to reduce reliance on car travel

Six key indicators – one key indicator with a target for each of the strategy's six core themes

32 Supporting technical indicators – to provide additional insight into performance for each core theme



indicators, with some supporting indicators to provide additional insight where needed. These indicators use local and national data sets. Due to the nature of these data sets, not all the data is available at the same time. This report presents the most recently available data at December 2019.

Our Targets

Modal and key indicator targets were set for the Transport Strategy as interim, mid-term targets to a date of 2027. This was to allow time to collect and understand trend data and assess

the impacts our policies and investment programmes, with a view to making any necessary adjustments for the remainder of the plan period to 2040.

These targets were determined before the Combined Authority formally declared a Climate Emergency in line with all the West Yorkshire partner councils. Going forward, it is likely that these targets will be revised as we develop our carbon pathway for transport to meet our ambition for the region to become net zero-carbon by 2038. Our targets are also likely to be influenced by the impact of the

Covid-19 pandemic and recovery from the crisis, which is having a significant effect on travel patterns that is likely to continue for some time, with uncertainty over longer term trends.

The report highlights the progress made towards our targets. Whilst trajectories for the targets have been set, there is a recognition that it takes time to realise the impact of our investments, and significant progress towards our targets this early into the delivery of the strategy would not be anticipated at this stage.

Our Region – Our Economy & The Demand for Travel

With a population of 2.3 million, a larger travel to work geography of over 3 million, and economic output of £53 billion, West Yorkshire is an internationally significant economy. The area has some key economic strengths among its 90,000 businesses. It is the largest regional finance centre outside of London, has more manufacturing jobs than anywhere in the North and is home to the fastest growing digital sector in the UK, with employment growing six times faster than in London since 2015.

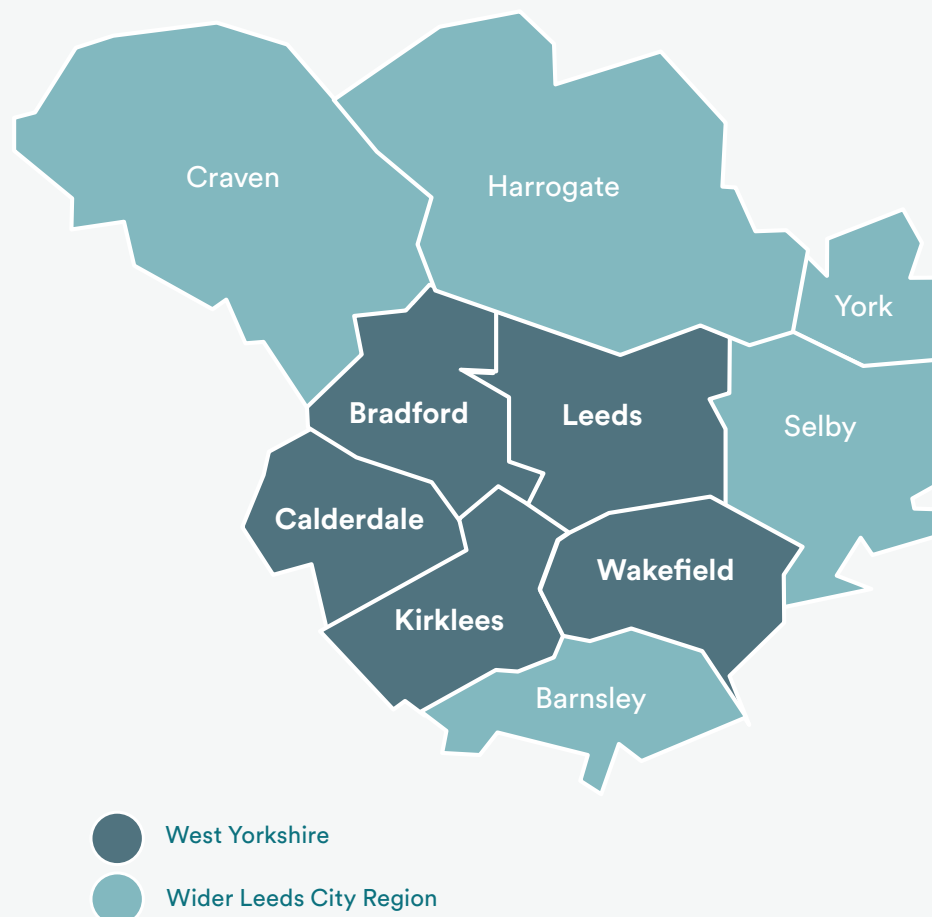
Despite these strengths, the area has some challenges with 22% of people living in areas defined as being among the most deprived 10% nationally. Although employment is at a record high, our region continues to lag behind the national average on key indicators such as productivity, earnings and labour market participation.

The population is also increasing, with 13% more people living here than in 1991 – a trend that is set to continue in the next 20 years with the population forecast approaching 2.5 million by 2041.

All of these factors influence demand for travel, alongside the fact that the area is seeing strong jobs growth with the number of jobs in West Yorkshire increasing to 1.1 million in 2018, an increase of 40,000 (3.8%) on 2015. This is faster than the 3.3% growth across Great Britain over this period.

Transport Strategy 2040 provides the transport policies and strategies to help deliver the Strategic Economic Plan (SEP) for the region. Produced through engagement with key partners, including businesses, local authorities, universities and colleges and community organisations, the SEP sets out a transformative vision for the City Region “to be a globally recognised economy where good growth delivers high levels of prosperity, jobs and quality of life for everyone”.

The Strategic Economic Framework is being developed that builds on the SEP and will replace it to provide an agile approach to drive productivity and inclusive growth across the City Region to address regional priorities, including delivering a 21st century transport system.



Our Delivery Highlights 2016 – 2019

Our Transport Strategy 2040 encompasses a wide variety of programmes and projects which aim to deliver our vision, objectives and policies to enhance business success and people's lives.

The Combined Authority and their partners have invested £369 million in our transport network since adoption of the transport strategy.

Our delivery includes enhancing bus and rail services to make public transport an easier choice for the travelling, and improving the road network to make it more efficient, resilient and safer for all users, including motorists, people on bike and on foot, as well as for businesses.

West Yorkshire Bus Alliance



The Alliance was launched in 2019 to bring together the Combined Authority, partner councils and bus operators in West Yorkshire to work together to enhance the bus network and facilities by improving connectivity, customer service and products, and environmental performance.

Fare improvements for young people are one of the Alliances' key early achievements, creating the £2.75 MyDay ticket for under 19's for travel across West Yorkshire

CityConnect Programme



CityConnect promotes cycling and walking through the delivery of high quality, segregated cycling infrastructure, supported by a dedicated behaviour change programme to encourage use.

Over £60 million has been spent through CityConnect, with delivery including 67 km of built and improved routes resulting in 2.3 million journeys made by cycle. Most recently, the programme delivered new protected cycle tracks through Leeds city centre which opened in July 2019.

Pedestrian Improvements



Pedestrian improvement schemes have supported more people to walk for short journeys through investment in the quality of our public realm, pedestrian routes and facilities and improved access to our public transport hubs and stops.

The Wakefield Kirkgate regeneration scheme completed in 2019 for £5.56 million has helped to transform pedestrian access between the town centres and the recently renovated Kirkgate rail station by removing the 1970s pedestrian subway and replacing them with improved crossings, and wider, smoother more attractive pavements.

Our Delivery Highlights 2016 – 2019

New Rail Stations



We have delivered a programme of new stations to improve train links to major centres and the national rail network, to encourage rail travel as an alternative to private car use.

Low Moor station was opened in 2017 on the Calder Valley line between Bradford and Halifax, cost £10.8 million and saw 133,060 station users in its first year. Low Moor adds to new stations delivered in Kirkstall Forge and Apperley Bridge.

Rail Park and Ride



We have increased the number of rail park and ride spaces through the expansion of car parking provision at key rail stations alongside security improvements and additional Blue Badge bays.

Since 2016, we have delivered four car park expansions at Fitzwilliam (100 new spaces), South Emsall (50 new spaces), Mirfield (24 new spaces), and Garforth (83 new spaces).

Bus Park and Ride Schemes



We have delivered bus park and ride sites to encourage bus travel and reduce car traffic in Leeds city centre.

Temple Green Park and Ride was opened in 2017 with 1,000 parking spaces at a cost of £9.6m and has helped reduce the number of car trips in Leeds city centre by 260,000 a year and reduced carbon emissions by 5,000 tonnes a year. Temple Green adds to P&R sites capacity improvements delivered at Elland Road. Both Temple Green and Elland Road sites have exceeded expectations and are currently undergoing expansion.

Public Transport Payment – MCard Technology



We have made it easier to pay for travel by public transport. MCard is a joint venture between the Combined Authority and bus and rail operators, one of the biggest multi-operator smartcard schemes outside of London.

The free MCard app was launched in 2017 and enabled customers to buy and load travel tickets anytime, anywhere straight from an Android smartphone. 11,000 people downloaded the app in the first year.

Our Delivery Highlights 2016 – 2019

Road Network Corridor Improvements



Improvements to our road network have been delivered to help support economic growth by reducing traffic congestion and improving the reliability and safety of journeys.

These improvements range from larger highways schemes delivered through our West Yorkshire-plus Transport Fund, to region-wide programmes of traffic signal upgrades, road safety improvements and essential highways maintenance works.

The first phase of the A629 Huddersfield to Halifax Corridor Improvements programme was completed in December 2018, delivering a package of schemes along the A629 corridor between Halifax and Huddersfield which benefits bus users, car drivers, cyclists and pedestrians making trips along and around this corridor.

Investing in Maintaining Assets



We have invested in our transport assets of roads, bridges, traffic control systems, streetlights and bus stations and stops to maintain the quality and life span of assets and reduce the inconvenience and costs of poorly maintained or damaged assets.

Since 2016, we have invested £114 million through the on highways improvement through our Highways Maintenance Block Fund, approved £5.52 million for signal improvement schemes and spent £10.77 million on bus assets.

How we are travelling

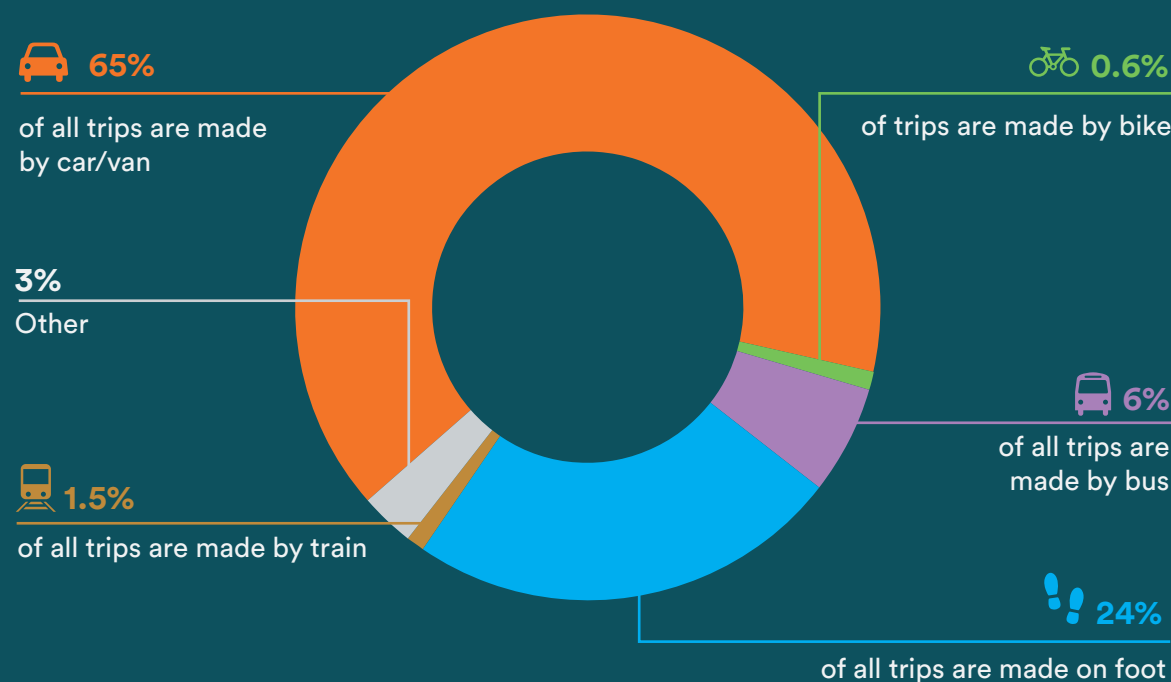
The National Travel Survey (NTS) shows that between 2016 and 2018 the average West Yorkshire resident made a total of 1,048 trips a year – this is 77 more trips per person than the average for England and represents an increase of 5% during this period, a higher increase than the 3% increase seen in England as a whole.

The headlines from the NTS are:

- **65% of all trips in West Yorkshire are made by car or van** – the highest of any mode of transport, and higher than the national average of 61%
- **24% of all trips are made on foot** – the second most common mode of travel, although lower than the national average of 26%
- **6% of all trips are made by bus**, making bus the most used form of public transport in West Yorkshire – 1% higher than the national average
- **1.5% of all trips are made by rail**, similar to the national average of 2%
- **0.6% of all trips are made by cycle**, lower than the national average of 2%
- **3% of all trips are made by other modes**, which includes travel such as taxi, minicab, and other types of public transport

How are we travelling?

