

11. INDICATORS AND LOCALLY RELEVANT TARGETS

Indicators and targets are key to the success of this LTP, the supporting policies and daughter documents. This LTP contains focused and locally relevant indicators and targets for Hertfordshire which have been through a robust consultation process to ensure they tackle key issues and are realistic yet stretching.

11.1 Regional Indicators and the LTP

The Regional Transport Strategy in its final form will play a key role in all of the Local Transport Plans for the East of England through setting out the long-term planning and policy framework and identifying regionally and sub-regionally significant investment proposals. However, at the time of writing the Full LTPs, the strategy is only in a draft form and is in the process of being considered at Public Inquiry as part of the East of England Plan.

Through the East of England Directors of Environment and Transport (EEDET) LTP Group, all of the Local Transport Authorities in the East of England have discussed how best to take forward the draft Regional Transport Strategy in their LTPs. It was agreed that it would not be possible to take forward the targets or some elements of the regional programme in the full LTPs. There are two reasons for this:

- The programme within the draft Regional Transport Strategy was drawn up at a time when the level of funding available regionally was unclear. The announcement of Regional Planning Guidelines by government in the summer of 2005 means that the final

Regional Transport Strategy is able to provide a more realistic programme, but the elements of this will not be known until Secretary of State makes his decision on the Inspector's recommendations on the East of England Plan.

- The targets contained within the draft Regional Transport Strategy were developed at a time when thinking regarding the way that transport targets should be set had not fully evolved. Consequently, many of the targets within the draft strategy are aspirational in nature and would prove difficult or impossible to monitor. From the point of view of LTPs, such targets contradict government guidance which call for all targets to be realistic, measurable and achievable. The availability of regional funding guidelines will mean that a review of the targets can be informed by a realistic funding regime. Until final regional targets are established it is impossible for the local transport authorities to collectively allocate their respective contributions and so set their local targets.

It is sensible and more efficient to wait for this process to roll out and work proactively with the regional institutions to develop a deliverable programme and realistic targets and indicators in the light of the funding guidelines. The EEDET Local Transport Plan Group has prepared for this, as part of its considerable work in preparation for the Examination in Public of the East of England Plan. For example, by making some assumptions the EEDET Local Transport Plan Group has been able to review the investment proposals in the Regional Transport Strategy to determine a more realistic delivery programme ahead of the Examination in Public.

In the interests of achieving value for money and spending public money wisely, all the local authorities in the region will therefore delay introducing regionally based targets into their LTPs or setting up monitoring regimes to support regional targets and indicators until there is greater certainty about which performance indicators will finally be adopted and the stretch of the related targets. All members of the EEDET Local Transport Plan Group look forward to supporting the performance indicators and targets when the final East of England Plan is available.

11.2 Selection of Targets and Indicators for LTP2

The County Council is required to set out a range of performance indicators and their associated targets within the Local Transport Plan. The DfT require all authorities to include 17 mandatory indicators and up to 20 locally-developed indicators. These indicators must

reflect the County Council's overall transport objectives, and in the majority of cases must show 'outcomes' rather than 'outputs' (e.g. the reduction in road casualties rather than the number of safety schemes installed).

The County Council will publish progress in delivering targets through the LTP Progress Report, and this will be assessed by DfT. If progress on any of the targets is significantly better than expected, the possibility of setting a stretched target will be investigated.

The targets are required to be set for 2010/11, reflecting the end date of this Local Transport Plan. In setting targets the County Council must have regard to public expectation, DfT minimum standards and the likely available resources in the future.

Table 11.1 shows the 22 indicators and targets that Hertfordshire County Council will be monitoring during the lifetime of this plan.

Table 11.1 Summary of Indicators and Targets

Indicator	Baseline (2003/04)	Target (2010/11)
Principal Road Condition	To be established	To be set
Non-Principal Classified Road Condition	19.44%	19.44%
Unclassified Road Condition	19.29%	19.29%
Footway Condition	52%	52%
Killed and Seriously Injured	1084 (1994-98)	No more than 600
Children Killed and Seriously Injured	113 (1994-98)	No more than 56
Total Slight Casualties	5509	No more than 5509
Public Transport Patronage	31 million journeys per year	31 million journeys per year
Bus Service, User Satisfaction	55%	60% (2009/10)
Bus Punctuality	80% (2004/05)	80%
% of people who find it difficult to travel to a local hospital (Accessibility)	29%	24%
Change in Area-Wide Traffic Mileage	20.7 million	22.4 million
Cycling Trips	2397 trips per day (2004/05)	2658 (11% increase)

Indicator	Baseline (2003/04)	Target (2010/11)
Changes in Peak Period traffic flows	Watford - 22553	23284
	St Albans/Hatfield - 16415	17289
Congestion	To be established	To be set
Air Quality	To be established	To be set
Mode Share of Journeys to School	57.5%	60% sustainable modes
Passenger Transport Information, User Satisfaction	39%	50%
Rights of Way	61% (2004/05)	80%
School Travel Plan	14%	83%
Speed Limit Compliance	56% (2004/05)	60%
Abbey Line	375,000 journeys	750,000 journeys

Each indicator and target should also deliver at least one of the government's shared priorities. Table 11.2 shows this relationship.

