

Performance Indicators, Targets and Monitoring



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INTRODUCTION

7.1 The preceding chapters set out the strategy for the LTP and the means by which its objectives are to be achieved through the various Action Plans and Area Strategies. Chapter 6 sets out how the strategy will be funded through the capital, revenue and other financial programmes.

7.2 This chapter summarises the key relationships between the various elements of the LTP and sets out in detail how progress will be monitored. It:

- sets out the overall approach by which the LTP will be monitored;
- summarises the relationship between the Specific and Primary Objectives (Table 7.1);
- illustrates how the different measures in the strategy relate to the Specific Objectives (Table 7.2);
- identifies some key Performance Indicators and Targets (Table 7.3);
- sets out the a comprehensive set of Performance Indicators and Targets, including those key items in Table 7.3 (Table 7.4).

7.3 Taken together these show how different parts of the LTP contribute towards the achievement of the Primary Objectives. Arrangements are being put in place to monitor the proposed targets. This monitoring and the tables will form the basis of the Council's annual progress report.

THE APPROACH TO MONITORING

7.4 Possibly the most challenging aspect of integrated transport will be to quantify what happens to travel behaviour as a result of the LTP. Whilst national travel statistics give a valuable insight into many aspects of transport, they are less reliable when disaggregated to show the position in the LTP area. This is because nation-wide sampling yields a small amount of data from any one local area.

7.5 It is often assumed that locally collected data are available for the monitoring of transport and travel. The reality is that there are little currently collected data for the sort of monitoring relevant to integrated transport. Where monitoring involves travel volumes, for example by foot, there can be difficulties in devising a data collection method capable of showing marginal year on year changes.

7.6 Monitoring progress towards achievement of the objectives themselves is not always possible. Even when possible, it will not always be clear to what extent the actions taken in the LTP are the cause of those changes. In addition, and as Table 7.2 indicates, the various measures all contribute in differing ways to the achievement of the Plan's objectives. It is therefore proposed to monitor the LTP at four levels:

- general monitoring of traffic flows and travel patterns, including cycling, to aid reviews of the LTP;
- direct monitoring of Specific Objectives where possible;
- monitoring of the Action Plans;
- detailed monitoring of the performance of individual schemes and initiatives (these will not generally be included in the annual progress report).

7.7 With respect to the first of these, the Council is establishing a new traffic database. This will allow comprehensive analysis and reporting so that year on year movements in growth can be detected at particular sites, groups of sites, or in a particular area (further details are given in the County Council's Road Traffic Reduction Act Report in Appendix C). In addition it is proposed to carry out travel diary and attitude surveys in autumn 2000 and to repeat these in the autumn prior to the production of future LTPs. In this way, longer term trends can be established and used to aid future reviews.

7.8 To carry out the monitoring of the Specific Objectives and Action Plans, relevant performance indicators have been identified. In most cases Targets have been set, but performance will still be monitored

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even in the cases where it has not been possible to set a target.

7.9 Monitoring of the progress and outcomes of individual schemes and initiatives is necessary for a successful strategy. It is this monitoring that validates and refines the actions. This is a level of detail beyond that of Table 7.4. It is proposed to refer to this monitoring in the annual progress report, but not to include it in detail.

7.10 It is intended to monitor the performance of the Area Strategies by two means. One is through the monitoring of individual schemes (para.7.9), as is it the particular schemes which define the character of each Area Strategy. The other is through the monitoring of traffic patterns in each area (para.7.7).

7.11 The approach outlined above should provide a comprehensive picture of changes in travel patterns and the influence of the LTP measures.

PERFORMANCE INDICATORS

7.12 The relevant Audit Commission and Government Best Value performance indicators have been included in the LTP monitoring framework. In addition, a large number of local Performance Indicators have been developed. The approach has been to define the indicator based on an outcome where possible, and on an output or input where it is not. A large number of the Action Plan Performance Indicators have necessarily been based on outputs or inputs.

7.13 In identifying the appropriate Performance Indicators, account has been taken of the difficulties associated with data collection to achieve a balance between the cost, and the effectiveness, of the monitoring proposals.

SETTING TARGETS

7.14 A requirement for targets is that they should be challenging but achievable. This requirement depends on the ability both to

forecast expected outcomes and also to collect sufficient data to measure actual outcomes. However strongly the LTP is committed to bringing about change, in some instances there is no obvious basis for setting targets.

7.15 In the case of certain Specific Objectives, for example casualty reduction, there is comprehensive collection of accident data with which to measure outcomes and the effectiveness of measures. However, for other Specific Objectives the equivalent of this comprehensive data availability might not exist and might be very difficult to obtain.

7.16 Many of the targets are already included in the Best Value Local Performance Plan (BVPP). The Leicestershire BVPP relates to the whole of the Local Authority area, whereas this LTP is for a lesser area (it excludes those parts of the county in the Central Leicestershire LTP area). To achieve compatibility between the BVPP and the LTP, all BVPP performance indicators and targets in the LTP are for the whole of the Local Authority area.

7.17 In setting targets, consideration has been given to all national targets to ensure that local measures contribute effectively to them. Current performance of strategies has also informed the target setting process to ensure that targets are both realistic and challenging. All targets assume the bid is met in full. Should that not be the case, or indeed if additional funds are made available, the targets will be revised and the revised targets included in the annual progress report.