West Yorkshire mode share figures

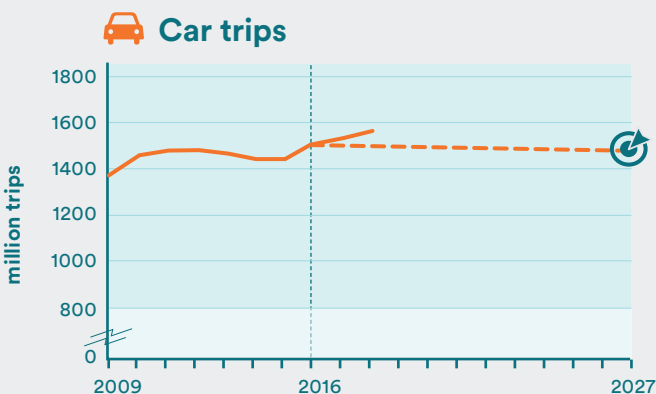


Source: National Travel Survey (bespoke West Yorkshire)

Progress towards our interim targets

The West Yorkshire Transport Strategy 2040 sets ambitious interim targets for the first 10 years that seek to reduce reliance on private car journeys and substantially grow the number of trips made by using sustainable transport.

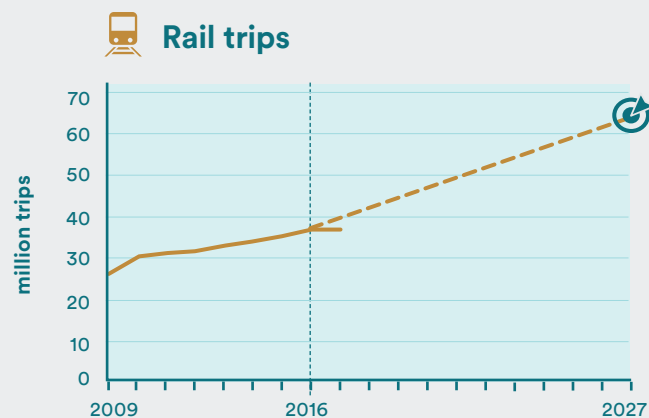
This section shows progress towards our interim targets in the first two years since adoption of the Strategy.



Interim target: 3.5% reduction in car trips by 2027

Trend: 3.6% increase in car trips from base year of 2016 – this follows a period of fluctuation in response to the performance of the economy.

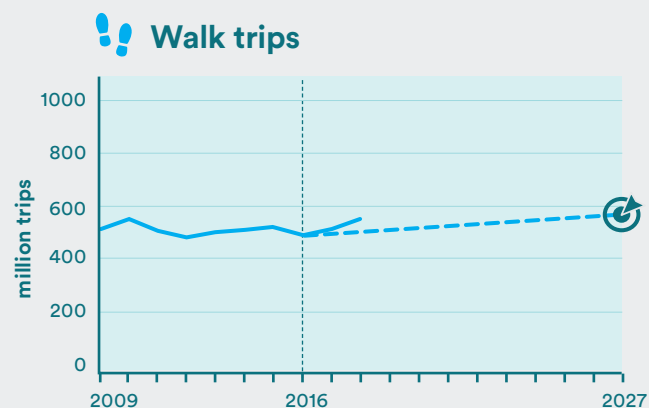
Source: National Travel Survey (bespoke West Yorkshire)



Interim Target: 75% increase in rail trips by 2027

Trend: 2.7% reduction in rail trips from base year of 2016 – this follows a long-term increase in rail usage.

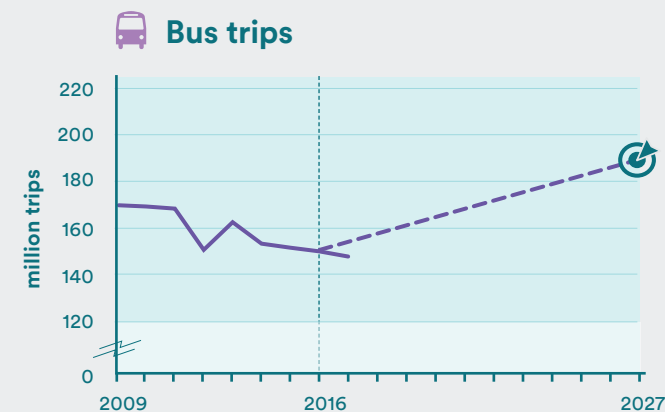
Source: Office of Rail and Road



Interim target: 10% increase in walking trips by 2027

Trend: 18% increase in walking trips from base year of 2016 – this follows a period of fluctuation in walking since a peak in 2010.

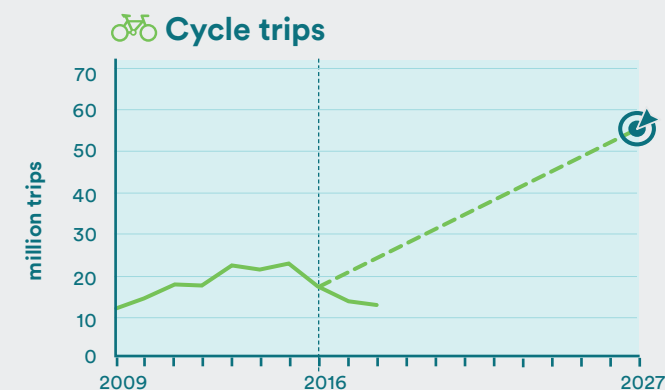
Source: National Travel Survey (bespoke West Yorkshire)



Interim target: 25% increase in bus trips by 2027

Trend: 6% reduction in bus trips from base year of 2016 – this continues the declining trend seen in all metropolitan areas of the UK outside of London.

Source: Department for Transport BUS0109a



Interim target: 300% increase in cycle trips by 2027

Trend: 25% reduction in cycle trips from base year of 2016 – this follows a period of significant growth to 2015.

Source: National Travel Survey (bespoke West Yorkshire)

Core theme 1

Inclusive growth, environment, health and wellbeing

Our ambition is to connect people to better living standards and higher earning jobs, and to significantly improve the health, overall wellbeing and environment of the people living and working here.

We aim to reduce traffic emissions to near zero, to tackle the damaging impacts of climate change on our homes and businesses and to reduce road accidents aspiring to 'zero tolerance' of transport-related deaths. We aim to become known as a great, safe place for cycling and walking.

Key Indicator and Targets

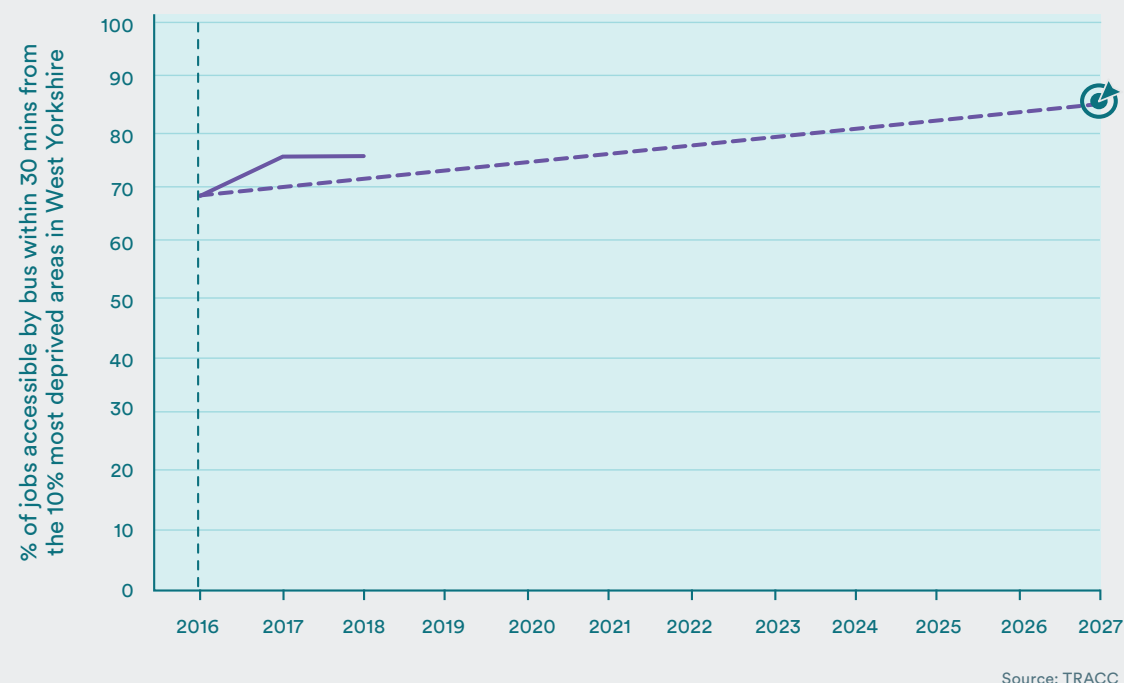
This theme covers a wide number of areas linked to the well-being of West Yorkshire's population in relation to transport.

Our key indicator tracks the level of accessibility for people in West Yorkshire's most deprived communities, who are less likely to have access to a car, showing the total number of jobs that can be accessed within 30 minutes by bus compared with those accessible by car from the 10% most deprived areas in West Yorkshire.

Our target is to increase the number of jobs accessible by bus to 85% by 2027 when compared to those accessible by car, from a baseline of 68% in 2016.

Public transport in West Yorkshire

Access to jobs by bus



How are we doing?

Analysis shows that bus accessibility to work has improved for West Yorkshire's most deprived communities.

There were 70,975 more jobs accessible by bus from the 10% most deprived areas in 2018, compared to the position in 2016.

When comparing the number of jobs accessible by bus to those accessible by car, 75% were accessible within 30 minutes by bus compared with those accessible by car from the 10% most deprived areas in West Yorkshire, an 8% increase from 2016 when this figure was 68%.

Public Transport Affordability Satisfaction in West Yorkshire

Satisfaction with public transport affordability has not seen significant improvement from 2016.

Satisfaction continues to be lower among full-time employees, who are more likely to commute frequently, and adults with dependent children, who tend to have more complex transportation needs.

Air Quality and Emissions

The Emissions Factors Toolkit is published by Defra to assist local authorities in carrying out review and assessment of local air quality. The tool models emissions based on the traffic levels by local authority and the composition of the local fleet.

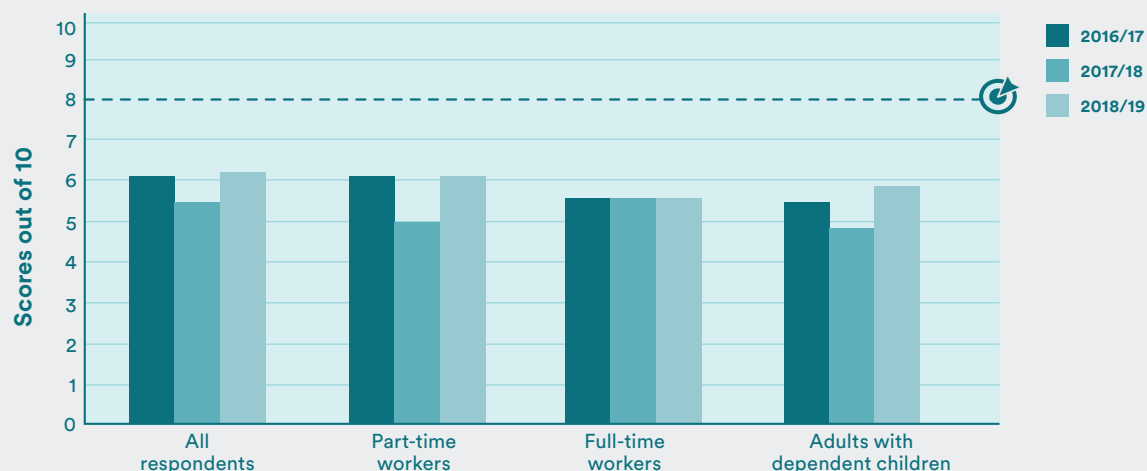
Analysis of this data indicates that overall air quality has improved in West Yorkshire, with local road traffic emissions declining between 2016 and 2018: nitrogen oxide emissions reduced by 18%, and particulate matter (PM10) by 11%.

However, air quality in West Yorkshire varies and is largely dependent on geographical location and proximity to the sources of air pollution. There are currently 29 Air Quality Management Areas (AQMAs) in place in West Yorkshire where air quality is exceeding national objective levels. All the AQMAs in the region have been declared because of pollution arising from road traffic.

Carbon dioxide emissions on local roads, also assessed through the Emissions Factors Toolkit, has seen a small reduction of 2% since 2016.

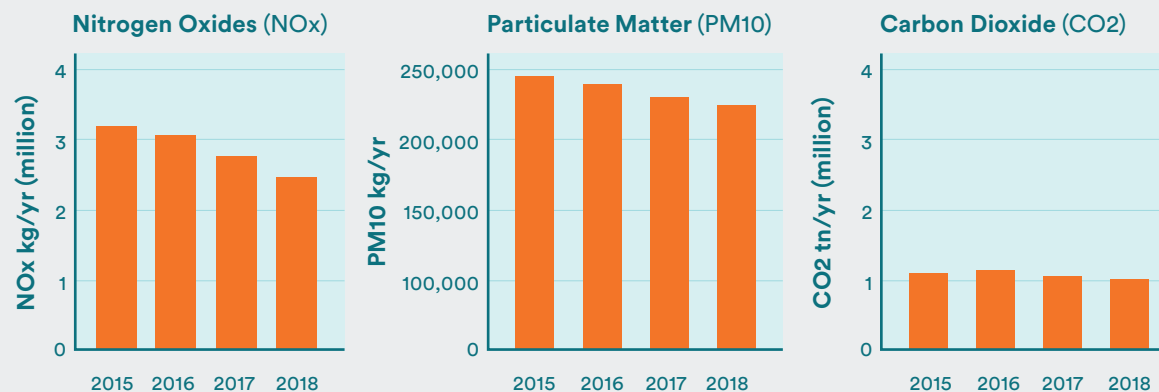
The smaller reduction in carbon dioxide emissions highlights the challenges of decarbonising transport in West Yorkshire. The scale of challenge is illustrated by the rate of uptake of electric vehicles in the region, with electric vehicles making up only 0.6% of all vehicles registered in 2018.