Table 11.2 Relationship to Shared Priorities

	Congestion	Accessibility	Safety	Air Quality	Quality of Life
Principal Road Condition	✓	✓	✓	✓	✓
Non-Principal Road Condition	✓	✓	✓	✓	✓
Unclassified Road Condition	✓	✓	✓	✓	✓
Footway Condition	✗	✓	✓	✗	✓
Total Killed and Seriously Injured	✓	✓	✓	✗	✓
Children Killed and Seriously Injured	✓	✓	✓	✗	✓
Total Slight Casualties	✗	✗	✓	✗	✓
Public Transport Patronage	✓	✓	✓	✓	✓
Bus Service User Satisfaction	✗	✓	✗	✗	✓
Bus Punctuality	✓	✓	✓	✗	✓
Accessibility	✓	✓	✓	✓	✓
Change in area-wide traffic mileage	✓	✗	✓	✓	✗
Cycling Trips	✓	✓	✓	✓	✓

	Congestion	Accessibility	Safety	Air Quality	Quality of Life
Mode Share of Journeys to School	✓	✓	✗	✓	✓
Changes in Peak Period Traffic Flows (Watford and St Albans/Hatfield)	✓	✓	✗	✓	✗
Congestion	✓	✓	✓	✓	✓
Air Quality	✓	✗	✗	✓	✓
Passenger Transport Information, User Satisfaction	✗	✓	✗	✗	✓
Rights of Way Indicator	✓	✓	✓	✓	✓
School Travel Plans	✓	✓	✓	✓	✓
Speed Limit Compliance	✓	✓	✓	✓	✓
Abbey Line Indicator	✓	✓	✓	✓	✓

The following tables show the relationship between the LTP Objectives and the Indicators.

	LTP Objective
1	To improve safety for all by giving the highest priority to minimising the number of collisions and injuries occurring as a result of the transport system.
2	To obtain the best use of the existing network through effective design, maintenance and management.
3	To manage the growth of transport and travel volumes across the county, and thereby secure improvements in the predictability of travel time.
4	To develop an efficient, safe, affordable and enhanced transport system which is attractive, reliable, integrated and makes best use of resources.
5	To develop a transport system that provides access to employment, shopping, education, leisure and health facilities for all, including those without a car and those with impaired mobility.
6	To ensure that the transport system contributes towards improving the efficiency of commerce and industry and the provision of sustainable economic development in appropriate locations.
7	To mitigate the effect of the transport system on the built and natural environment and on personal health.
8	To raise awareness and encourage use of more sustainable modes of transport through effective promotion, publicity, information and education.
9	To reduce the need for the movement of people and goods through integrated land use planning, the promotion of sustainable distribution and the use of telecommunications.

Indicator	LTP Objectives
Principal Road Condition	2, 4
Non-Principal Road Condition	2, 4
Unclassified Road Condition	2, 4
Footway Condition	1, 2, 4, 5
Total Killed and Seriously Injured	1
Children Killed and Seriously Injured	1
Total Slight Casualties	1
Public Transport Patronage	3, 4, 5, 7, 8
Bus Service User Satisfaction	4, 5
Bus Punctuality	2, 3, 4, 5
Accessibility	2, 3, 4, 5, 6, 8, 9
Change in Area-Wide Traffic Mileage	3, 7, 9
Cycling Trips	2, 5, 7, 8
Mode Share of Journeys to School	3, 5, 8
Changes in Peak Period Traffic Flows (Watford and St Albans/Hatfield)	2, 3, 6, 7
Congestion	2, 3, 4, 6, 7, 8, 9
Air Quality	2, 3, 7, 8, 9
Passenger Transport Information, User Satisfaction	4, 5, 8
Rights of Way Indicator	2, 4, 5, 7, 8
School Travel Plans	1, 3, 5, 7, 8
Speed Limit Compliance	1, 2, 7
Abbey Line Indicator	2, 3, 4, 5, 7, 8

11.3 Mandatory Indicators

The definitions of the mandatory indicators are set by the Department for Transport and are applied to all local authorities. The indicators are therefore not necessarily the most appropriate to Hertfordshire, although some of the key themes such as road maintenance, casualty reduction, and mode share of travel to school are important local issues.