7.18 2004/05 has been taken as the date for most of the shorter term targets to be compatible with the Leicestershire Best Value Performance Plan, and so that performance relating to those targets can influence the next LTP, which is to be published in 2005.

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Table 7.1 How progress towards Specific Objectives contributes to Primary Objectives

Specific Objective	Accessibility	Economy	Health	Safety and Security	Impacts on People and Environment	Integration
Increase bus passenger journeys	↑				↑	↑
Increase awareness of public transport	↑				↑	↑
Improve public transport interchange	↑			↑	↑	↑
Increase rail passenger journeys	↑				↑	↑
Develop role of powered two wheelers	↑				↑	↑
Improve social inclusion with public transport	↑					↑
Remove barriers to disabled people	↑			↑		↑
Maintain highways network	↑	↑		↑		↑
Reduce worn out or short life carriageways	↑	↑				↑
Reduce number of bridges needing repair	↑	↑		↑		↑
Enhance town centres	↑	↑	↑	↑	↑	↑
Efficient and sustainable road freight		↑		↑	↑	↑
Increase rail freight		↑		↑	↑	↑
Facilitate use of waterways for freight		↑			↑	↑
Comply with Air Quality Regulations			↑		↑	↑
Increase safer walking	↑	↑	↑	↑	↑	↑
Increase safer cycling	↑	↑	↑	↑	↑	↑
Reduce road casualties	↑		↑	↑	↑	↑
Promote road safety through education	↑		↑	↑	↑	↑
Reduce vehicle speeds	↑		↑	↑	↑	↑
Maintain and improve street lighting	↑		↑	↑		↑
Improve personal security	↑		↑	↑		↑
Concentrate traffic on most suitable roads			↑	↑	↑	↑
Reduce car travel to school	↑		↑		↑	↑
Promote less car use (Travel Plans / Awareness)			↑		↑	↑
Reduce car commuting by managing parking			↑		↑	↑
Reduce emissions of CO ₂			↑		↑	↑
Integrate transport and land use planning	↑	↑		↑	↑	↑

Key: Main contribution ↑

Secondary contribution ⇑

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MEASURES	SPECIFIC OBJECTIVES													
	Increase bus passenger journeys	Increase awareness of public transport	Improve public transport interchange	Increase rail passenger journeys	Develop role of powered two wheelers	Improve social inclusion with public transport	Reduce barriers to disabled people	Maintain highway network	Reduce worn out or short life carriageways	Reduce number of bridges needing repair	Enhance town centres	Efficient and sustainable road freight	Increase rail freight	Facilitate use of waterways for freight
Bus Travel / Community Transport	↑		↑			↑	↑							
Public Transport Information	↑	↑	↑	↑		↑	↑							
Public Transport Interchange	↑		↑	↑		↑	↑							
Passenger Rail Development			↑	↑		↑	↑							
Powered Two Wheelers					↑									
Disability (Removing Obstacles)	↑		↑	↑		↑	↑							
Highway Network Maintenance							↑	↑	↑			↑		
Bridge Maintenance / Strengthening									↑			↑		
Town Centre Management			↑				↑			↑				
Road Freight								↑		↑		↑		
Rail Freight													↑	
Waterways Freight														↑
Air Quality										↑				
Walking						↑	↑							
Cycling														
Road Casualty Reduction														
Road Safety Education														
Speed Management														
Street Lighting			↑											
Personal Security	↑		↑	↑		↑								
Highway Network Improvement	↑											↑		
School Travel	↑													
Travel Plans / Travel Awareness	↑	↑		↑	↑	↑								
Parking Management	↑			↑										
Land Use Planning	↑			↑								↑	↑	

Key : ↑ Main Measure for Specific Objective ↑ Other contribution to Specific Objective

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Comply with Air Quality Regulations	Increase safer walking	Increase safer cycling	Reduce road casualties	Promote road safety through education	Reduce vehicle speeds	Maintain and improve street lighting	Improve personal security	Concentrate traffic on most suitable routes	Reduce car travel to school	Promote less car use (Travel Plans / Awareness)	Reduce car commuting by managing parking	Reduce CO ₂ emissions	Integrate transport and land use planning	MEASURES
↑			↑						↑	↑	↑	↑	↑	Bus Travel / Community Transport
↑									↑	↑		↑		Public Transport Information
↑							↑			↑		↑		Public Transport Interchange
↑			↑							↑		↑	↑	Passenger Rail Development
														Powered Two Wheelers
	↑													Disability (Removing Obstacles)
	↑	↑	↑					↑						Highway Network Maintenance
														Bridge Maintenance / Strengthening
↑	↑	↑	↑		↑		↑	↑				↑		Town Centre Management
↑								↑				↑	↑	Road Freight
↑												↑	↑	Rail Freight
↑												↑		Waterways Freight
↑	↑	↑	↑									↑		Air Quality
↑	↑		↑						↑	↑		↑	↑	Walking
↑		↑	↑						↑	↑		↑	↑	Cycling
	↑	↑	↑		↑		↑		↑					Road Casualty Reduction
	↑	↑	↑	↑	↑				↑					Road Safety Education
	↑	↑	↑		↑		↑		↑					Speed Management
	↑	↑	↑			↑	↑							Street Lighting
	↑	↑					↑		↑					Personal Security
↑	↑	↑	↑					↑		↑		↑	↑	Highway Network Improvement
↑	↑	↑	↑	↑			↑		↑	↑		↑		School Travel
↑	↑	↑		↑					↑	↑	↑	↑		Travel Plans / Travel Awareness
↑	↑	↑								↑	↑	↑	↑	Parking Management
↑	↑	↑	↑					↑		↑	↑	↑	↑	Land Use Planning

Key : ↑ Main Measure for Specific Objective

↑ Other contribution to Specific Objective

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Table 7.3 Key performance indicators and targets

Key:

- BVPP** = a locally determined Best Value Performance Plan performance indicator
- bvpi** = a national performance indicator set by Government and included in the Best Value Performance Plan
- acpi** = a national performance indicator set by the Audit Commission and included in the Best Value Performance Plan

Note:

All three types of Best Value Performance Plan performance indicators (shown in the key above) are for the whole of Leicestershire unless otherwise stated.