Satisfaction with the affordability of public transport



Source: WYCA Customer Perceptions of Transport Survey

Road-traffic associated emissions in West Yorkshire



Source: Department for Environment, Food & Rural Affairs (DEFRA)

Core theme 2

The road network

Our ambition is for an efficient, safe and reliable road network for all users, that creates new opportunities for jobs and housing.

We aim to deliver a step-change in the reliability of journey times for people and goods, and to provide high quality infrastructure for all users.

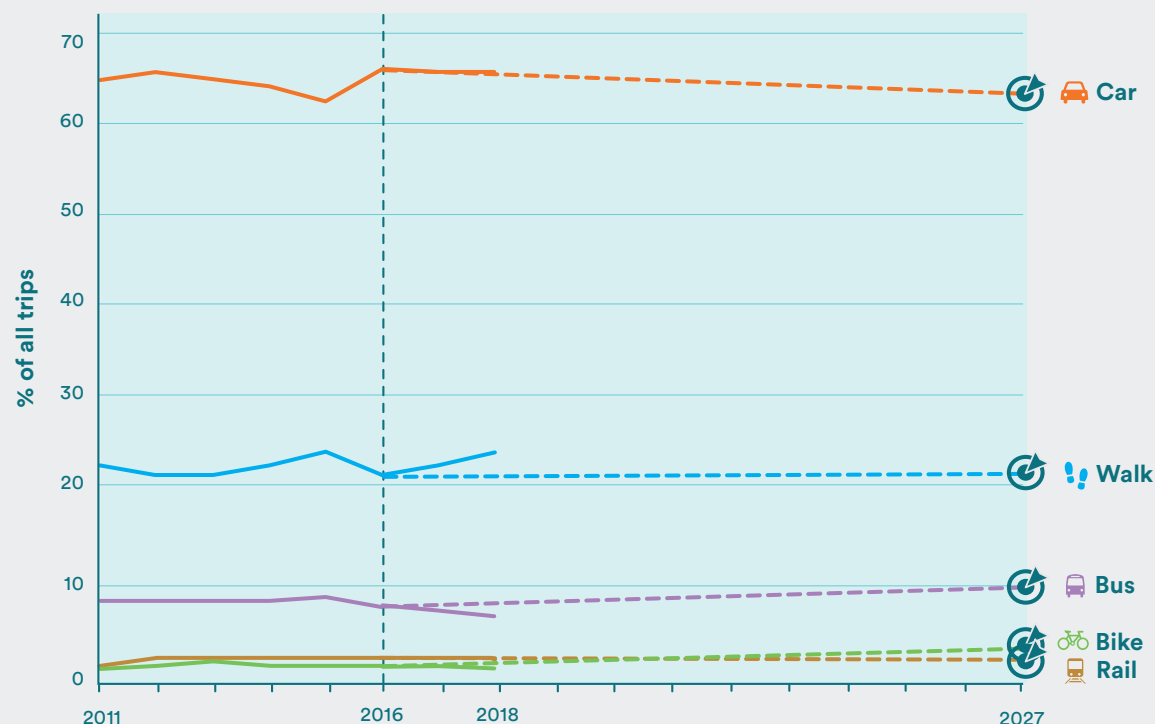
Key Indicator and Targets

The key indicator for this theme is mode share, which is the percentage of travellers using a particular type of transport for their journey. Understanding the relative use of different modes of transport across the transport network in our region provides an insight into how efficiently our road network is being used, in terms of moving the greatest number of people within the space available. A greater proportion of journeys made by walking, cycling and public transport will result in a more efficient and reliable road network, with reduced congestion and delay for all users.

Mode share provides a different way to understand travel behaviour across the region compared to the number of trips made by mode of transport (which are presented on pages 8). Mode share highlights which forms of transport are currently the most commonly used by people in West Yorkshire, and shows how changes in usage of individual modes of transport affect the overall balance of transport modes.

Mode Share

Progress towards our regional mode share targets



Source: National Travel Survey (bespoke West Yorkshire)

How are we doing?

Our modes share:

- 65% of all trips are currently made by car, either as a driver (41.5%) or passenger (23.5%). This is down from 67% in 2016.
- 24% of all trips are currently made on foot, up from 22% in 2016, and ahead of the 2027 target of 22%.
- 6% of all trips are currently made on by bus, down slightly from 6.5% in 2016.
- 1.5% of all trips are currently made on by rail, with no change from 2016.
- 0.6% of all trips are currently made by cycle, down slightly from 0.8% in 2016.

Traffic on Our Roads

Monitoring the average speed on our roads provides an indication of the amount of delay experienced by motor traffic, which is often caused by traffic congestion.

The average speed on A roads nationally (considering both rural and urban roads) was 24.9 mph in 2018. In West Yorkshire, the average speed was slightly lower at 22.2 mph, which is 1.3% lower than in 2016.

In 2018, average speed was highest in Wakefield at 25.3 mph, and lowest in Bradford and Kirklees at 20.3 mph.

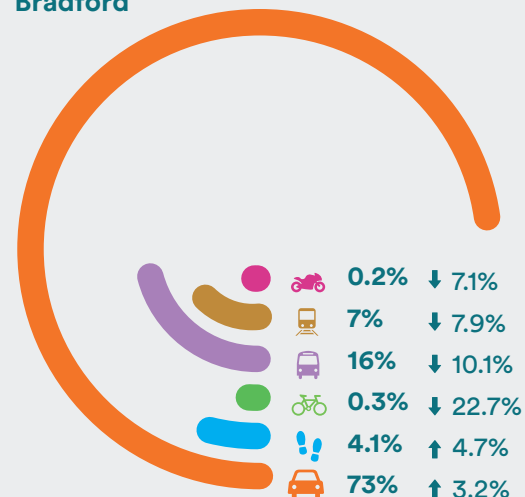
Mode Share into District Centres

Car is still the major mode of transport for commuting. In the morning peak period, car travel accounts for the highest proportion of commuting trips into district centres across West Yorkshire. Our modes share:

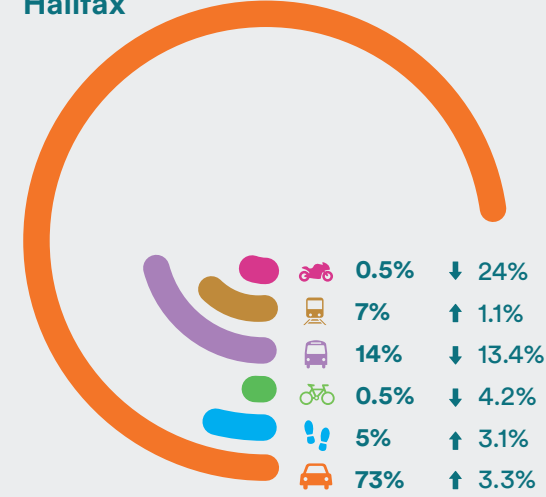
- 73% of trips in the morning peak are made by car in Bradford and Halifax, whereas car represents 66% of journeys into Wakefield and 54% of journeys into Leeds.
- 39% of trips are made by public transport (bus and rail) in the morning peak in Leeds, with the proportion of trips made by public transport accounting for 29% in Wakefield, 22% in Bradford and 21% in Halifax
- Between 4 – 6% of trips in the morning peak are made on foot into the four district centres.
- 1.5% of trips are made by cycle in the morning peak in Leeds, whereas the proportion of trips made by cycle are less than 0.5% in Bradford, Halifax and Wakefield.
- Data for Huddersfield was not available but will look to be included in future editions.

Mode share into district centres (morning peak)

Bradford



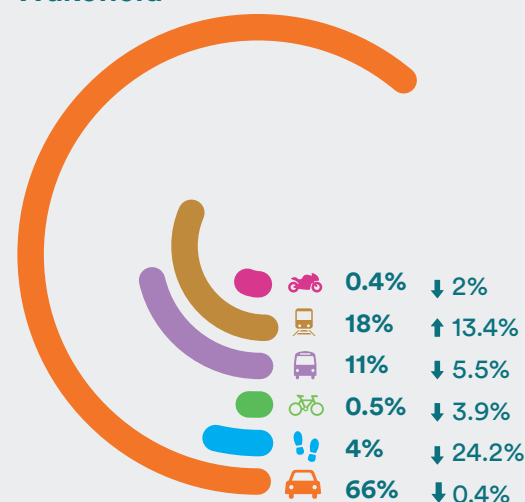
Halifax



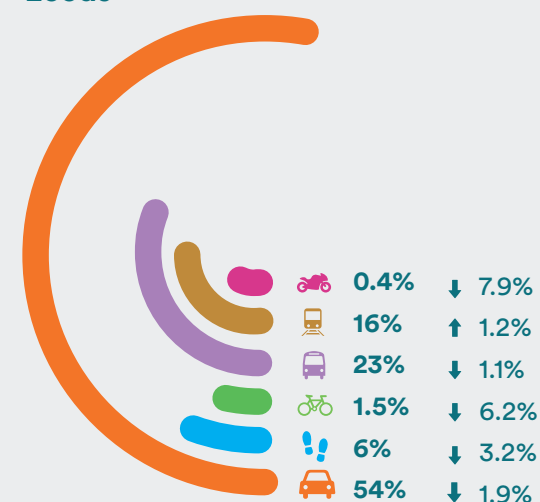
Change from
2016 levels

Change from
2016 levels

Wakefield



Leeds



Change from
2016 levels

Change from
2016 levels

Source: District cordon counts

Core theme 3

Places to live and work

Our ambition is for West Yorkshire to be known for the quality and liveability of its places.

We will use our transport investment to help transform our cities, towns and neighbourhoods – to create clean, safe, healthy places for communities and businesses, which attracts greater inward investment.

Key Indicator and Targets

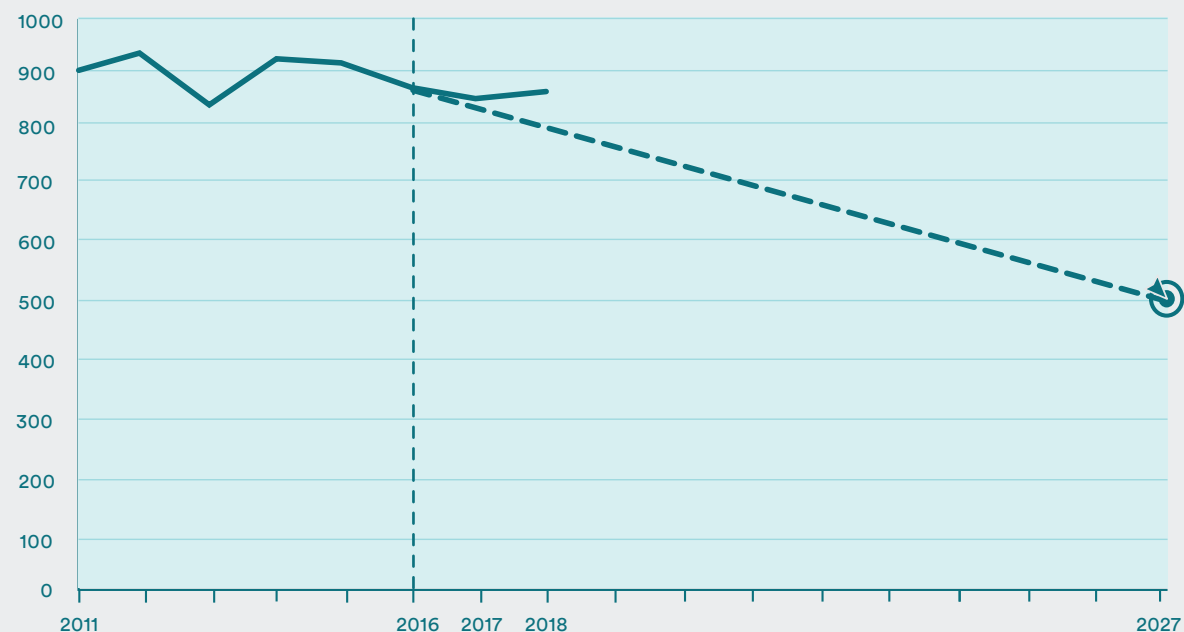
Our key indicator is reported road casualties. Ensuring the safety of all users of our streets and highway network and reducing the risk of being killed or seriously injured on our roads is essential to the creation of safe, healthy places for communities and businesses, in particular where people feel confident to walk or cycle more.

We want to significantly and continuously reduce the number and severity of casualties on our roads. Our interim target is to reduce the number of people killed or seriously injured (KSI) by 42% by 2027.



Safety on our roads

Number of people killed or seriously injured on West Yorkshire's roads



Source: LCC/DfT RAS3043

How are we doing?

The number of road users killed or seriously injured (KSI) in West Yorkshire reduced by 1.5% between 2016 and 2018, following a longer-term downward trend in KSI rates. Nationally, the number of people KSI increased by 7% between 2016 and 2018.

However, the number of people KSI in West Yorkshire increased by 3% from 851 in 2017 to 873 in 2018, and the number of road fatalities increased for a second consecutive year. A total of 70 road users were killed in 2018 against 43 in 2017. Prior to this, road fatalities had been decreasing since 2013. Among the road deaths were 33 car occupants (18 drivers and 15 passengers), 25 pedestrians, eight motorbike riders and two pedal cyclists.