Maintenance Indicators

The County Council is setting a target to achieve a 'steady state' on the four maintenance indicators below.

(a) Principal Road Condition

Indicator	Baseline	Target (2010/11)
Percentage of the network with negative residual life	-	-

Principal roads are those 'A' roads which are maintained by the County Council. This covers the vast majority of the 'A' road network, but some strategic 'A' roads are the responsibility of central government. A new baseline needs to be established as a new method of collecting the data is being implemented

called SCANNER. This data is being collected at the moment and will be able to be reported in future LTP Progress Reports.

(b) Non-Principal Classified Road Condition

Indicator	Baseline	Target (2010/11)
Percentage where structural maintenance should be considered - non-principal roads	19.44% (2004/05)	19.44%

Non-principal classified roads are those which are not 'A' roads, motorways or minor urban residential or rural roads. In terms of route length, these represent 24% of the network that is the responsibility of Hertfordshire County Council.

(c) Unclassified Road Condition

Unclassified roads are the minor roads, and represent 65% of the network maintained by the County Council.

Indicator	Baseline	Target (2010/11)
Percentage where structural maintenance should be considered - unclassified roads	19.29% (2004/05)	19.29%

(d) Footway Condition

Indicator	Baseline	Target (2010/11)
Condition of footways (Percentage of footways where maintenance should be considered)	52% (2003/04)	52%

Achieving this target will ensure that the average condition of footways (primarily 'pavements' alongside roads) will be maintained at current levels i.e. deterioration will be halted.

Road Safety Indicators

Hertfordshire County Council aims to reduce the number of people killed, seriously or slightly injured. The County Council produces an annual report on accident data and accompanying this LTP is a Road Safety Plan which outlines the measures delivered. The Road Safety Plan sets out the detailed plan of how the target will be determined over the next five years.

In recent years, Hertfordshire has achieved a reduction in Killed and Seriously Injured (KSI) and Child KSIs but has seen fluctuating levels of slight casualties. This reflects the emphasis placed by central government and HCC on reducing KSIs and which will continue to be the key focus.

Delivery Mechanism

The safety targets will be delivered through engineering, education and enforcement. The key actions will involve the implementation of accident remedial measures, area studies, route studies, cluster sites, mass action, speed

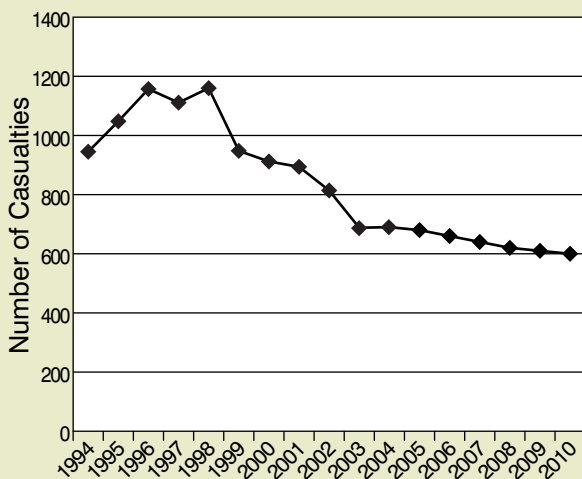
related through engineering measures. Enforcement action through safety cameras for which sites are identified through the Safety Camera Partnership. Education Training and Publicity which includes measures such as driver/rider training, work related road safety, speed awareness courses, awareness raising through initiatives such as the THINK campaign and the school crossing patrol service. The implementation of new schemes and policies such as the speed management strategy for the county, the contribution of sustainable transport schemes and the maintenance of sites previously treated.