Performance Indicators and Targets	Comments
<p>PUBLIC TRANSPORT</p> <p>Local bus service vehicle km per year Target: 00/01 13.3m, 04/05 14.2m</p> <p>Local bus service passenger journeys per year Target: 00/01 14.0m, 04/05 14.7m</p>	<p>bvpi101 Based on data from DETR Public Transport Survey Branch. The data, and hence the targets, are for the whole of Leicestershire (not the LTP area). There is concern whether the data are sufficiently accurate to monitor small changes for individual local authority areas. This will be reviewed in the monitoring process.</p> <p>bvpi102 Based on data from DETR Public Transport Survey Branch. The data, and hence the targets, are for the whole of Leicestershire (not the LTP area). There is concern whether the data are sufficiently accurate to monitor small changes for individual local authority areas. This will be reviewed in the monitoring process.</p>
<p>DISABILITY IMPROVEMENTS</p> <p>% of pedestrian crossings with facilities for disabled people Target: 00/01 79%, 04/05 100%</p>	<p>acpiF1 Actual 98/99 71.3%, estimate 99/00 74%. The 04/05 target of 100% did not appear in the BVPP.</p>
<p>HIGHWAY MAINTENANCE</p> <p>% of principal roads with a negative residual life Target: 20% by 04/05, 7% by 10/11</p> <p>% of reported dangerously damaged roads/pavements made safe within 24 hours Target: 00/01 88%, 04/05 98%</p>	<p>bvpi96 Currently 23%. No figures in the BVPP.</p> <p>bvpi105 Estimate 99/00 86.9%. The 04/05 target of 98% was not in the BVPP.</p>



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Table 7.3 Key performance indicators and targets

Performance Indicators and Targets	Comments
<p>BRIDGE STRENGTHENING AND MAINTENANCE % of bridges within the assessment programme which fall below the County Council's target carrying capacity for that bridge Target: 1% or less by 04/05 Extent of completion of the assessment of highway bridges (with spans exceeding 1.5m) and other load bearing structures [%] Target: principal roads 100% by 00/01 other roads 91% by 00/01, 100% by 02/03</p>	<p>Current position (99/00): principal roads 94.5% other roads 90%</p>
<p>ROAD FREIGHT Implementation of the lorry control plan Target: completion by 2003/04</p>	
<p>WALKING IMPROVEMENTS Increase in walking Target: 15% increase in walking where School Travel Plans have been implemented % of road/footpath links that are signposted Targets: 00/01 59%, 04/05 70%. % of footpaths/bridleways that are easy to use Targets: 00/01 65%, 04/05 73%. Definitive rights of way map up to date & % of changes made to map within 4 weeks Targets: 00/01 Yes & 95%, 04/05 Yes & 95%</p>	<p>acpiF2a Actual 99/00 57%. acpiF2b Figures amended from erroneous ones in the BVPP. Actual 99/00 63%. BVPP LC21a Actual 98/99 Yes & 80%, Estimate 99/00 Yes & 90%.</p>
<p>CYCLING IMPROVEMENTS Increase in cycling. Target: quadruple cycle trips where significant new cycle facilities, or packages of specific actions, have been implemented Length of cycle network Target: increase by 10 km by 00/01, by 50 km by 04/05</p>	<p>A package of specific actions might be a School Travel Plan together with physical measures along routes to the school, training and publicity. BVPP LC7 The 04/05 target of 50km did not appear in the BVPP.</p>

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Table 7.3 Key performance indicators and targets

Performance Indicators and Targets	Comments
<p>ROAD CASUALTY REDUCTION</p> <p>The % level of casualty reduction (killed or seriously injured) related to average 1994-98 Target: 2005/06 all ages 32%, children 54% 2010/11 all ages 40%, children 65%</p> <p>The % level of reduction in slight injuries per 100m vehicle miles, related to average 1994-98 Target: 2005/06 all ages 6.4% 2010/11 all ages 10%</p> <p>The % level of casualty reduction (killed or seriously injured) for vulnerable road users related to average 1994-98 Target: 2005/06 all ages 49% 2010/11 all ages 64%</p>	<p>BVPP LB12 (a particular BVPP indicator relating to the LTP area, not the whole of Leicestershire) coincides with "all ages" here.</p>
<p>ROAD SAFETY EDUCATION</p> <p>The % of year 6 children (10/11 year olds) receiving cycle training Target: 00/01 55%, 04/05 60%</p> <p>The % of year 1 children (5/6 year olds) receiving pedestrian training Target: 00/01 4%, 04/05 9%</p> <p>The % of schools provided with road safety services Target: 00/01 77%, 04/05 80%</p>	<p>BVPP LB13 Actual 98/99 57%, estimate 99/00 52%. The 04/05 target of 60% did not appear in the BVPP.</p> <p>BVPP LB14 Actual 98/99 72%, estimate 99/00 75%. The 04/05 target of 80% did not appear in the BVPP.</p>
<p>STREET LIGHTING</p> <p>% of street lamps not working Target: 00/01 0.55%</p>	<p>bvpi98 As in the BVPP. Actual 98/99 0.55%, estimate 99/00 0.57%.</p>
<p>SCHOOL TRAVEL</p> <p>The number of schools committed to implementation of a travel plan Target: 00/01 20, 04/05 140, 10/11 275</p> <p>Reduction in car arrivals at school Target: an average 25% reduction in car trips where School Travel Plans have been implemented</p>	<p>BVPP LB15 Actual 99/00 none. The 04/05 and 10/11 targets did not appear in the BVPP. The 10/11 target is for 90% of schools by the end of the next LTP period.</p>