Early analysis from 2019 data indicates the number of fatalities in 2019 dropped to 52, a reduction of 2018 levels but still higher than 2017 levels.

West Yorkshire Killed or Seriously Injured Rates by mode

To compare how different road users are affected by the risk of being involved in a collision, we can consider killed or seriously injured (KSI) rates per mode by distance travelled. While 0.03 can/van occupants are killed or seriously injured for every million miles travelled by car, 2.5 cyclists and 3 motorcyclists are killed or seriously injured for every million miles.

West Yorkshire KSI rate for car occupants and pedestrians are similar to the national figure, however our KSI rates for cyclists and motorcyclists are higher than the national equivalents.

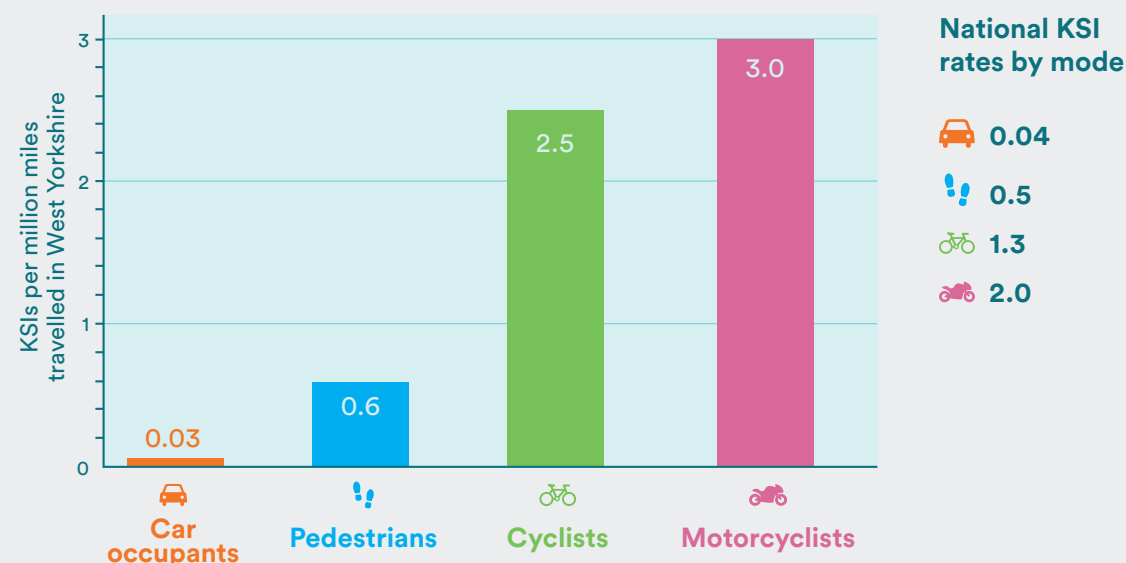
Walking and Cycling Activity Levels

The NHS recommends that to stay healthy, adults aged 19 to 64 should try to be active daily and should do at least 150 minutes of moderate aerobic activity such as cycling or brisk walking every week. Our activity levels:

- 30% of West Yorkshire residents walked for at least 10 minutes, 5 times per week in 2018. Although this is a 2% increase on 2016, it is below the national average in 2018 of 32%.
- 8% of West Yorkshire residents cycled for at least once per week in 2018, no change from 2016. This is below the national average in 2018 of 12%.

Walking levels are higher in Leeds and Calderdale where 35% of residents walked for at least 10 minutes, 5 times per week in 2018. Cycling levels are higher in Leeds than the other districts where 10% of residents cycled for at least once per week in 2018.

Killed or Seriously Injured rates by mode per million miles travelled (2018)



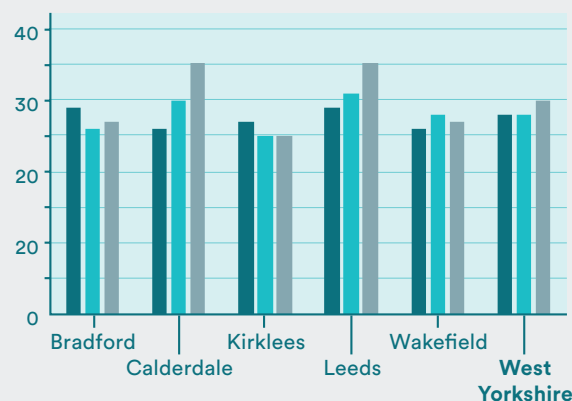
Source: DfT Road Casualty Statistics/LCC (Accidents)

Walking and Cycling Activity Levels

■ 2016 ■ 2017 ■ 2018

Walking rates by district

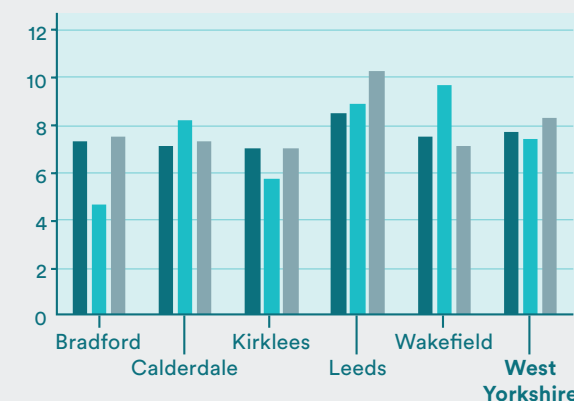
% walk for at least 10 minutes, 5 times per week



Source: DfT Walking and Cycling Statistics CW0303

Cycling rates by district

% cycle for at least once a week



Core theme 4

One system public transport

Our ambition is for a world class public transport system that connects different modes of transport seamlessly into one comprehensive, easy to use network.

We aim to transform the performance, image and experience of public transport to make it an attractive choice for all.

Key Indicator and Targets

Our key indicator is public satisfaction with bus and rail services in the region, as a measure that reflects both the performance of services and our customers' experience of using public transport services.



Public transport in West Yorkshire

Overall satisfaction with public transport



Source: WYCA Customer Perceptions of Transport Survey

This is informed by data from our Perceptions of Transport Survey which uses public satisfaction surveys to give insight into customer perceptions and experience of performance across a range of transport assets and modes of transport.

Our target is to achieve an overall satisfaction score of 8 out of 10 for bus and rail services by 2027. A score of 7 is considered a good standard of satisfaction, higher scores are difficult to achieve. A score of 5 represents poor satisfaction.

How are we doing?

Overall satisfaction with public transport services in West Yorkshire has changed very little since 2016:

- 6.7 was the satisfaction score for local bus services in 2018/19, the same score as 2016/17. However, this is down 0.3 from 2017/18.
- 6.6 was the satisfaction score for local rail services in 2018/19, down from 6.9 in 2016/17.

Satisfaction with Public Transport

Our satisfaction levels:

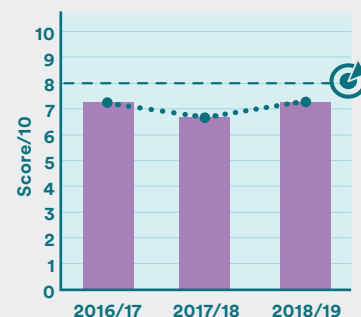
- 7.1 remained the satisfaction score for both local bus stations and local rail stations in West Yorkshire in 2018/19, the same score achieved in 2016/17.
- 6.7 was the satisfaction score for community transport in 2018/19, down from 6.8 in 2016/17.
- 7.4 was the satisfaction score for local taxi services in 2018/19, down from 7.5 in 2016/17.

Punctuality of Services

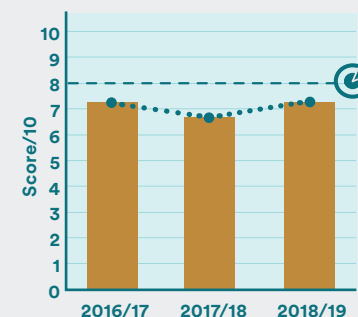
- 81% of local train services arrived within five minutes of their scheduled arrival time in 2018/19. This is down from 91% in 2016/17.
- 82% of bus services arrived within five minutes of their scheduled arrival time in 2018/19.

Satisfaction with different aspects of public transport in West Yorkshire

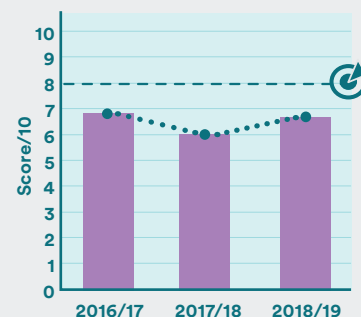
 **Local bus stations**
No change since 2016



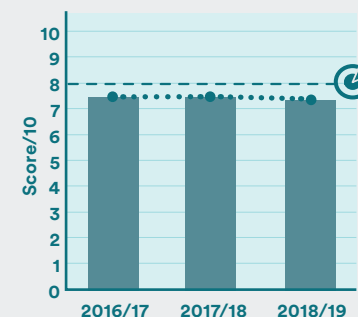
 **Local rail stations**
No change since 2016



 **Community transport**
No real change since 2016



 **Local taxi services**
No real change since 2016



Source: WYCA Customer Perceptions of Transport Survey

Punctuality of bus and rail services

 **81%**

of local trains arrive within 5 minutes

A reduction of 10% since 2016

Source: Office of Rail and Road (Northern)

 **82%**

of buses arrive within 5 minutes

A reduction of 1% since 2016

Source: DfT BUS0902

Core theme 5

Smart futures

Our ambition is to make best use of advancements in technology across all of our transport networks.

We aim to better plan and manage all of our transport networks to transform the affordability, ease and experience of the people using it.

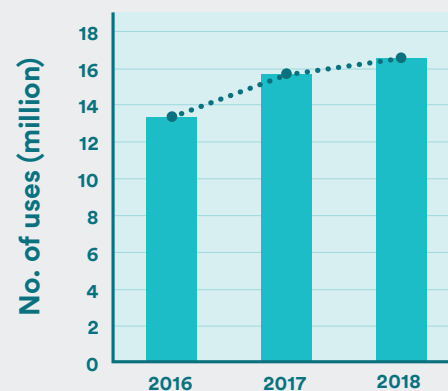
Key Indicator and Targets

Our key indicator for this theme is the proportion of smart MCard ticketing products purchased in advance against the total sales using MCards for travel. Purchasing ticket products in advance represents the most efficiency use of resources as it reduces the number of delays when passengers are boarding.



Paying for public transport services

Growth of Smart MCards use



Source: West Yorkshire Combined Authority MCard transactions

The target for this theme has been set for the first three years of the strategy and a new indicator will be set from 2021. The new target will consider The Digital Payment for Travel Strategy for West Yorkshire (2019) which has been developed since the adoption of the Transport Strategy.

Our target is to increase the proportion of total sales by advance/off bus smart means to 98% by 2020/21. The figure for advance/off bus smart purchases was 92% of total sales in 2017/18.

How we are doing

The proportion of smart MCard ticketing products purchased in advance against total number of total sales has remained constant at 92% between 2017/18 and 2018/19.

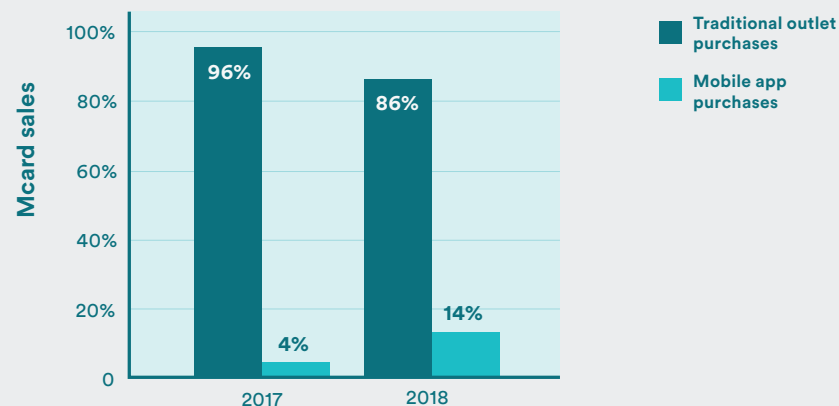
MCard

MCard is the multi-operator, multi-mode travel smartcard for West Yorkshire. Over 17.8 million trips were made using the Metro smartcard in 2018, 4 million more than in 2016, an increase of more than 25%.

The MCard phone app was launched in 2017, allowing MCard products to be purchased and used on smartphones.

14% of MCard products were purchased through the MCard app in 2018, up from 4% in 2017 when the app was launched.

Enabling digital purchase



Source: West Yorkshire Combined Authority MCard transactions

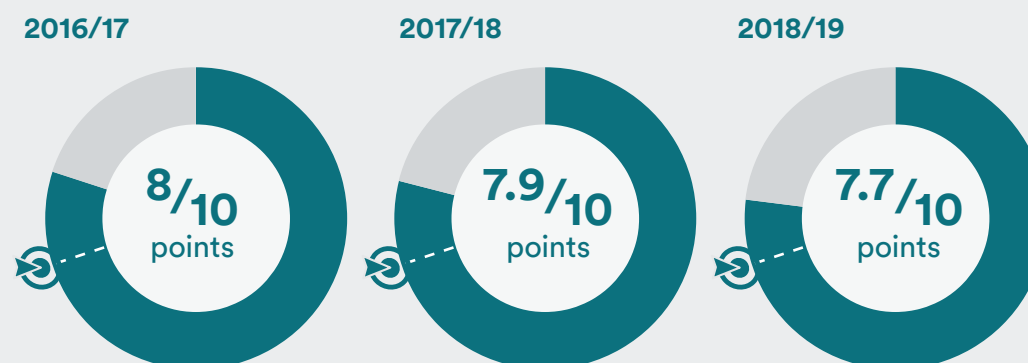
Public Transport Information

Satisfaction with public transport information remains high, as determined by our Perceptions of Transport Survey:

- 7.7 was the satisfaction score for public transport information in 2018, a slight decrease from 2016/17 (a score of 7 out of 10 is considered a good standard of satisfaction).
- 66% and 67% of bus and rail users respectively felt that they were purchasing the best value ticket for their travel, down from 73% and 71% in 2016/17.