(e) Total Killed and Seriously Injured

Indicator	Baseline	Target (2010)
Number of people killed or seriously injured on roads in the authority (all ages)	1084 casualties (1994-98 average)*	Reduce to no more than 600 casualties

* 1994-1998 average is the baseline set by DfT

The Killed and Seriously Injured KSI Trajectory



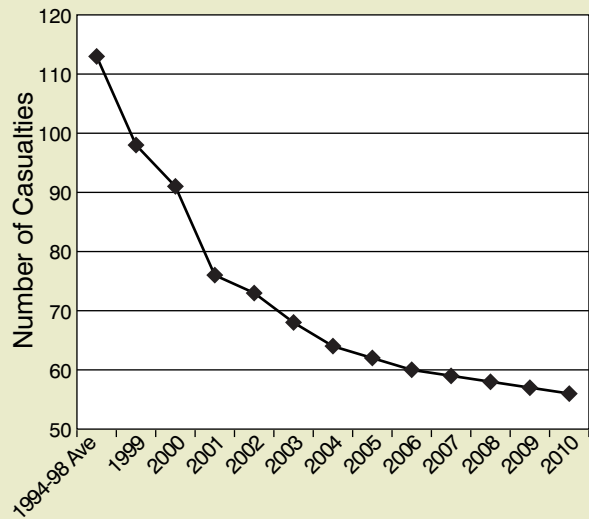
Year	2004	2005	2006	2007	2008	2009	2010
Actual	690	-	-	-	-	-	-
Target	690	680	660	640	620	610	600

(f) Children Killed and Seriously Injured

Indicator	Baseline	Target (2010)
Number of children (aged less than 16) or seriously injured in the authority	113 casualties (1994-98 average)	Reduce to no more than 56 casualties

The Child KSI Trajectory

Child KSI Trend and Projection



Year	1994-98	2005	2006	2007	2008	2009	2010
Baseline	113	62	60	59	58	57	56
Target	113	62	60	59	58	57	56

The KSI and Child KSI targets continue the trend of reducing killed and seriously injured casualties that was set out in the Local Transport Plan for 2001/02 - 2005/06, and is based on Hertfordshire delivering its share of the national casualty reduction targets set by central government. The projection for 2010 is

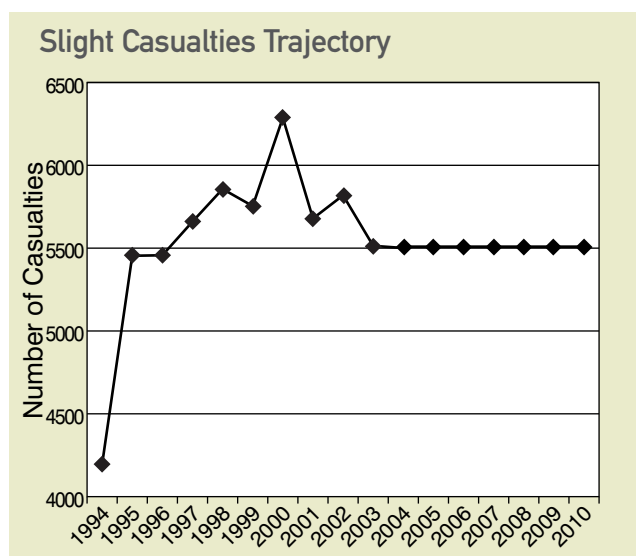
for fewer casualties than previously set (650) to reflect Hertfordshire’s achievements in tackling road safety during the first Local Transport Plan period. The target seeks to achieve a 45% reduction in all KSIs from 1994-1998 average and a 13% reduction from 2004-2010 and the Children KSI target seeks to achieve a 50% reduction in child KSIs from 1994-98 average and a 13% reduction from 2004-2010.

It should be noted that all road safety projections have traditionally used calendar years rather than financial years, and therefore the projections are for 2010.

(g) Total Slight Casualties

Indicator	Baseline	Target (2010)
Number of slight injuries (all ages)	5509 casualties (1994-1998 average)	No increase in slight casualties (5509)

There has been a small increase in slight casualties over the 1994-1998 baseline, in contrast to a decline in numbers nationally. The projection is set to halt this increase in Hertfordshire.



Risks for Target Achievement to Safety Targets

- There is the potential for a substantial number of casualties via a single incident.
- An increase in powered two wheelers is likely to have a negative impact on the target.
- The safety programme has been successful at reducing casualties and that may achieve a plateau.

Risk Management for Safety Targets

- The County Council supports the BikeSafe scheme which provides information and education to powered two-wheeler users.
- The County Council will continue to find new ways of providing road safety education.

Passenger Transport Indicators

In Hertfordshire, bus services are supported and promoted. Buses provide a sustainable transport mode for those without access to a car. Bus routes are concentrated on urban corridors and rural routes have a shortage of east-west routes. It should be noted that whilst the County Council has a direct influence on the 45% of bus services which it contracts out, it has no control over the 55% of bus services which are provided on a commercial basis. However, the County Council will seek to influence improvements to these services through the Bus Strategy.

Hertfordshire has reflected the national trend of a decline in bus services, but the services which are provided are rated as good by users and have an excellent punctuality record. The key criteria which the County Council have identified to improve bus use are the factors of cost, frequency and reliability which the mandatory targets seek to address.