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Table 7.3 Key performance indicators and targets

Performance Indicators and Targets	Comments
<p>EDUCATION TRANSPORT</p> <p>Home-to-school transport: percentage loading efficiency for hired in vehicles Target: 1% improvement per year</p>	<p>BVPP LC5 Estimate 99/00 82.5%.</p>
<p>TRAVEL PLANS AND AWARENESS</p> <p>Production of a travel plan for County Hall Target: adoption during 2001/02</p> <p>The number of major businesses committed to implementation of a travel plan Target: 00/01 5, 04/05 20</p>	<p>A target for modal shift will be set in the travel plan.</p> <p>A major business is one employing more than 250 people. The 04/05 target represents 30% of all such businesses.</p>
<p>PARKING MANAGEMENT</p> <p>Number of town and urban centres with public parking stock management strategies Target: all by 00/01</p> <p>Reduction of public parking spaces for commuting Target: reduce by 10% by 04/05</p>	<p>A district council item; target to be agreed with District Councils. Is included to demonstrate the County Council's interest in this matter.</p> <p>A district council item, but is included to demonstrate the County Council's interest in this matter.</p>

Key:

BVPP = a locally determined Best Value Performance Plan performance indicator

bvpi = a national performance indicator set by Government and included in the Best Value Performance Plan

acpi = a national performance indicator set by the Audit Commission and included in the Best Value Performance Plan

Note:

All three types of Best Value Performance Plan performance indicators (shown in the key above) are for the whole of Leicestershire unless otherwise stated.

Performance Indicators and Targets (with main link to Primary Objective)

PRIMARY OBJECTIVE	SPECIFIC OBJECTIVE	SPECIFIC OBJECTIVE PERFORMANCE INDICATOR and TARGET	MEASURE	ACTION PLAN	ACTION PLAN PERFORMANCE INDICATOR	TARGETS
ACCESSIBILITY (improve access for all)	Increase bus passenger journeys.	bvpi102 local bus service passenger journeys/year Target 00/01 14.0m 04/05 14.7m BVPP P7: net spending per head of population on public transport (no target as best practice need not be a high nor low figure)	PUBLIC TRANSPORT: Improvements to commercial bus services	Develop quality bus partnerships.	no. of QBPs	00/01 2 04/05 4
					bvpi101 local bus service km/year	00/01 13.3m 04/05 14.2m
				Drive up quality standards.	bvpi104 % of users satisfied with bus services overall	survey due autumn 2000 to establish base
				Implement bus improvements through corridor partnership schemes.	number of corridor partnership schemes in place, monitored and effective	00/01 1 04/05 3
ACCESSIBILITY (improve access for all)	Increase awareness of public transport travel opportunities.	bvpi103 % of users satisfied with pt information Target survey due autumn 2000 to establish base	PUBLIC TRANSPORT Public transport information	In partnership, assist in providing a comprehensive telephone enquiry service.	telephone service introduced to meet PTI 2000 standards?	00/01 Yes
				In partnership, assist in providing full public transport information on the internet.	internet service introduced to meet PTI 2000 standards?	00/01 Yes
				In partnership assist in providing roadside timetable displays at all main bus stops and comprehensive printed timetables.	roadside timetables: resourced programme to put up, monitor and update commenced?	00/01 Yes
					extent of adherence to programmes	100% each year
				In partnership, promote particular contract services by leaflet timetables and other means.	number of contract bus services promoted through timetables as % of number of contract bus services	40% each year
In partnership, assist in providing the expanded Startrak real time information system.	no of real time information displays	00/01 10				
ACCESSIBILITY (improve access for all)	Make public transport interchange more effective.		PUBLIC TRANSPORT: Public transport interchange	Identify locations that could benefit from improved interchange facilities and service co-ordination.	locations for improved interchange identified? [Y/N]	01/02 Yes
				Study and test different ways of overcoming the existing problems with interchange.	study undertaken?	01/02 Yes
				Improve interchanges as identified in the study.	no. of improved interchanges (a) desirable, (b) possible, (c) introduced.	Targets to be set after previous two stages
ACCESSIBILITY (improve access for all)	Increase rail passenger journeys.	local rail service passenger journeys/year	PUBLIC TRANSPORT: Passenger rail development	In partnership, pursue the development of the passenger rail network.	during the year has the position been reviewed and available opportunities progressed?	Yes each year
				Maintain supportive land use policies in the county Structure Plan.	does the County Council have supportive land use policies?	Yes
				Work with franchised train operators to encourage the further development of the county's main rail routes.	has liaison taken place during the year?	Yes each year