Real time information was offered at 1400 bus shelters in West Yorkshire in 2018, up from 1039 shelters in 2016.

Satisfaction with public transport information



Source: WYCA Customer Perceptions of Transport Survey

Core theme 6

Asset management and resilience

Our ambition is to ensure that we make best use of our existing and future transport assets.

We aim to ensure our transport networks are fit for the future and properly managed in a safe, sustainable, environmentally friendly and cost-effective way.

Key Indicator and Targets

Our key indicator for this theme is satisfaction with transport infrastructure, as a measure of performance and public perceptions.



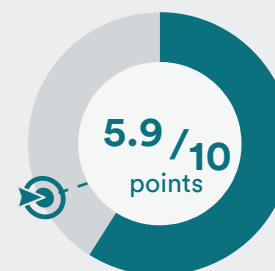
Satisfaction with our transport infrastructure

Overall satisfaction

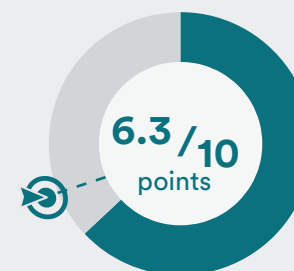
2016/2017



2017/2018



2018/2019



Source: WYCA Customer Perceptions of Transport Survey

Our target is to increase overall satisfaction with transport infrastructure to 7 out of 10 by 2027, from a baseline of 5.7 out of 10 in 2016 (a score of 7 out of 10 is considered a good standard of satisfaction).

Overall satisfaction includes a range of transport infrastructures such as roads, cycleways, footways and streetlighting.

How we are doing

Overall satisfaction with transport infrastructure in West Yorkshire has been steadily increasing since 2016.

Overall satisfaction with transport infrastructure scored of 6.3 out of 10 in 2018/19, from a baseline of 5.7 out of 10 in 2016/17.

Satisfaction with Transport Infrastructure

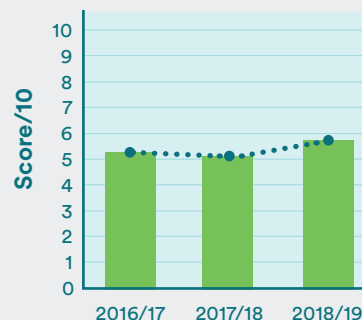
Most satisfaction scores for specific transport infrastructure in West Yorkshire have seen increases since 2016:

- 5.8 was the satisfaction score for cycle routes and facilities in 2018/19, up from a score of 5.3
- 6.3 was the satisfaction score for pavements and footpaths in 2018/19, up from a score of 5.6
- 7.5 was the satisfaction score for street lighting in 2018/19, a small reduction from 2016/17 when satisfaction for street lighting scored 7.6.
- 5.5 was the satisfaction score for conditions of roads in 2018/19, up from a score of 4.9
- 6.6 was the satisfaction score for winter gritting and snow clearing in 2018/19, up from a score of 5.6
- 5.8 was the satisfaction score for quality of repair to damaged roads and pavements in 2018/19, up from a score of 5.2

Satisfaction with specific elements of our transport infrastructure

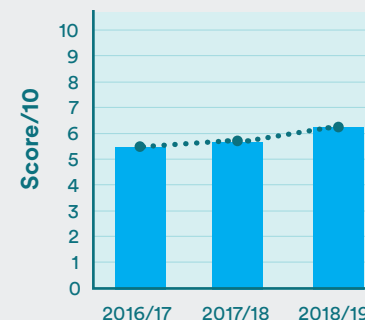
Cycle routes and facilities

Small increase of 0.5 points since 2016



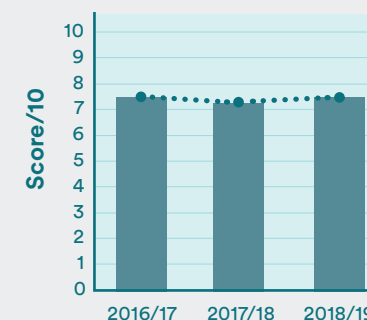
Pavements and footpaths

Small increase of 0.6 points since 2016



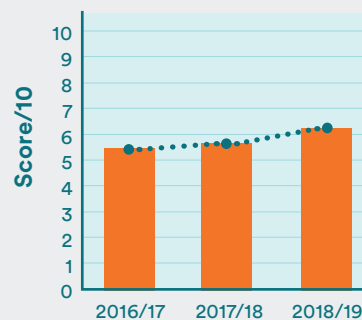
Street lighting

No real change since 2016



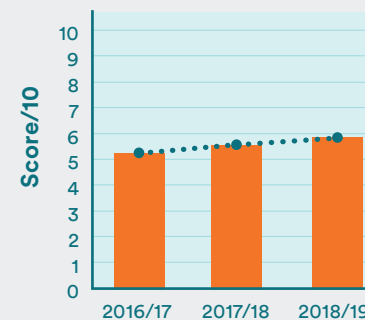
Condition of roads

Small increase of 0.6 points since 2016



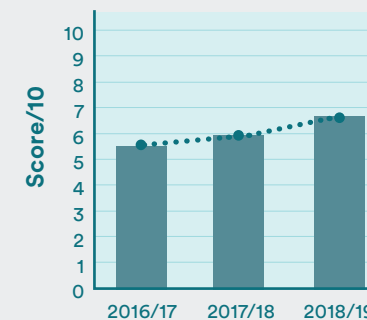
Quality of repair to damaged roads

Small increase of 0.6 points since 2016



Winter gritting and snow clearing

Increase of 1 point since 2016



Source: WYCA Customer Perceptions of Transport Survey

Focus on: Cycling

Analysis

Cycling as a means of transport offers significant potential as part of an integrated transport system due to the wide range of benefits for individuals and the region as a cost effective, healthy, convenient and space-efficient form of travel.

The Transport Strategy has an ambitious target to increase the number of cycling trips by 300%. Cycling levels are still low within West Yorkshire, where it accounts for just 0.6% of trips, (compared to the national average of 2%) and just 8% of residents cycle at least once a week (compared to 11% nationally).

Impact of our investments

Although there has been a reduction in trips regionally, the picture presented when looking at how far each resident travel by bikes shows a smaller reduction, with only a 3% decrease in the distance travelled by bike per person between 2016 and 2018. More importantly, local increases in cycling have been achieved following targeted investment in high quality infrastructure and behaviour change programmes to encourage and support use of the facilities

Since 2015, we have invested **£60 million** in cycling and walking infrastructure and related behaviour change through our dedicated CityConnect programme.



0.6% of all trips in West Yorkshire are made by bicycle



13.4 million trips were made by cycle in 2018, a 25% reduction from 2016



8% of residents cycle at least once a week

Bradford Leeds Cycle Superhighway



The Leeds-Bradford Cycle Superhighway has been delivered by a partnership of Leeds City Council, City of Bradford Metropolitan District Council and the West Yorkshire Combined Authority as part of the CityConnect programme.

Opened in 2016, there are 23 kilometres of largely segregated, high quality cycle tracks connecting Seacroft (East Leeds) and Bradford via Leeds city centre.

Outcomes of the Leeds-Bradford Cycle Superhighway:

- 26% more people used the Leeds-Bradford Cycle Superhighway between May and July 2018, compared to the same period in the previous year
- 61% of surveyed users said their confidence to cycle had increased as a result of the provision the route
- 30% of users of the Cycle Superhighway were new or returning to cycling

Focus on: Walking

Analysis

The rapid increase in walking trips seen in recent years (18% increase since 2016) puts us ahead of target for increasing walking trips by 10% by 2027.

Although the overall trend in travelling by foot remains positive, higher awareness of the importance of walking as part of a healthy lifestyle is needed. Recent statistics show that just 30% of West Yorkshire residents walk for at least 10 minutes a day, 5 days a week, showing that progress is still needed in this area.

Impact of our investments

There has been significant investment in walking over the past few years: Since 2015, we have invested **£60 million** in cycling and walking infrastructure, and related behaviour change through our dedicated CityConnect programme.



24% of all trips in West Yorkshire are made by walking



585 million trips were made by walking in 2018, an 18% increase from 2016



30% of residents walk for at least 10 minutes at least five times a week

Walk Friendly Workplaces



The Walk Friendly Workplace accreditation was developed by the CityConnect team in partnership with Living Streets to work with employers to help them encourage staff to commute on foot and build more walking into their working day.

The programme accredits organisations who actively engage their staff and change work practices to encourage more physical activity through a range of initiatives such as led walks, walking maps and onsite improvements.

Outcomes of the Make your Move Programme include:

- **1893** individual participants engaged in a total of 85 activities across the project to date
- 70% of people have reported they walk for at least 10 minutes for 5 or more days a week, after participating in the project
- After the success of the scheme, Living Streets are now rolling out 'Walking Works' nationally, which is based on the pilot in West Yorkshire

Focus on: Bus

Analysis

Travelling by bus remains the most popular public transport choice in West Yorkshire, accounting for 6% of overall journeys. It is our objective to increase bus patronage by 25% by 2027 to help reduce reliance on private car use.

The national trend for bus patronage has seen a long-term decline and West Yorkshire is not an exception. This decline reflects the national reduction in funding for bus and resulting contraction of services. Reverting this decline is at the core of a range of ongoing investment priorities in the region and there is a recognition that it takes time to see the impact of our investment, particularly where patronage can be influenced by roadworks and other temporary travel disruptions required to deliver schemes.

Impact of our investments

Ongoing investment in the bus network across West Yorkshire and the creation of a West Yorkshire Bus Alliance are key measures to help reverse the decline of patronage, through the delivery of measures to provide quicker and more reliable journeys, cleaner services, easy-to-understand and affordable fares and better journey planning information.



6% of all trips in West Yorkshire are made by bus



144.6 million trips were made by bus in 2018, a 6% reduction from 2016



6.7 satisfaction score out of 10 for bus services in West Yorkshire

(a score of 7 is considered a good standard of satisfaction)

'MyDay' – Unlimited Bus Travel for Under 19's in West Yorkshire



'MyDay' was launched in July 2018 as the new all-day, £2.60 county wide bus ticket for young people in West Yorkshire.

Focus groups of young people worked with the West Yorkshire Bus Alliance of bus operators, the Combined Authority and West Yorkshire Ticketing Company Ltd to ensure that the 'MyDay' product met the needs of users.

Outcomes of the MyDay ticket include:

- 3,300 more tickets were sold in the first month following launch, than the equivalent ticket in the same period of the previous year.
- 219,000 tickets had been sold in the first 12 months, an uplift of 60% on the previous year.

Focus on: Rail

Analysis

After seeing an upward trend over previous years, rail patronage has seen a reduction of 2.7% since 2016. This is combined with a 10% drop in the punctuality of regional services during the same period, which is in line with the decline observed nationally.

Our interim target is to significantly grow train trips by 75% in line with our modal shift targets to encourage greater use of public transport and active travel modes.

Impact of our investments

The Combined Authority has invested in rail significantly over the past few years with the opening of three new rail stations across West Yorkshire. We have also expanded our rail park and ride offer to encourage more trips on rail into regional centres.



1.5% of all trips in West Yorkshire are made by rail



35.9 million trips were made by rail in 2018, a 2.7% reduction from 2016



6.6 satisfaction score out of 10 for rail services in West Yorkshire

(a score of 7 is considered a good standard of satisfaction)

Kirkstall Forge Station



Kirkstall Forge station opened in June 2016 as part of a West Yorkshire Rail Growth Package. The station forms part of a wider private sector mixed use development including 1,000 new homes, as well as office, retail and leisure facilities.

The project included a 129-space car park and fully-accessible platforms, as well as cycle links.

Outcomes of the Kirkstall Forge station opening include:

- 232,386 journeys were made by passengers using the new Kirkstall Forge rail station in 2018/2019.
- This number far exceeded the figure of 40,400 per year forecast ahead of the station's construction.

Focus on: Car Travel

Analysis

Reducing the number of car and van trips is central to the delivery of the Transport Strategy 2040, allowing for a modal shift and associated increases in public transport and active travel trips.

Our target is to reduce car trips by 3.5%, however there has been a steady increase in the number of car trips since 2016. The reduction in the use of car travel will ease congestion, improve air quality, speed up bus journeys and provide a more reliable bus service.

Most trips are undertaken by car or van, which account for 65% of trips being taken. In 2018, West Yorkshire's residents made 57 million more trips by car than in 2016. However, most of this growth was due to an increase in trips carried out as a car or van passenger, which rose by 9%, compared to 1% growth in trips as driver.

Impact of our investments

Improvements to our road network have been delivered to reduce traffic congestion and improve the reliability and safety of journeys for all road users, as well as support people to use sustainable alternatives to car travel. We have also invested in a range of schemes to reduce reliance on private car use with the aim of reducing the number of vehicles on our roads.



65% of all trips in West Yorkshire are made by car, either as a driver (41.5%) or passenger (23.5%)



1,574 million trips were made by car in 2018, a 3.6% increase from 2016



5.5 satisfaction score out of 10 for level of congestion in West Yorkshire

(a score of 7 is considered a good standard of satisfaction)

West Yorkshire Car Club



The West Yorkshire and York Car Club launched in 2015 in partnership with Enterprise, and had grown significantly since 2016, providing members who join use of car club vehicles as and when they need them.