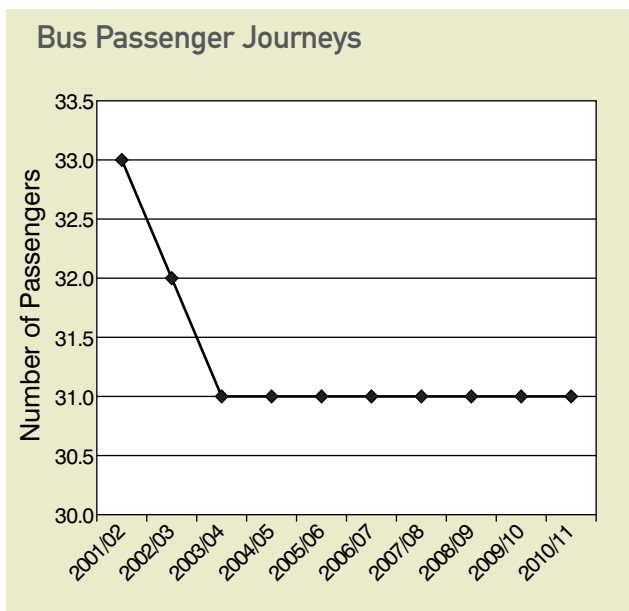
Delivery Mechanisms

Passenger Transport Improvements will be delivered through both infrastructure and information measures. These measures will include marketing, bus station information systems, real time passenger transport information, bus priority measures, quality bus stops, quality partnerships, introduction of automatic vehicle loops and the introduction of Bus Punctuality Improvement Partnerships. The Bus Strategy sets out further details on the measures that will be implemented.

(h) Public Transport Patronage

Indicator	Baseline	Target (2010)
Number of bus passenger journeys (i.e. boardings) per year in the authority	31 million passenger journeys per year. (2003/04)	31 million passenger journeys per year

The Bus Patronage Trajectory



Year	2003/04	04/05	05/06	06/07	07/08	08/09	09/10	10/11
Target	31	31	31	31	31	31	31	31

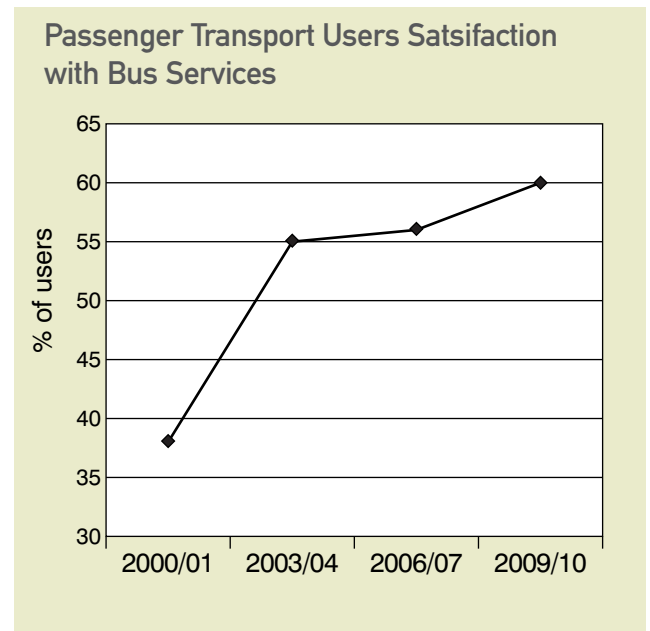
The trend for bus journeys outside of London and the major conurbations is one of decline. In Hertfordshire the decline has been 9% over the last five years. This is recognised in Hertfordshire's projection that sets out to minimise the rate of decline. The target seeks to maintain bus patronage levels to 2010/11, this is felt to be aspirational and will be delivered through innovative measures to retain existing clients and attract new users.