Performance Indicators and Targets (with main link to Primary Objective)

PRIMARY OBJECTIVE	SPECIFIC OBJECTIVE	SPECIFIC OBJECTIVE PERFORMANCE INDICATOR and TARGET	MEASURE	ACTION PLAN	ACTION PLAN PERFORMANCE INDICATOR	TARGETS
ACCESSIBILITY (improve access for all)	Identify and develop the role of powered two wheelers (PTWs) in a sustainable transport strategy.		POWERED TWO WHEELERS (PTWs)	Consult further with PTW users through the Leicester and Leicestershire Motorcycle Forum.	has further consultation through the Leicester and Leicestershire Motorcycle Forum taken place?	00/01 Yes 01/02 Yes
				Develop and adopt a PTW strategy to assist sustainable transport initiatives.	has a PTW strategy been adopted?	01/02 Yes
ACCESSIBILITY (improve access for all)	Improve social inclusion through the availability of public transport.		PUBLIC TRANSPORT: Supported road passenger transport	Develop the network of contract bus services and respond to changes in commercial bus services.	bvpi94: cost per passenger journey of subsidised bus services	Estimate 99/00 £0.52 Target 00/01 to not exceed RPI increase
				Guarantee minimum levels of bus service to rural areas.	% of rural communities with at least minimum service level	100% each year
				Work with communities to develop appropriate transport schemes.	no. of transport schemes	No target - best practice need not be a high quantity of schemes
ACCESSIBILITY (improve access for all)	Remove the barriers to free movement by disabled people.		DISABILITY – Remove Obstacles to Movement	Identify specific transport barriers.	have transport barriers to people with disabilities been identified?	01/02 Yes
				Improve and provide facilities in the most cost-effective manner.	has a resourced programme been agreed?	01/02 Yes
				Ensure all County Council schemes take account of the needs of disabled people.	are measures in place to ensure that the needs of disabled people are taken account of in all transport schemes?	00/01 Yes
					acpiF1: % of pedestrian crossings with facilities for disabled people	Actual 98/99 71.3% Estimate 99/00 74% Target 00/01 79% 04/05 100%
		PUBLIC TRANSPORT: Supported fully accessible transport	Develop transport schemes for people with mobility impairment.	no. of passenger journeys per week on wheelchair accessible public transport by mobility impaired passengers	00/01 250 per week	

Performance Indicators and Targets (with main link to Primary Objective)

PRIMARY OBJECTIVE	SPECIFIC OBJECTIVE	SPECIFIC OBJECTIVE PERFORMANCE INDICATOR and TARGET	MEASURE	ACTION PLAN	ACTION PLAN PERFORMANCE INDICATOR	TARGETS
ACCESSIBILITY (improve access for all)	Maintain the County Council's highway network to a standard that provides for the safe and efficient movement of people and goods and does not inhibit walking and cycling. Reduce the extent of worn out or short life carriageways.	BVPP LC19 % of urgent traffic signal faults attended within 4 hours <u>Target</u> 00/01 95% BVPP LC20 The % of non urgent traffic signal faults attended within 5 working days <u>Target</u> 00/01 90% bvpi96: % of principal roads with a negative residual life Actual 99/00 23% <u>Target</u> 04/05 20% 10/11 7% [Excludes motorways and trunk roads] bvpi97: % of non- principal roads with a UK Pavement Management System score of 70 or more	HIGHWAY NETWORK MAINTENANCE	Continue on-going maintenance in accordance with the County Council's strategy.	bvpi105: % of reported dangerously damaged roads/pavements made safe within 24 hours	Estimate 99/00 86.9% Target 00/01 88% 04/05 98%
				Implement the recommendations of the review of the County Council's highway maintenance function.	bvpi93: cost of principal road maintenance per 100 veh km on those roads [excludes motorways and trunk roads]	Actual 98/99 £0.26 Estimate 99/00 £0.28 Target 00/01 £0.23
				Continue to monitor the condition of the highway network.	is an inventory of the highway network by residual life and UKPMS score in place?	00/01 Yes
				Continue the new visual condition survey to the National United Kingdom Pavement Management System standards.	has the UKPMS visual condition survey programme commenced?	00/01 Yes
				Co-ordinate street works under the New Roads and Street Works Act 1991 and plan/implement the County Council's own roadworks to minimise disruption to highway users.	bvpi100: no. of days of temp. traffic controls or closure on traffic sensitive roads caused by County Council roadworks per km of traffic sensitive road	Actual 98/99 0.29 Estimate 99/00 1.0 Target 00/01 0.9
ACCESSIBILITY (improve access for all)	Reduce the number of bridges needing repair or strengthening.	% of bridges within the assessment programme which fall below the County Council's target carrying capacity for that bridge Actual 99/00 4.7% <u>Target</u> 1% or less by 04/05	BRIDGE MAINTENANCE AND STRENGTHENING	Complete the outstanding assessment of highway bridges and other load bearing structures.	extent of completion of the assessment of highway bridges with spans exceeding 1.5m	Principal Other roads roads Actual 99/00 94.5% 90% Target 00/01 100% 91% 02/03 100% 100%
				Manage the substandard bridge stock in line with the approved management strategy.	have substandard bridges been managed in line with the management strategy?	Yes (if No, circumstances will be explained)
				Undertake general and principal bridge inspections in accordance with the established programme.	% of bridge inspections carried out in accordance with programme	100% each year
				Establish an improved system of bridge asset management.	has the bridge database been implemented?	04/05 Yes
ECONOMIC (support the local economy)	Enhance the attractiveness and viability of town centres.		TOWN CENTRE MANAGEMENT	Develop and implement co-ordinated and comprehensive improvement schemes in the county town centres which enhance the attractiveness of the towns centres as centres of economic and leisure activities.	has the amount of space for pedestrians increased this year?	Yes (if No, circumstances will be explained)
				has the number of empty shops in the market towns reduced this year?	Yes (if No, circumstances will be explained)	