Car Clubs are an alternative to private car ownership, giving people access to a car or van when they need one without the cost of private car ownership or traditional car hire. Cars can be accessed at any time and located in dedicated parking bays, booked over the phone or via an app for short term hire (from as little as half an hour).

Outcomes of the West Yorkshire Car Club include:

- **84 car club vehicles** were in operation in West Yorkshire in 2019
- **3,471 members** were signed up to the scheme in 2019 across West Yorkshire and York, up from 1015 in 2016.
- **96,855 miles** were driven in West Yorkshire in car club vehicles on average per month in 2019

How do we compare?

Understanding how West Yorkshire compares with other metropolitan areas on similar measures of transport performance, for example how trips are made, bus punctuality, and walking and cycling activity levels, is important to help understand wider trends, and what is effective in particular circumstances to help focus our policies and investments in the future.

Summary of Results

Across all metropolitan areas, car or van continues to be the most common form of transport, followed by walking and then bus travel.

Car Travel

- 65% of all trips in West Yorkshire are made by car or van – higher than any of the other metropolitan areas considered (61% is the national average).
- 63 – 64% of all trips in South Yorkshire, West Midlands, Greater Manchester and Merseyside are made by car.
- 58% of trips in Tyne and Wear are made by car/van, the lowest of the metropolitan areas considered.

Walking

- Between 20 – 25% of all trips are made by walking in all the metropolitan areas considered. However, all the metropolitan areas are below the national average of 27%.
- 24% of all trips in West Yorkshire are made by walking – at the higher end of the range.

Bus

- 11% of all trips are made by bus in Tyne & Wear, the highest of the metropolitan areas shown
- Between 6 – 7% of all trips are made by bus in South Yorkshire, Greater Manchester and West Midlands, very similar to West Yorkshire levels
- 6% of all trips in West Yorkshire are made by bus – lower than any of the other metropolitan areas considered (5% is the national average).

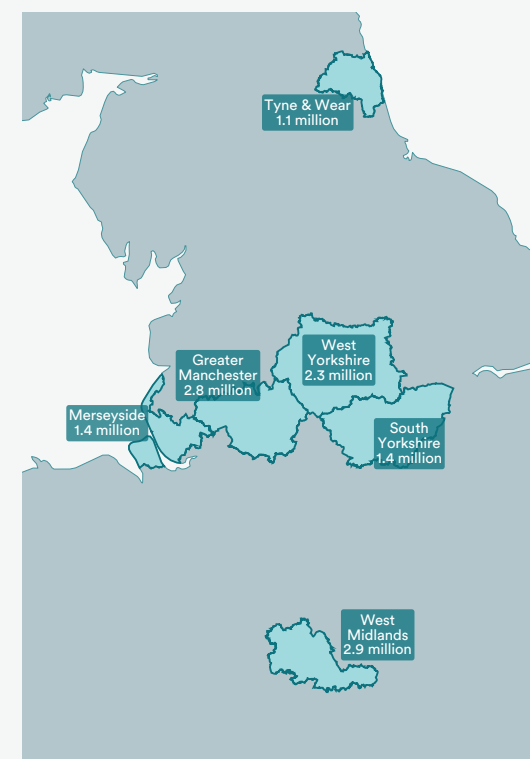
Rail

- 3.2% of all trips are made by rail in Merseyside, the highest of the metropolitan areas shown.
- 1.5% of all trips in West Yorkshire are made by rail, which is at the lower end of the range shown.
- 1.2% of all trips are made by rail in South Yorkshire, the lowest of the metropolitan areas.

Cycling

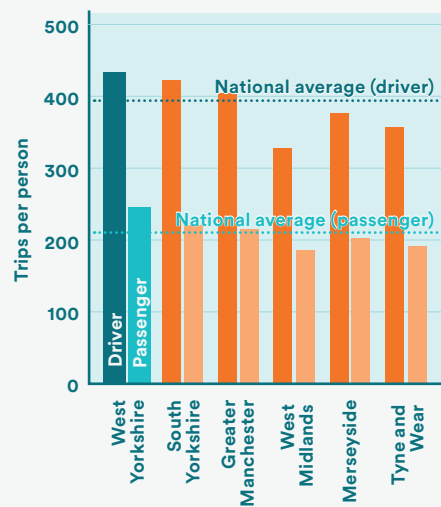
- less than 2% of trips are made by cycle in all the metropolitan areas considered (2% is the national average).
- 1.6% of all trips in Merseyside are made by cycle, the highest of the metropolitan areas shown
- 0.6% of all trips in West Yorkshire are made by cycle, the lowest of the metropolitan areas shown.

Comparator Metropolitan Areas



For the purposes of direct comparison of bus and train trips per person, figures for light rail and tram have been excluded from all other metropolitan areas.

Car trips per person (2018)

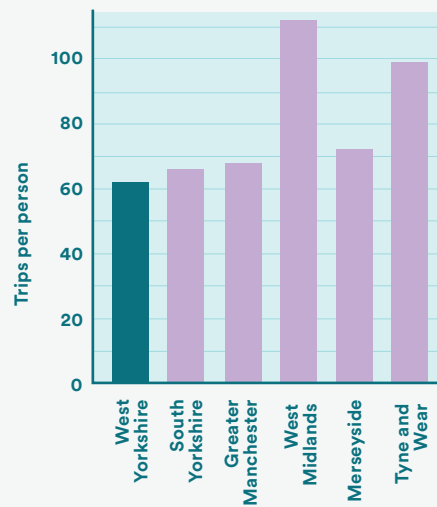


643 car trips per person are made in West Yorkshire per year, the highest of the metropolitan areas.

515 car trips per person are made in the West Midlands per year, the lowest of the metropolitan areas.

Source: National Travel Survey

Bus trips per person (2018)

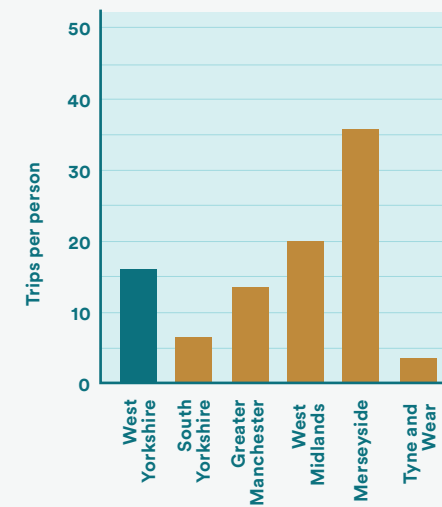


112 bus trips per person are made in the West Midlands per year, the highest of the metropolitan areas.

62 trips per person are made in West Yorkshire per year, the lowest of the metropolitan areas.

Source: DfT BUS0109a

Train trips per person (2017)



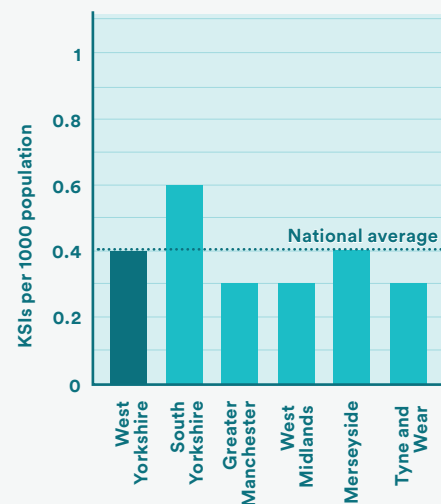
36 trips per person are made in Merseyside per year, the highest of the metropolitan areas.

16 trips per person are made in West Yorkshire, at the midpoint of the metropolitan areas shown

Variation between regions reflects the size of the suburban rail network locally.

Source: Office of Road and Rail

Road Safety (2018)



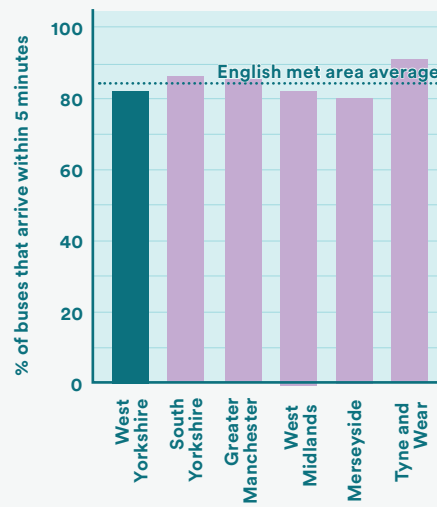
Measured as the number of people killed or seriously injured (KSI) per 1,000 people.

0.6 people are KSI per 1,000 in South Yorkshire, the highest of the metropolitan areas.

0.4 people are KSI per 1,000 in West Yorkshire, in line with national average.

Source: DfT RAS30038

Bus punctuality (2018)

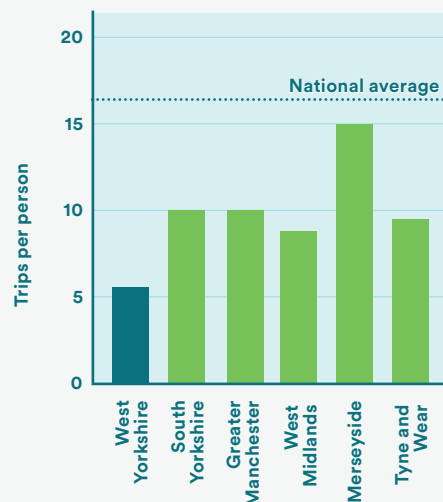


Bus punctuality was highest in Tyne and Wear where over 90% of buses arrive within 5 minutes.

Punctuality in West Yorkshire was below the average at 82%.

Source: DfT BUS0902
Note: South Yorkshire figure is from 2016

Bike trips per person (2018)



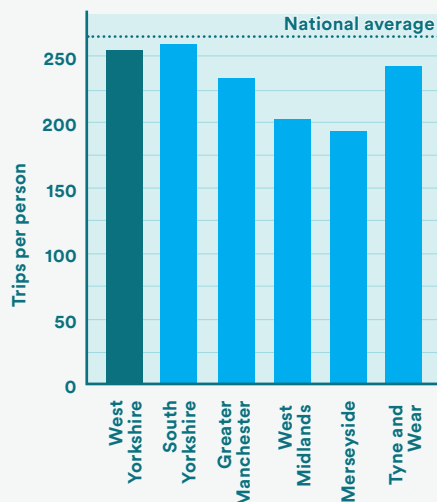
All Metropolitan areas shown are below national average of 17 trips per person per year.

15 trips per person are made in Merseyside on average per year, the highest of the metropolitan areas.

6 trips per person are made in West Yorkshire per year, the lowest of the metropolitan areas.

Source: National Travel Survey

Walk trips per person (2018)



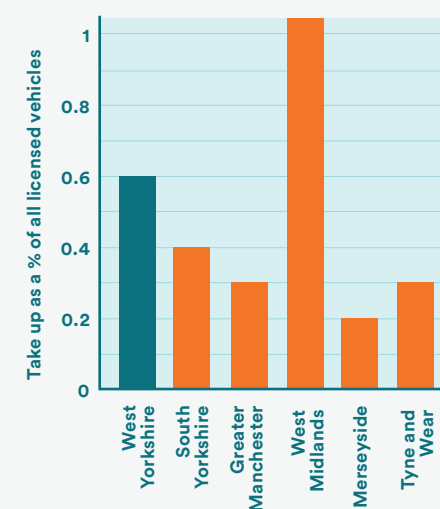
All metropolitan areas shown are below national average of 262 trips per person per year.

254 walking trips per person are made in West Yorkshire on average per year, one of the highest of the metropolitan areas.

190 walking trips per person are made in Merseyside per year, the lowest of the metropolitan areas.

Source: National Travel Survey

Take up of plug-in vehicles (2018)

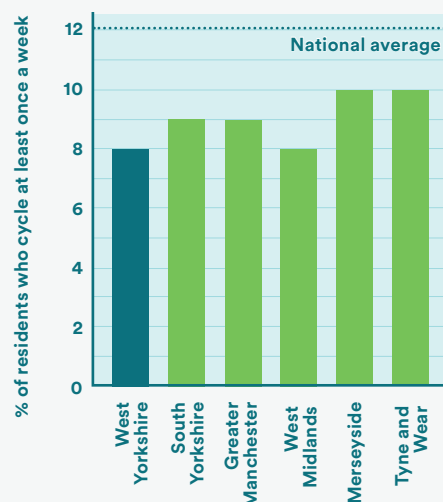


1.1% of licenced vehicles in the West Midlands are plug-in, the highest of all metropolitan areas shown.

0.6% of licenced vehicles in West Yorkshire are plug-in.

Source: DfT VEH0132 and VEH0105

Frequency of Cycling (2018)

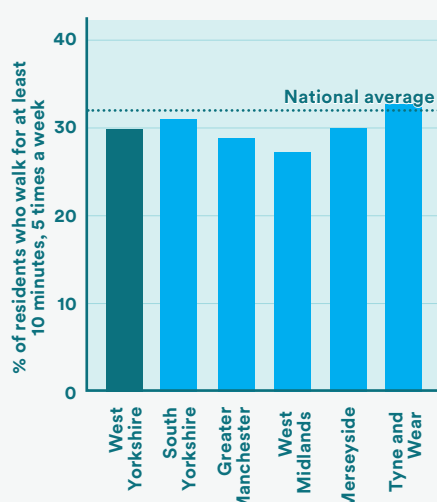


10% of residents cycle at least once a week in Merseyside and Tyne and Wear, although below the 12% national average.

8% of residents cycle at least once a week in West Yorkshire and the West Midlands, the lowest of the metropolitan areas.