(i) Bus Service, User Satisfaction

Indicator	Baseline	Target (2009/10)*
Percentage of bus users satisfied with the local provision of passenger transport services	55% (2003/04)	60%

* Triennial surveys

Bus Service User Satisfaction Trajectory



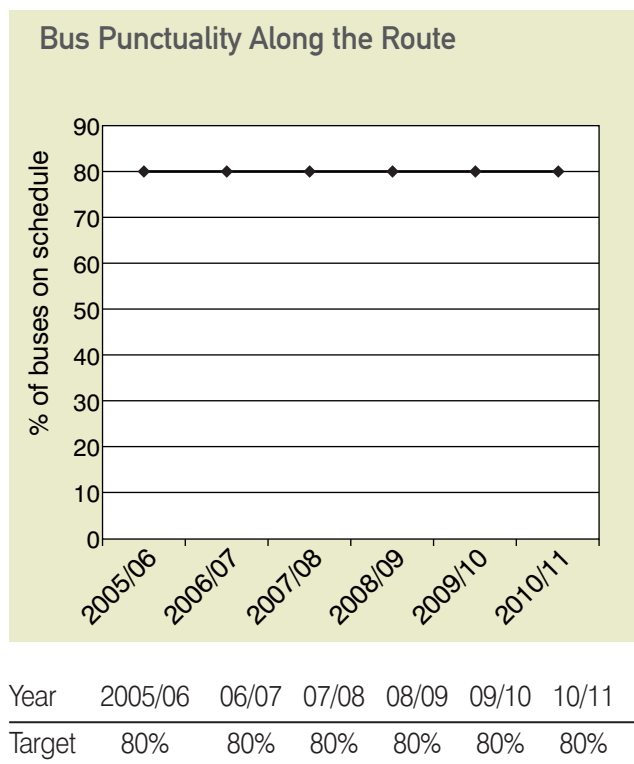
Year	2000/01	2003/04	2006/07	2009/10
Target	38%	55%	56%	60%

This target is measured by a survey undertaken every three years in accordance with the Audit Commission rules for “Best Value” indicators. The level of satisfaction with local bus services is based on a range of factors, many of which are outside of the County Council’s control. Whilst the County Council works closely with the bus operators, it is unable to set a higher target within the context of this Local Transport Plan.

(j) Bus Punctuality

Indicator	Baseline	Target (2010/11)
Percentage of buses keeping to schedule (for services at intermediate timetabled points)	80%	80%

Bus Punctuality Trajectory



The projection has been set as the Traffic Commissioner has set minimum punctuality targets of 70% for services at intermediate timetabled points. The target will be monitored through the implementation of Bus Punctuality Improvement Partnerships.

Risks to Target Achievement for Passenger Transport Targets

There are a number of risks due to the commercial nature of the bus industry over which the County Council has little control.

- Commercial changes to services and fares.
- Inconsistencies in survey sampling for the indicators which are reliant on bus operators providing data.
- An increase in congestion which will affect the quality of bus services.

Risk Management for Passenger Transport Targets

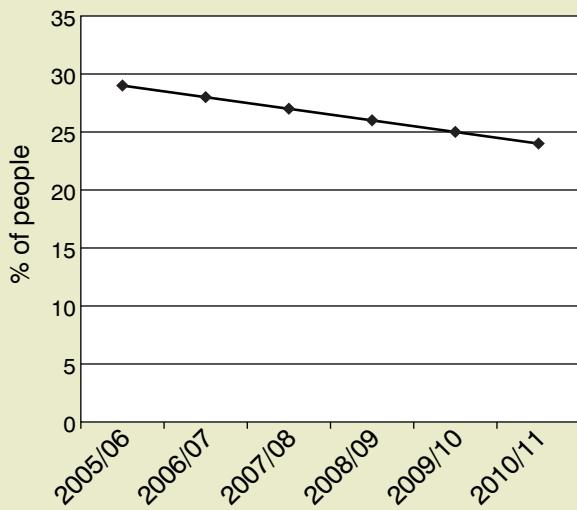
- The County Council has regular meetings with operators through the Intalink forum which seek to improve bus services.
- The County Council has produced a Congestion Action Plan which seeks to address particular hotspots and incorporate bus priority measures into area transport plans.

(k) Accessibility

Indicator	Baseline	Target (2010/11)
Percentage of people who find it difficult to travel to a local hospital	29%	24%

The County Council has produced an Accessibility Strategy which accompanies the LTP and has engaged key stakeholders in identifying key local priorities. A priority area which has been identified is to health facilities and an indicator has been developed to tackle this.

% of people who find it difficult to travel to a local hospital



Year	2005/06	06/07	07/08	08/09	09/10	10/11
Target	29%	28%	27%	26%	25%	24%

Risks to Target Achievement for Accessibility Targets

- Changes in health service provision.
- Withdrawal of commercial bus services.

Risk Management for Accessibility Targets

- The County Council will work closely with the Strategic Health Authority and the Primary Care Trusts through the accessibility planning process.
- The County Council will work closely with operators through forums.