Performance Indicators and Targets (with main link to Primary Objective)

PRIMARY OBJECTIVE	SPECIFIC OBJECTIVE	SPECIFIC OBJECTIVE PERFORMANCE INDICATOR and TARGET	MEASURE	ACTION PLAN	ACTION PLAN PERFORMANCE INDICATOR	TARGETS
ECONOMIC (support the local economy)	Facilitate the efficient and sustainable movement of road freight on the most suitable routes.		FREIGHT: Road Freight	Promote the sustainable distribution of goods.	do Structure Plan and Local Plans promote sustainable distribution of goods?	Yes each document
				Promote inter-modal shift and integration.	during the year has use of sustainable modes been encouraged through the Freight Quality Partnership?	Yes each year
				Enhance road safety of freight movement.	during the year has the County Council assisted the Police and Vehicle Inspectorate regarding vehicle weights, speed limits, vehicle maintenance?	Yes each year
					during the year has driver training been encouraged through the Freight Quality Partnership?	Yes each year
				Encourage the uptake of more fuel efficient and quieter lorries.	during the year has best practice in vehicle specification and use been encouraged through the Freight Quality Partnership?	Yes each year
				Extend and complete the area wide lorry control plan.	extent of implementation of lorry control plan	Actual 99/00 60% Target 00/01 70% 03/04 100%
ECONOMIC (support the local economy)	Increase rail freight tonnage.		FREIGHT: Rail Freight	Maintain land use policies that favour the use of rail freight.	are Structure Plan and Local Plans policies supportive of rail freight?	Yes each document
				Maintain dialogue with the rail industry and investigate opportunities for increasing rail freight.	during the year, have we maintained dialogue and investigated opportunities?	Yes each year
ECONOMIC (support the local economy)	Facilitate the use of waterways for the carriage of freight where this will not conflict with other uses and the water-way environment.		FREIGHT: Waterways freight	Continue to work with British Waterways through the Freight Quality Partnership.	is British Waterways still an active member of the Freight Quality Partnership?	Yes each year
				Respond positively to opportunities.	if opportunities arose were they responded to positively?	Yes (where opportunities arose)

Performance Indicators and Targets (with main link to Primary Objective)

PRIMARY OBJECTIVE	SPECIFIC OBJECTIVE	SPECIFIC OBJECTIVE PERFORMANCE INDICATOR and TARGET	MEASURE	ACTION PLAN	ACTION PLAN PERFORMANCE INDICATOR	TARGETS
HEALTH (improve health through air quality and more walking and cycling)	Comply with the Air Quality Regulations 1997 and the National Strategy.	bvpi81: has a full review of air quality been completed in accordance with Part IV of Environment Act 1995? <u>Target</u> a district council bvpi, to be agreed with district councils	AIR QUALITY	Ensure that the LTP Area Strategies and Implementation Programme are integrated with and complementary to the action plans for Air Quality Management Areas, thereby assisting in the reduction of traffic congestion and pollutants.	has liaison taken place with the District Councils to ensure that the LTP Area Strategies and Implementation Programme complement the Air Quality Management Areas?	Yes each year
HEALTH (improve health through air quality and more walking and cycling)	Increase safer walking.		WALKING	Complete and adopt a detailed walking strategy.	has a detailed walking strategy been adopted?	01/02 Yes
				Remove obstacles and difficulties associated with walking in built up areas.	programme agreed?	Yes each year
					extent programmes adhered to	100% each year
				Improve pedestrian facilities in rural areas.	programmes agreed?	Yes each year
					extent programmes adhered to	100% each year
				Keep up-to-date the definitive Rights of Way map.	BVPP LC 21 Definitive rights of way map up to date & % of changes made to map within 4 weeks	Actual 98/99 Yes & 80% Estimate 99/00 Yes & 90% Target 00/01 Yes & 95% 04/05 Yes & 95%
Erect and maintain Rights of Way signposts.	acpiF2a: % of road/footpath links that are signposted	Actual 99/00 57% Target 00/01 59% 04/05 70%				
Ensure Rights of Way are easy to use.	acpiF2b: % of lengths of footpaths/bridleways that are easy to use	Actual 99/00 63% Target 00/01 65% 04/05 73%				
HEALTH (improve through air quality and more walking and cycling)	Increase safer cycling.	<u>Target</u> : quadruple cycle trips where significant new cycle facilities, or packages of specific actions, have been implemented. (Timescale will depend on nature of actions, so no target time.)	CYCLING	Complete and adopt a detailed cycling strategy.	has a detailed cycling strategy been adopted?	01/02 Yes
				Implement a programme of cycle route improvements.	extent of adherence to programme	100% each year
					BVPP LC7 Length of cycle network	00/01 increase by 10 km 04/05 increase by 50 km
				Promote improved cycle parking facilities.	has a resourced programme been agreed?	Yes each year
					extent of adherence to programme	100% each year
Promote cycling.	has a resourced programme of cycle map production been agreed?	Yes in line with progress on network				
	have revised development control standards for cycling been devised and adopted?	01/02 Yes				