Source: DfT CW0302

Frequency of Walking (2018)



33% of residents walk at least 10 minutes, 5 times a week in Tyne and Wear (highest), compared to 27% in West Midlands (lowest).

30% of West Yorkshire residents walk at least 10 minutes, 5 times a week.

Source: DfT CW0303



Annexe

Performance Monitoring Framework Data

Transport Strategy Annual Monitoring Report
June 2020 Edition

Transport at a glance: % Mode share (trips)

Indicator	Geography	Mode	2018	Source
% Mode share (trips)	West Yorkshire	Bus	6%	National Travel Survey (bespoke West Yorkshire)
		Car/van (driver)	41.5%	
		Car/van (passenger)	23.5%	
		Cycle	0.6%	
		Train	1.5%	
		Walking	24%	
		Other	2.5%	

Note: This is a 3-year rolling average. The data presented corresponds to 2016-18

Progress towards our interim targets: Trips per year (millions)

Mode	Indicator	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	Source
Rail	Station usage (entries) (million trips)	27.1	30.4	31.3	32.2	33.6	34.9	35.7	36.9	36.5	35.9	Office of Road and Rail (ORR)
Bus	Bus patronage (million trips)	169.2	168.6	167.7	154.2	161.8	156.6	153.5	151.4	147.8	144.6	DfT BUS0109a

Progress towards our interim targets: Trips per year (millions)

Mode	Indicator	2007/09	2008/10	2009/11	2010/12	2011/13	2012/14	2013/15	2014/16	2015/17	2016/18	Source
Walk	Average no. of trips (millions)	534	575	517	481	492	520	523	494	530	585	National Travel Survey (bespoke West Yorkshire)
Bicycle		12	14	18	17	22	21	22	18	14	13	
Car/van driver		882	894	915	936	928	903	914	992	997	1,005	
Car/van passenger		514	536	549	531	510	507	496	524	534	569	
Car total		1,396	1,429	1,465	1,467	1,438	1,410	1,410	1,516	1,531	1,574	

Core theme 1: Inclusive growth, environment, health and wellbeing

Key indicator: Access to jobs by bus in West Yorkshire

Indicator		2016	2017	2018	Source
% of West Yorkshire-located jobs accessible by bus within 30 mins, during the am peak, for the 10% most deprived areas in West Yorkshire	No. of jobs accessible by bus	404,935	452,380	475,910	TRACC
	No. of jobs accessible by car	592,895	603,315	631,510	TRACC

Supporting indicator: Road traffic associated emissions in West Yorkshire

NOx tonnes/yr	Leeds	Bradford	Wakefield	Kirklees	Calderdale	Total	Source
2015	1,061	634	571	523	343	3,132	Defra
2016	1,036	598	579	511	332	3,056	
2017	960	544	522	456	300	2,782	
2018	873	493	474	411	263	2,514	

PM10 tonnes/yr	Leeds	Bradford	Calderdale	Kirklees	Wakefield	Total	Source
2015	85	48	49	40	27	249	Defra
2016	84	46	51	40	26	247	
2017	81	44	49	37	25	236	
2018	78	42	47	36	23	226	

CO2 ktonnes/yr	Leeds	Bradford	Calderdale	Kirklees	Wakefield	Total	Source
2015	386	230	224	188	120	1,148	Defra
2016	385	224	236	187	119	1,151	
2017	374	214	227	177	114	1,106	
2018	359	180	219	167	96	1,021	

Supporting indicator: Satisfaction with the affordability of public transport

Indicator	Sub-group	2016/17	2017/18	2018/19	Source
Satisfaction with public transport affordability, West Yorkshire	All respondents	6.1	5.6	6.2	WYCA Customer Perceptions of Transport Survey
	Part-time workers	6.1	5.0	6.2	
	Full-time workers	5.7	5.7	5.7	
	Adults with dependent children (any age)	5.6	4.9	5.9	

Supporting indicator: Transport cost stress

Indicator	Category	2016	2017	Source
Percentage of income dedicated to transport (West Yorkshire average)	Purchase of vehicles	5%	6%	ONS
	Personal transport	6%	6%	
	Public transport fares	0.8%	0.7%	
	Other travel and transport	2%	2%	
	Total	14%	15%	
Percentage of income to match average expenditure on transport (10% most deprived areas in West Yorkshire)	Purchase of vehicles	6%	7%	ONS
	Personal transport	8%	8%	
	Public transport fares	1.0%	0.9%	
	Other travel and transport	3%	3%	
	Total	19%	20%	

Supporting indicator: Cost of car travel

Indicator name	Geography	2016/17	2017/18	2018/19	Source
Cost of travel (fuel, unleaded) £/litre	Yorkshire & Humberside	£1.11	£1.16	£1.28	AA Fuel Price Report (June)
Cost of travel (fuel, diesel) £/litre	Yorkshire & Humberside	£1.11	£1.17	£1.31	AA Fuel Price Report (June)

Supporting indicator: Cost of bus travel, West Yorkshire

Operator / Geography	Ticket type	2017	2018	Source
First West Yorkshire	Adult Day ⁽¹⁾	4.90	4.90	WYCA/Operators
	Adult Weekly ⁽¹⁾	20.00	20.00	
	Adult monthly ^{(1) (2)}	74.00	72.00	
Arriva West Yorkshire	Adult Day ⁽¹⁾	5.00	5.00	
	Adult Weekly ⁽¹⁾	18.00	18.00	
	Adult monthly ^{(1) (2)}	70.00	70.00	
Mcard (multiple operators, bus only)	Adult Day ⁽¹⁾	5.50	5.50	
	Adult Weekly ⁽¹⁾	22.60	23.00	
	Adult monthly ^{(1) (2)}	86.50	88.00	
Mcard (multiple operators, bus+rail)(3)	Adult Day ⁽¹⁾	n/a	8.40	
	Adult Weekly ⁽¹⁾	40.80	42.00	
	Adult monthly ^{(1) (2)}	154.40	160.00	

(1) On-bus option for day tickets and operators' app for week/month (requires having a smartphone)

(2) 4-weekly for Arriva

(3) Rail zones 1-5

Supporting indicator: Cost of rail travel

Geography	Ticket type	Route	2017	2018	Source
Main commuting destination from West Yorkshire's districts (as per 2011 Census)	Return (1)	Leeds - Bradford	£6.80	£7.00	WYCA/Operators
		Bradford - Huddersfield	£7.30	£7.50	
		Huddersfield - Leeds	£8.90	£9.20	
		Wakefield - Leeds	£6.10	£6.30	
		Halifax - Leeds	£7.80	£8.00	
		Halifax - Bradford	£4.10	£4.30	
		Halifax - Manchester (2)	£11.70	£12.10	
		Leeds - York (3)	£17.10	£17.70	
		Huddersfield - Manchester	£19.20	£20.70	
		Leeds - Harrogate	£9.60	£9.90	
		Leeds - Manchester (2)	£29.90	£32.20	

(1) Based on anytime day return

(2) All Manchester Stations, via any permitted route

(3) Via any permitted route

(4) Based on adult, standard. Baseline calculated for Nov. 2017

Supporting indicator: Number of people KSI (killed or seriously injured) annually, per 1,000 people

Indicator name	Geography	2016	2017	2018	Source
KSI per 1000 population in WY 10% most deprived areas	10% most deprived areas in West Yorkshire	0.49	0.47	0.50	LCC/ONS
KSI per 1000 population, West Yorkshire	West Yorkshire	0.39	0.37	0.38	

Supporting indicator: Take up of plug in vehicles

Indicator	Geography	2016	2017	2018	Source
Percentage of ultra-low emission vehicles over the total registered in WY.	West Yorkshire	0.1%	0.2%	0.6%	DfT VEH0132 (ULEV) and VEH0105 (All vehicles)
	Bradford	0.1%	0.2%	0.2%	
	Calderdale	0.1%	0.2%	0.3%	
	Kirklees	0.5%	0.8%	0.3%	
	Leeds	0.1%	0.2%	1.1%	
	Wakefield	0.3%	0.4%	0.2%	

Ultra low emission vehicles (ULEVs) are vehicles that emit less than 75g of carbon dioxide (CO₂) from the tailpipe for every kilometre travelled. In practice, the term typically refers to battery electric, plug-in hybrid electric and fuel cell electric vehicles.

Supporting indicator: Mortality attributable to anthropogenic particulate air pollution

Indicator	Geography	2016	2017	Source
Fraction of mortality attributable to anthropogenic particulate air pollution	West Yorkshire	4.9	4.3	Public Health England Outcomes Framework

Measured as fine particulate matter, PM_{2.5} (Weighted average)

Core theme 2: The road network

Key indicator: West Yorkshire mode share (trips)

Mode	2011	2012	2013	2014	2015	2016	2017	2018	Source
Walk	23%	22%	22%	23%	24%	22%	23%	24%	National Travel Survey (bespoke West Yorkshire)
Bicycle	0.8%	0.8%	1%	0.9%	0.8%	0.8%	0.6%	0.6%	
Car/Van	65%	66%	65%	64%	43%	67%	66%	66%	
Bus	7%	7%	7%	7%	7.4%	6.5%	6.2%	6%	
Rail	1%	2%	2%	2%	1.7%	1.4%	1.5%	1.5%	
Other	3%	3%	3%	3%	3.1%	2.9%	2.9%	2.8%	

Supporting indicator: Traffic volumes

Indicator	Geography	2016/17	2017/18	2018/19	Source
Town / city centre morning peak period traffic flows (0700 - 1000) Inbound traffic	Bradford	44,410	43,472	44,830	ATC Cordons (LCC analysis)
	Halifax	23,870	23,290	23,074	
	Huddersfield	n/a	27,445	26,441	
	Leeds	94,870	94,501	92,359	
	Wakefield	24,560	23,884	22,366	
Town / city centre inter peak traffic flows (1000 – 1600) Inbound traffic	Bradford	72,660	71,597	73,317	ATC Cordons (LCC analysis)
	Halifax	39,610	38,980	39,226	
	Huddersfield	n/a	47,118	47,189	
	Leeds	135,820	136,769	134,312	
	Wakefield	41,240	41,093	39,413	

Supporting indicator: Weekday mode share on radial routes into district centres (am peak)

Indicator	Mode	2016/17	2017/18	2018/19	Source
Weekday mode share on radial routes into district centres (Bradford, am peak)	Rail	4,112	3,428	3,765	District cordon counts
	Bus	9811	8,488	8,772	
	Car	39,603	41,301	40,642	
	Motorcycle	131	147	121	
	Cycle	203	202	156	
	Walk	2,186	2,278	2,277	
	Total	56,046	55,844	55,733	
Weekday mode share on radial routes into district centres (Halifax, am peak)	Rail	2,005	1,639	2,020	District cordon counts
	Bus	4,563	4,796	3,939	
	Car	20,216	20,345	20,813	
	Motorcycle	173	157	131	
	Cycle	130	136	135	
	Walk	1,406	1,439	1,358	
	Total	28,493	28,512	28,396	
Weekday mode share on radial routes into district centres (Huddersfield, am peak)	Rail	4,536	3,684	3,638	District cordon counts
	Bus	9,514	-	-	
	Car	23,276	-	-	
	Motorcycle	126	-	-	
	Cycle	204	-	-	
	Walk	2,583	-	-	
	Total	40,239	-	-	

Supporting indicator: Weekday mode share on radial routes into district centres (am peak) (continued)

Indicator	Mode	2016/17	2017/18	2018/19	Source
Weekday mode share on radial routes into district centres (Leeds, am peak)	Rail	21,937	21,112	22,009	District cordon counts
	Bus	32,650	31,993	32,022	
	Car	78,727	76,824	76,583	
	Motorcycle	577	517	527	
	Cycle	2,003	1,881	2,108	
	Walk	7,035	5,531	8,435	
	Total	142,929	137,858	141,684	
Weekday mode share on radial routes into district centres (Wakefield, am peak)	Rail	6,028	6,067	6,292	District cordon counts
	Bus	4,225	3,152	3,673	
	Car	24,621	21,846	22,559	
	Motorcycle	142	116	128	
	Cycle	190	140	168	
	Walk	1,899	1,290	1,324	
	Total	37,105	32,611	34,144	
Weekday mode share on radial routes into district centres (West Yorkshire, am peak)	Rail	38,618	35,930	37,723	District cordon counts
	Bus	60,763	48,429	48,406	
	Car	186,443	160,316	160,597	
	Motorcycle	1,149	937	907	
	Cycle	2,730	2,359	2,567	
	Walk	15,109	10,538	13,394	
	Total	304,812	258,509	263,594	

Core theme 3: Places to live and work

Key indicator: Number of people killed or seriously injured (KSI) on West Yorkshire roads

Indicator	2011	2012	2013	2014	2015	2016	2017	2018	Source
Number of people KSI	904	934	864	925	920	886	851	873	LCC/DfT RAS30043

Supporting indicator: KSI casualties by distance travelled and user type

Indicator	User type	2016	2017	2018	Source
West Yorkshire KSI rate by million miles travelled	Walk	0.6	0.6	0.6	DfT Road Casualty Statistics / LCC (accidents) National Travel Survey (bespoke West Yorkshire) / DfT Traffic Statistics (distance)
	Bicycle	2.7	2.4	2.5	
	Car/van	0.0	0.03	0.03	
	Motorcycle	3.1	3.0	3.0	