(l) Change in area-wide traffic mileage

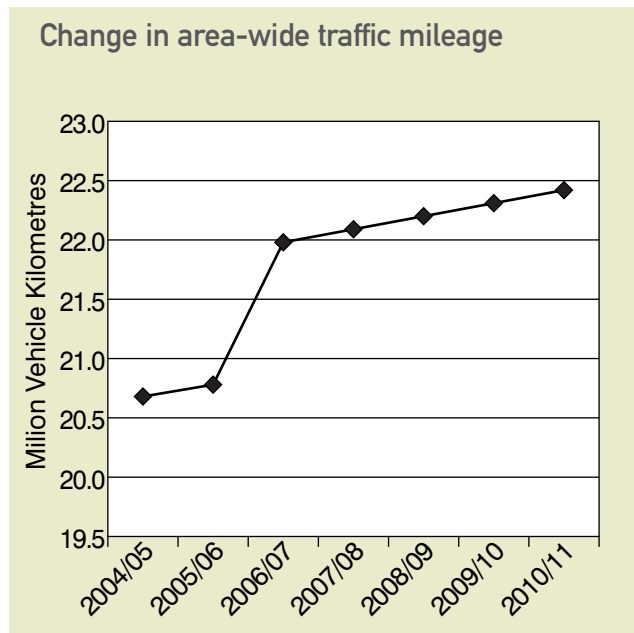
Indicator	Baseline	Target (2010/11)
Change in Area-Wide Traffic Mileage (vehicle-kilometres per day)	20.7 million (2004/05)	22.4 million

This projection is based on growth being restricted to 0.5% per annum, and an extra 1.1 million vehicle kilometres from 2006/07 onwards due to the detrunking of the A10. Under national growth forecasts the figure for 2010/11 would be 23.5 million vehicle kilometres per day.

Delivery Mechanism

To restrict growth to 0.5% per annum, the County Council will continue to promote the TravelWise campaign to encourage less use of the car and hence reduce the driven kilometreage and pollution that results. The Council will encourage the development of sustainable communities, thereby reducing the need to travel, and will push the implementation of policies that encourage more use of passenger transport. Encouraging the use of more sustainable modes of transport will also be delivered through the Area Plan processes.

Change in Area-wide Traffic Mileage Trajectory



Year	2004/05	05/06	06/07	07/08	08/09	09/10	10/11
Million VKM	20.68	20.78	21.98	22.09	22.20	22.31	22.42

(m) Cycling Trips

Indicator	Baseline	Target (2010/11)
Number of cycling trips across the authority	2397* = 100 Growth Index (2004/05)	2658 trips per day* = 111 Growth Index

* at 18 monitoring sites

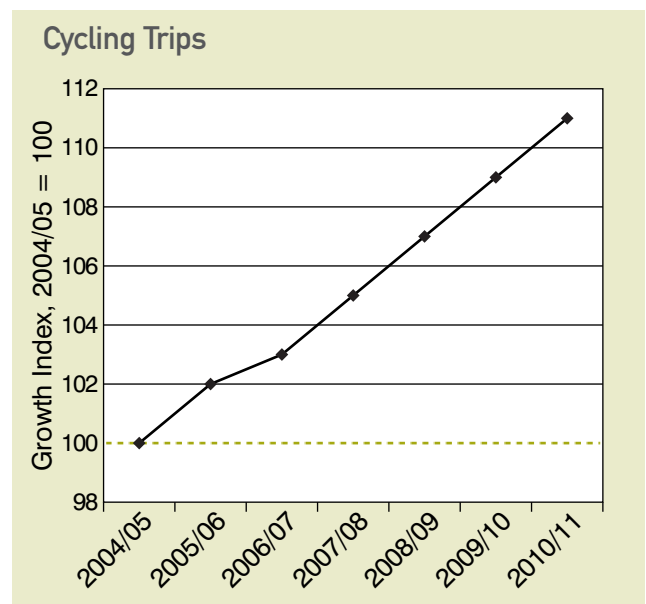
A new target and an associated monitoring system have been established and presented to the Hertfordshire Cycling Forum. The monitoring sites have been selected to cover the range of locations, type of cycle facility and journey purpose.

Delivery Mechanism

An increase in cycling will be delivered through implementing cycle schemes over a network of

routes providing an integrated network of inter and intra town centres. This will provide a strategic network for national, cross authority/county routes. The strategic network will be supplemented by the growth of a local network developed to the needs of the local community through transport plans. The softer measures of education and training are important and will be delivered through road safety education, cycle training and promotions.

Cycling Trips Trajectory



Year	2004/05	05/06	06/07	07/08	08/09	09/10	10/11
Growth Index	100	102	103	105	107	109	111
No of trips	2397	2441	2484	2528	2571	2615	2658

Risk to Achieving Targets for Cycling

There are a number of barriers to overcome to increase cycling by 11% by 2010/11.

