

Transport 2008/09 Quarter 2 Performance Update	Reference	TR-1a
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Improvement Priority	Lead Officer	Organisation	Overall Progress Rating
Deliver and facilitate a range of transport proposals for an enhanced transport system, including cycling and walking	Gary Bartlett	Leeds C C	AMBER

Overall assessment of progress on the improvement priority

Steady progress is being made against this improvement priority through effective network management and infrastructure maintenance/improvements, and the joining together of Highways & Transportation via the ongoing restructuring in City Development will bring about further progress and improvements.

PI Ref	Definition	Comments	Baseline	2008/09 Target	Year to Date Performance	RAG Rating	Data Quality
NI 167 - LSP Government Agreed	Congestion – average journey time per mile during the morning peak	The Department for Transport have changed their data suppliers, so targets for this NI need to be revised. New baselines will be available in January 2009, enabling targets for the next three years to be revised and finalised.	222 seconds (3m 42secs) - 2005	234 seconds (3m 54secs)	Annually Reported		No concerns
LSP-TR1a - LSP Partnership Agreed	Cycle Trips to the City centre in the morning peak period (0730-0930).		728 (2007)	780 (2008)	Annually Reported		No concerns

Progress	Risk / Challenges	Key Actions	Contributory Officer	Timescale	Other Information
A draft Network Management Plan has been prepared and has been sent to GOYH. This will demonstrate a clear vision of the network management duty and how it is applied in Leeds. Further development is ongoing.	Awaiting response from GOYH. Worst case scenario is that a further action plan is required, but this is unlikely.	Work with GOYH to ensure appropriate actions are taken as required.	Andrew Molyneux	Mar-09	The Network Management Plan details how the authority manages roadworks, incidents and events that impact on the highway network, so that disruption to traffic flow in Leeds is minimal.
Work to investigate, consult upon and introduce appropriate traffic engineering measures to reduce dependency upon private vehicles and encourage walking and cycling is progressing, and a working party has been established with Design Services and Mouchels to develop standard consultation approach.	Unable to meet demands of all road users within a scheme. Time required for consultations and amendments to proposals which subsequently require further consultations.	Implement the proposals from the working party.	Howard Claxton	Ongoing	
Highways Maintenance use maintenance treatments that are fit for purpose and provide long life; different treatments are used for roads in different states of disrepair, and importance. The use of appropriate materials is ensured by independent assessment of design briefs.		Continue assessing roads on a case by case basis, to ensure that the most appropriate (and cost effective) treatment is used to maintain the structural integrity of each road.	Faizal Mamujee	Ongoing	
Verge hardening (with impervious materials) is strongly resisted and alternative solutions sought for parking. Trials are on going with pervious treatments to reduce the amount of water run-off onto highways.	Disagreements with householders who request parking on the verge outside their homes. Increased pressure on the city's drainage system resulting in increased likelihood of flooding of the Leeds road network.	Continue the trials using new materials, and seeking alternatives to hardening verges (using porous materials on and beneath the surface).	Faizal Mamujee	Ongoing	There is a national trend for hardening verges only as a last resort. Leeds follows this current practice.
The Agency has an annual PSA target on Journey Reliability. Our target last year was to reduce the average vehicle delay on the 10% slowest journeys. Whilst this was missed nationally, on the routes in Y&H we met this target. This year the target is related to the interventions we make to improve reliability; in Y&H we are making good progress on this target.	Risks on our routes are on accidents or unplanned incidents, which can have a large impact on congestion.	Developing tools/procedures to bring into play in these circumstances.	Peter Godfrey (Highways Agency)		The HA contributes to discussions relating to WY LTP targets, and on schemes within the City Vision, which will have an impact on this target.
The effectiveness of a modern, well co-ordinated traffic signal network is the main tool UTMC employs to provide and operate a sustainable and efficient transport system. The traffic signal 'sites for concern' programme is ongoing and a refurbishment programme to facilitate more efficient signals is underway. A bid has been made to Finance for funding to refurbish the UTMC control room.	Sites for concern programme is reliant on the Highways Design programme. Still awaiting confirmation from Finance as to whether funding will be made available.	Continue work on the 'sites for concern' programme. Refurbish the UTMC control room - update to PCs, improvement to the room's infrastructure etc.	Steve Falconer	Mar-09	

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Graphic design and mapping support is provided for the Y&H Regional Spatial Evidence Base, Natural England Green Initiative Study, Green Space Audit, Climate Change Strategy, EMAS, Environment City and the Sustainable Development Unit (CGM). Work on a 3D computer model of the city is in developmental stages, and chief officer buy-in has been achieved.	Securing funding and partners for a 3D model.	Work plan agreed with ICT BRMs to confirm scope of 3D model.	Geoff Jones	6 to 18 months	

Leeds CC Contributory Officers	Leeds CC Directorate	Contributing Organisations	Contributory Officer
Paul Stephens	City Development	Voluntary, Community and Faith Sector	John Preston/Jon Holland
Steve Speak	City Development	Metro	Jeff English
Phil Crabtree	City Development	Highways Agency	Peter Godfrey