Supporting indicator: Walking activity

Indicator	Geography	2016/17	2017/18	2018/19	Source
Walking activity: Percentage of the population who walk for at least 10 minutes at least once per month	West Yorkshire	74	76	76	DfT CW0303
	Bradford	71	75	74	
	Calderdale	73	73	80	
	Kirklees	74	74	72	
	Leeds	75	78	80	
	Wakefield	76	75	71	
Walking activity: Percentage of the population who walk for at least 10 minutes at least once per week	West Yorkshire	64	65	66	
	Bradford	60	61	65	
	Calderdale	62	64	71	
	Kirklees	64	64	60	
	Leeds	66	69	72	
	Wakefield	65	64	61	
Walking activity: Percentage of the population who walk for at least 10 minutes at least 3 times per week	West Yorkshire	38	39	41	
	Bradford	38	36	40	
	Calderdale	39	40	45	
	Kirklees	36	36	33	
	Leeds	40	43	47	
	Wakefield	36	37	36	
Walking activity: Percentage of the population who walk for at least 10 minutes at least 5 times per week	West Yorkshire	28	28	30	
	Bradford	29	26	27	
	Calderdale	26	30	35	
	Kirklees	27	25	25	
	Leeds	29	31	35	
	Wakefield	26	28	27	

Supporting indicator: Cycling activity

Indicator	Geography	2016/17	2017/18	2018/19	Source
Cycling activity: Percentage of the population who cycle any length and for any purpose at least once per month	West Yorkshire	12	12	12	DfT CW0303
	Bradford	13	10	12	
	Calderdale	11	12	11	
	Kirklees	10	10	11	
	Leeds	14	14	14	
	Wakefield	11	13	9	
Cycling activity: Percentage of the population who cycle any length and for any purpose at least once per week	West Yorkshire	8	7	8	
	Bradford	7	5	7	
	Calderdale	7	8	7	
	Kirklees	7	6	7	
	Leeds	9	9	10	
	Wakefield	7	10	7	
Cycling activity: Percentage of the population who cycle any length and for any purpose at least 3 times per week	West Yorkshire	3	3	4	
	Bradford	3	2	3	
	Calderdale	4	3	3	
	Kirklees	2	3	4	
	Leeds	4	4	5	
	Wakefield	3	3	3	
Cycling activity: Percentage of the population who cycle any length and for any purpose at least 5 times per week	West Yorkshire	2	2	2	
	Bradford	3	1	2	
	Calderdale	3	1	2	
	Kirklees	1	1	2	
	Leeds	3	3	3	
	Wakefield	1	2	2	

Supporting indicator: Use of outdoor space for exercise/health

Indicator name	2016/17	2017/18	2018/19	Source
Annual number of visits to the natural environment by West Yorkshire's residents	133,572	102,569	169,108	Natural England: Monitor of Engagement with the Natural Environment (MENE) survey

The natural environment includes open spaces in and around towns and cities, including parks, canals and nature areas; the coast and beaches; and the countryside including farmland, woodland, hills and rivers. This could be anything from a few minutes to all day. It excludes routine shopping trips and time spent in own garden.

Supporting indicator: Businesses' perception of accessibility by public transport

Indicator	Geography	2017	Source
Percentage of respondents who perceive easy access by employees via public transport as an advantage for the success of their business at its current location	Bradford	55%	LEP Business Survey
	Calderdale	70%	
	Kirklees	53%	
	Leeds	60%	
	Wakefield	55%	
	West Yorkshire (weighted average)	58%	

Supporting indicator: Businesses' perception of connectivity

Indicator	Geography	2017	Source
Percentage of respondents who perceive connectivity to suppliers/customers as an advantage for the success of their business at its current location	Bradford	63%	LEP Business Survey
	Calderdale	62%	
	Kirklees	67%	
	Leeds	64%	
	Wakefield	66%	
	West Yorkshire (weighted average)	64%	

Core theme 4: One system public transport

Key indicator: Satisfaction with local bus and train services

Indicator	Geography	2016/17	2017/18	2018/19	Source
Satisfaction with local bus services	West Yorkshire	6.7	7.0	6.7	WYCA Customer Perceptions of Transport Survey
Satisfaction with local train services	West Yorkshire	6.9	6.9	6.6	

Score (1-10, where 1=very dissatisfied; 10=very satisfied)

Supporting indicator: Bus punctuality

Indicator	Geography	2016/17	2017/18	2018/19	Source
% of scheduled services arriving no more than one minute early or five minutes late	West Yorkshire	83%	n/a	82%	DfT BUS0902

Mon-Sun, all times of day, using 50/50 of observations from start and intermediate points

Supporting indicator: Punctuality of regional rail services

Indicator	Geography	2016/17	2017/18	2018/19	Source
% of trains that arrive at their final destination within five minutes of their timetabled arrival (or 10 minutes for long distance operators)	Northern operation area (West and North Yorkshire)	91%	88%	81%	Office of Rail and Road (Northern)

Public Performance Measure for Northern services -period 13 of the financial year (moving annual average)

Supporting indicator: Satisfaction with aspects of public transport

Indicator	Geography	Category	2016/17	2017/18	2018/19	Source
Satisfaction with public transport (aspects) Scale 1-10	West Yorkshire	Local bus station	7.1	6.9	7.1	WYCA Customer Perceptions of Transport Survey
		Local train station	7.1	6.9	7.1	
		Community transport	6.8	6.0	6.7	
		Local taxi services	7.5	7.6	7.4	

Supporting indicator: Satisfaction with bus punctuality

Indicator	Geography	2016	2017	2018	Source
% of respondents that were either fairly satisfied or very satisfied with bus punctuality	West Yorkshire	67%	71%	72%	Transport Focus Bus Survey

Supporting indicator: Park & Ride spaces

Indicator	Geography	Mode	2016	2017	2018	Source
No. of Park & ride spaces	West Yorkshire	Bus	950	1,950	1,950	WY Districts
		Rail	5,024	5,201	5,327	

Supporting indicator: Satisfaction with connection from rail to other modes

Indicator	Geography	2016/17	2017/18	2018/19	Source
% of respondents scoring the connection with other forms of public transport as good or very good	Northern operation area	74%	71%	70%	Transport Focus Rail Survey

Core theme 5: Smart futures

Key indicator: Mcard use

Indicator	2016	2017	2018	Source
No. of uses of Mcard	13.7m	16.9m	17.8m	WYCA Bus Services

Supporting indicator: Confidence in purchasing best value for money ticket

Indicator	Mode	2016/17	2017/18	2018/19	Source
% of respondents that were either fairly confident or very confident about using the best value ticket when using local trains and buses in West Yorkshire (all surveyed)	Train	71%	68%	67%	Customer Perceptions of Transport Survey
	Bus	73%	67%	66%	

Supporting indicator: Number of bus stops with real time information screens

Indicator	Geography	2016	2017	2018	Source
Number of bus stops with RTI screens in WY	West Yorkshire	1,039	1,201	1,400	WYCA Bus Services

Supporting indicator: Overall satisfaction with public transport information

Indicator	Geography	2016/17	2017/18	2018/19	Source
Overall satisfaction with public transport information	West Yorkshire	8.0	7.9	7.7	Customer Perceptions of Transport Survey

Weighted average (by usage) of information-related indicators. Score 1-10

Supporting indicator: Digital purchase of Mcard products

Indicator	Geography	2016/17	2017/18	2018/19	Source
Percentage of Mcard products issued through digital channels	West Yorkshire	n/a	4%*	14%	WYCA Bus Services

*Mobile application sales commenced in August 2017

Core theme 6: Asset management and resilience

Key indicator: Satisfaction with transport infrastructure

Indicator name	Geography	2016/17	2017/18	2018/19	Source
Average weighted score (by importance) of all transport infrastructure maintenance items	West Yorkshire	5.7	5.9	6.3	WYCA Customer Perceptions of Transport Survey

Supporting indicator: Proportion of roads requiring structural maintenance

Indicator name	Geography	2016/17	2017/18	2018/19	Source
Proportion of local "A" roads requiring structural maintenance	Bradford	3%	3%	2%	DfT Road condition statistics Table RDC0120
	Calderdale	4%	4%	4%	
	Kirklees	4%	3%	3%	
	Leeds	3%	3%	2%	
	Wakefield	2%	2%	2%	
Proportion of local "B" roads requiring structural maintenance	Bradford	5%	5%	3.0%	DfT Road condition statistics Table RDC0120
	Calderdale	7%	6%	7%	
	Kirklees	5%	4%	4%	
	Leeds	3%	3%	3%	
	Wakefield	3%	3%	3%	
Proportion of local unclassified roads requiring structural maintenance	Bradford	9%	9%	7%	DfT Road condition statistics Table RDC0130
	Calderdale	-	-	26%	
	Kirklees	12%	15%	21%	
	Leeds	15%	19%	16%	
	Wakefield	19%	-	15	

Supporting indicator: Satisfaction with specific elements of transport infrastructure

Indicator	Geography	2016/17	2017/18	2018/19	Source
Satisfaction with transport infrastructure: cycle routes and facilities	West Yorkshire	5.3	5.2	5.8	Customer Perceptions of Transport Survey
Satisfaction with transport infrastructure: pavements and footpaths	West Yorkshire	5.6	5.7	6.3	
Satisfaction with transport infrastructure: condition of roads	West Yorkshire	4.9	5.0	5.5	
Satisfaction with transport infrastructure: street lighting	West Yorkshire	7.6	7.2	7.5	
Satisfaction with transport infrastructure: winter gritting and snow clearing	West Yorkshire	5.6	6.0	6.6	
Satisfaction with transport infrastructure: keeping road drains clear and working	West Yorkshire	6.2	6.3	6.9	
Satisfaction with transport infrastructure: Quality of repair to damaged roads and pavements	West Yorkshire	5.2	5.5	5.8	
Satisfaction with transport infrastructure: speed of repair to damaged roads and pavements	West Yorkshire	4.1	4.6	5.3	
Satisfaction with transport infrastructure: speed of repair to street lights	West Yorkshire	6.8	6.6	7.3	

Score 1-10

How do we compare?

% Mode share (trips) 2018

Mode	West Yorkshire	South Yorkshire	Greater Manchester	West Midlands	Merseyside	Tyne and Wear
Bus	6%	6.5%	6.7%	6.8%	7.9%	11%
Car/van	65%	64%	63%	63%	64%	58%
Cycle	0.6%	1%	1%	1%	1.6%	0.9%
Train (incl light rail)	1.5%	1.2%	2.4%	1.9%	3.2%	2.0%
Walking	24%	26%	24%	25%	21%	25%
Other	2.5%	2.4%	2.9%	2.5%	2.9%	2.8%

Source: National Travel Survey

Bus trips (2018)

Metropolitan Area	Bus patronage (millions)
West Yorkshire	144.6
South Yorkshire	91.3
Greater Manchester	189.7
West Midlands	327.2
Merseyside	103.2
Tyne and Wear	112.1

Source: DfT BUS0109a

Train trips (2017)

Metropolitan Area	Rail Entries & Exits
West Yorkshire	73,059,922
South Yorkshire	20,534,754
Greater Manchester	80,195,634
West Midlands	115,279,628
Merseyside	100,492,410
Tyne and Wear	9,596,832

Source: Office of Rail and Road

Car/van trips per person (2018)

Metropolitan Area	As driver	As passenger
West Yorkshire	435	247
South Yorkshire	423	220
Greater Manchester	406	215
West Midlands	328	187
Merseyside	377	202
Tyne and Wear	359	190
National Average	395	207

Source: National Travel Survey

Bus punctuality (2018)

Metropolitan Area	% buses arriving within 5 mins
West Yorkshire	82%
South Yorkshire	86%
Greater Manchester	85%
West Midlands	82%
Merseyside	80%
Tyne and Wear	91%
National Average	84%

Source: DfT BUS0902. Note: South Yorkshire figure is from 2016

No. of people killed or seriously injured (KSI) 2018

Metropolitan Area	Number of KSI (millions)
West Yorkshire	873
South Yorkshire	870
Greater Manchester	748
West Midlands	1,016
Merseyside	499
Tyne and Wear	374

Source: DfT RAS30038

Take up of plug-in vehicles (2018)

Metropolitan Area	No. of licensed ULEVs	Total no. of licensed vehicles
West Yorkshire	6,953	1,233,854
South Yorkshire	2,971	712,452
Greater Manchester	3,573	1,358,627
West Midlands	20,317	1,779,462
Merseyside	1,494	657,306
Tyne and Wear	1,513	497,345

Source: DfT VEH0132 (ULEV) and VEH0105 (All vehicles)

Bike trips per person (2018)

Metropolitan Area	Bike trips per person
West Yorkshire	6
South Yorkshire	10
Greater Manchester	10
West Midlands	8
Merseyside	15
Tyne and Wear	9
National average	17

Source: National Travel Survey

Frequency of cycling activity (2018)

Any cycling – at least...	Once/ month	Once/ week	Three times / week	Five times / week
West Yorkshire	12	8	4	2
South Yorkshire	13	9	4	2
Greater Manchester	13	9	5	3
West Midlands	12	8	4	2
Merseyside	13	10	5	3
Tyne and Wear	13	10	4	2
England	16.1	11.5	5.5	3.3

Source: DfT CW0302

Walk trips per person (2018)

Metropolitan Area	Walk trips per person
West Yorkshire	254
South Yorkshire	258
Greater Manchester	235
West Midlands	203
Merseyside	190
Tyne and Wear	242
National average	262

Source: National Travel Survey

Frequency of walking activity (2018)

Any walking – at least...	Once/ month	Once/ week	Three times / week	Five times / week
West Yorkshire	76	66	41	30
South Yorkshire	75	66	40	31
Greater Manchester	75	66	39	29
West Midlands	72	63	37	27
Merseyside	77	69	41	30
Tyne and Wear	78	70	44	33
England	78.2	69.5	43.6	32.4

Source: DfT CW0303