Performance Indicators and Targets (with main link to Primary Objective)

PRIMARY OBJECTIVE	SPECIFIC OBJECTIVE	SPECIFIC OBJECTIVE PERFORMANCE INDICATOR and TARGET	MEASURE	ACTION PLAN	ACTION PLAN PERFORMANCE INDICATOR	TARGETS
SAFETY (improve safety and security for all travellers)	Reduce road casualties.	bvpi99 casualties per 100k population by severity (killed/seriously injured, slight) & by road user type BVPP LB12 % level of casualty reduction (k/si) related to average 1994-98 <u>Target</u> all ages children 2005/06 32% 54% 2010/11 40% 65% % level of casualty reduction (slight injuries) per 100m vehicle miles related to average 1994-98 <u>Target</u> 2005/06 6.4% 2010/11 10% % level of casualty reduction (k/si) for vulnerable road users related to average 1994-98 <u>Target</u> 2005/06 49% 2010/11 64% [All the above include motorways and trunk roads]	ROAD CASUALTY REDUCTION	Complete and adopt the detailed Leicestershire casualty reduction strategy.	has the casualty reduction strategy been adopted?	01/02 Yes
				Implement an increased programme of casualty reduction schemes.	is value of annual work programme greater than 1999/2000?	Yes each year
				Undertake Safety Audits of all significant highway improvement schemes.	extent programme adhered to	100% each year
SAFETY (improve safety and security for all travellers)	Promote road safety through training, education and awareness.		ROAD SAFETY EDUCATION	Continue a programme of learning to encourage a responsible attitude and an awareness of road safety issues.	does a programme exist?	Yes each year
					extent programme adhered to	100% each year
					BVPP LB13 % of year 6 children (10/11 year olds) receiving cycle training	Estimate 99/00 52% Target 00/01 55% 04/05 60%
					% of year 1 children (5/6 year olds) receiving pedestrian training	Target 00/01 4% 04/05 9%
SAFETY (improve safety and security for all travellers)	Reduce vehicle speeds in sensitive areas.		SPEED MANAGEMENT	Complete and adopt the detailed managing speed strategy.	has the managing speed strategy been adopted?	01/02 Yes
				Undertake schemes that reduce speed in sensitive areas.	has a rural speed limit zone been Investigated?	01/02 Yes
				Work with the Police to improve compliance with speed limits.	has a neighbourhood road safety scheme been investigated?	01/02 Yes
				subject to hypothecation of fines, has a business plan been adopted for expanding the use of speed cameras and new technology?	01/02 Yes	

Performance Indicators and Targets (with main link to Primary Objective)

PRIMARY OBJECTIVE	SPECIFIC OBJECTIVE	SPECIFIC OBJECTIVE PERFORMANCE INDICATOR and TARGET	MEASURE	ACTION PLAN	ACTION PLAN PERFORMANCE INDICATOR	TARGETS
SAFETY (improve safety and security for all travellers)	Maintain and improve street lighting.		STREET LIGHTING	Continue to improve street lighting to encourage walking, cycling and the use of public transport.	expenditure as % of approved budget	95% to 100% each year
				Minimise routine maintenance and running costs, consistent with public safety.	bvpi95 average cost of maintaining street lamps	00/01 £33.60
					bvpi98 % of street lamps not working as planned	Actual 98/99 0.55% Estimate 99/00 0.57% Target 00/01 0.55%
				Continue the programme of replacement of dangerous columns.	expenditure as % of approved budget	95% to 100% each year
SAFETY (improve safety and security for all travellers)	Improve personal security.		PERSONAL SECURITY	Ensure that the transport strategy is integrated with and complementary to the local crime and disorder strategies	have the County Council's LTP and Crime and Disorder strategies been compared and integrated?	00/01 Yes
				Ensure that the consequences of the Crime and Disorder Act 1998 are considered in the County Council's decision making process.	are procedures in place to ensure that crime and disorder are considered in the County Council's decision making process?	00/01 Yes
				In partnership with the Police and District Councils identify locations where there is scope to reduce crime and the fear of crime through better lighting.	has a resourced programme been agreed to identify locations where there is scope to reduce crime and the fear of crime through better lighting?	01/02 Yes
				In partnership with the Police and District Councils identify locations where there is scope to reduce crime and the fear of crime through improved layout of new developments.	has a resourced programme been agreed to identify locations where there is scope to reduce crime and the fear of crime through improved layout of new developments?	01/02 Yes

Performance Indicators and Targets (with main link to Primary Objective)

PRIMARY OBJECTIVE	SPECIFIC OBJECTIVE	SPECIFIC OBJECTIVE PERFORMANCE INDICATOR and TARGET	MEASURE	ACTION PLAN	ACTION PLAN PERFORMANCE INDICATOR	TARGETS
ENVIRONMENT (impact of traffic on people and on natural and built environment)	Concentrate traffic movements and growth on the safest and most suitable roads.		HIGHWAY NETWORK IMPROVEMENT	Identify locations on the trunk, primary and principal road networks where traffic congestion is leading to significant diversion onto sensitive and substandard routes or where a high traffic flow on the trunk, primary or principal road is itself leading to severe environmental or safety problems.	has a resourced programme been agreed to identify locations where congestion is leading to diversion, environmental or safety problems been investigated?	01/02 Yes
				Undertake improvements to the locations identified above only where there are significant direct environmental benefits and there are no realistic or reasonable alternative measures available.	programme agreed?	01/02 Yes
					extent programme adhered to	100% each year
				With the City Council, develop Intelligent Transport Systems.	joint programme agreed?	00/01 Yes
					extent programme adhered to	100% each year
				Consider capacity reallocation to provide greater priority for walking, cycling and buses.	has a resourced programme to investigate capacity reallocation been agreed?	01/02 Yes
Continue to improve road signs to encourage traffic to use the most suitable routes.	programme agreed?	00/01 Yes				
	extent programme adhered to	100% each year				
ENVIRONMENT (impact of traffic on people and on natural and built environment)	Reduce car travel to school.		SCHOOL TRAVEL: School Travel Plans and Safe Routes to School	Continue to use proven techniques to enhance road safety on the journey to school.	programme agreed?	Yes each year
				Promote school travel plans to encourage further walking, cycling and bus travel as an alternative to the car.	extent programme adhered to	100% each year
					BVPP LB15 The number of schools committed to implementation of a travel plan	00/01 20 04/05 140 10/11 275
			reduction in car arrivals at school	25% average reduction where STPs implemented		
			increase in walking to school	15% increase where STPs implemented		
			PUBLIC TRANSPORT: Home - school public transport	Provide home - school public transport and review in parallel with school travel plans.	BVPP LC5 % loading efficiency for hired in vehicles	Estimate 99/00 82.5% Target 1% improvement per year
	BVPP LC6 cost/pupil/day	Estimate 99/00 - £1.80 Target 00/01 less than 3% increase.				

Performance Indicators and Targets (with main link to Primary Objective)

PRIMARY OBJECTIVE	SPECIFIC OBJECTIVE	SPECIFIC OBJECTIVE PERFORMANCE INDICATOR and TARGET	MEASURE	ACTION PLAN	ACTION PLAN PERFORMANCE INDICATOR	TARGETS
ENVIRONMENT (impact of traffic on people and on natural and built environment)	Promote less car use.		TRAVEL PLANS	Develop and implement Travel Plans for County Hall and other County Council sites.	has a resourced programme been agreed for developing a Travel Plan for County Hall, and the Plan been adopted?	adopt Travel Plan for County Hall during 2001/02
				Encourage other major employers to implement Business Travel Plans.	resourced programme agreed for encouraging major employers to adopt Business Travel Plans?	00/01 Yes
					number of major businesses (more than 250 people) committed to a Travel Plans	00/01 5 04/05 20
			TRAVEL AWARENESS	Develop local initiatives to raise travel awareness issues.	is a resourced programme in place for travel awareness initiatives and campaigns?	Yes each year
				Work locally to complement and reinforce regional and national campaigns.	proportion of regional and national campaigns supported locally?	no targets: will depend on number and nature of campaigns
				Continue a programme of learning to bring about a move away from car use to walking and cycling.	is Travel Awareness still incorporated in Road Safety Education?	Yes each year
ENVIRONMENT (impact of traffic on people and on natural and built environment)	Reduce car commuting by managing parking.		PARKING MANAGEMENT	In partnership, develop maximum standards for parking at new developments appropriate to type, scale and location.	have county parking standards been produced and adopted compatible with regional maximum parking standards?	01/02 Yes
				Apply maximum standards to new developments and apply standards flexibly at residential developments at brownfield and urban infill sites.	% of major developments approved exceeding the county maximum parking standards	not more than 5% each year
				Encourage parking provision at new developments below maximum standards.	% of major developments approved with fewer parking places than county maximum parking standards.	target to be considered in the light of the parking standards adopted
				Manage the public parking stock in a way which encourages the use of alternatives to the car for commuting whilst maintaining the vitality and viability of town and urban centres.	number of town and urban centres with public parking stock management strategies	00/01 All (target needs to be agreed with District Councils)
					reduction of public parking spaces for commuting	reduction by 10% by end of 04/05 (target needs to be agreed with District Councils)
ENVIRONMENT (impact of traffic on people and on natural and built environment)	Reduce emissions of CO ₂ from transport.		Progressed through fourteen other Measures	Progress towards this Specific Objective will be delivered through many Action Plans discouraging use of private motorised transport or encouraging alternatives.	no single performance indicator	Progress towards this Specific Objective will be measured through the targets for the many Action Plans

Performance Indicators and Targets (with main link to Primary Objective)

PRIMARY OBJECTIVE	SPECIFIC OBJECTIVE	SPECIFIC OBJECTIVE PERFORMANCE INDICATOR and TARGET	MEASURE	ACTION PLAN	ACTION PLAN PERFORMANCE INDICATOR	TARGETS
INTEGRATION (improve integration of transport and ensure transport supports wider objectives)	Ensure that transport and land use planning strategies are consistent and complementary.		LAND USE PLANNING	Use of land-use planning controls to secure sustainable development patterns.	are measures in place to direct major developments to locations suitable for travel modes other than car?	Yes each year
				Ensure that new development is designed so as to facilitate and encourage walking, cycling and public transport and to mitigate the traffic impact where feasible through developer funded improvement to these modes.	has revised design guidance been adopted to encourage walking, cycling and public transport in and to major new developments	01/02 Yes
				Resist land-use dispersal.	are measures in place to resist land-use dispersal?	Yes each year