- There is a perception that cycling is dangerous to personal safety.
- That cycling will not secure the funding required.

- That traffic speed and an increase in traffic will deter cyclists.

Risk Management for Cycling

- The County Council supports Bike Week and provides Cycle Training to improve skills and confidence in cycling.
- The countywide Cycling Strategy and the cycling elements of Area Transport Plans have secured funding through the LTP.
- The County Council supports the provision of both on and off-road routes for cyclists and provides a mix of these to accommodate differing levels of cyclists.

(n) Mode Share of Journeys to School

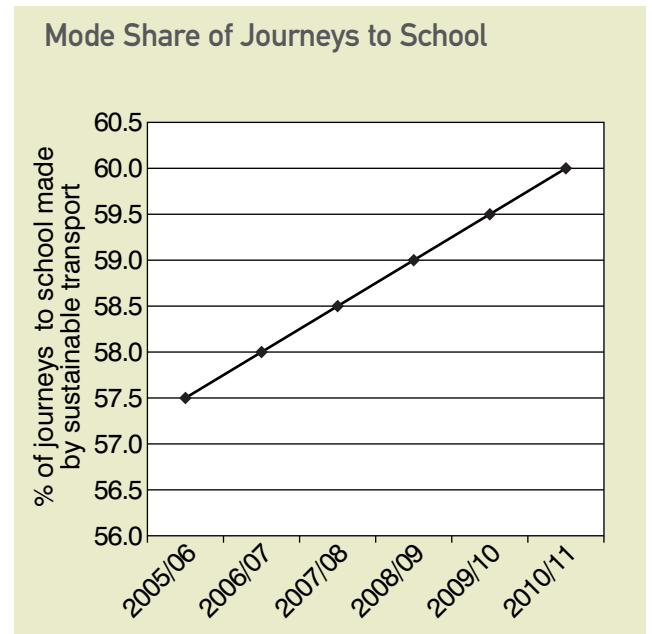
Indicator	Baseline	Target (2010/11)
Percentage of pupils who travel to school using sustainable modes	Age 5-10 49%	Age 5-10 51.5%
	Age 11-16 64%	Age 11-16 66.5%

This is a new indicator which will be affected by the success of the School Travel Plan and Safer Routes to School initiatives.

Delivery Mechanism

The target will be delivered through a number of different measures and includes the Safer Routes to School Programme, road safety education, cycle training, promotions such as Walk to School week.

Mode Share of Journey to School Trajectory



Year	2005/06	06/07	07/08	08/09	09/10	10/11
Target	57.5%	58%	58.5%	59%	59.5%	60%

Risks to Achieving Target for Mode Share to School

- Schools being overloaded with initiatives and maintaining their enthusiasm and expectations.
- Monitoring the target is susceptible to weather at the time of collection.

Risk Management for Mode Share to School

- The County Council has a team of School Travel Plan Officers to support schools in achieving a modal shift in school travel.
- The County Council is developing a monitoring system through the schools pupil database on monitoring journey mode to school.

(o) Changes in Peak Period Traffic Flows**(i) Watford**

Indicator	Baseline	Target (2010/11)
Changes in peak period traffic flows to urban centres	22553 (2003/04)	23284

(ii) St Albans / Hatfield

Indicator	Baseline	Target (2010/11)
Changes in peak period traffic flows to urban centres	16415 (2003/04)	17289

The urban areas covered by these targets have been defined by DfT.

The “do nothing” scenario would see peak hour traffic in 2010/11 in Watford 5% higher than the target, and 3% higher in St Albans/Hatfield.

(p) Congestion

Hertfordshire is not required to set a congestion projection for this plan. DfT data will be made available to authorities when it is derived from in-vehicle GPS tracking devices (from which journey time information can be produced). However, Hertfordshire will develop a target based on Congestion Reference Flow information, and aims to do so prior to DfT data becoming available.

The countywide Local Strategic Partnership “Hertfordshire Forward” has been used as the basis to develop a Local Area Agreement (LAA) for the period 2006/07 - 2008/09. Final agreement on the LAA was expected in March 2006. The Local Transport Plan particularly links into the Economic Development and Enterprise block, supporting the “ability to

travel more freely and safely” outcome. A target will be developed on journey-time reliability, using a timetable for road journeys so that businesses and bus operators can have greater confidence in planning their commercial journeys. This will also have significant benefits for the private motorist. Development of the target is currently awaiting ITIS data, but it is hoped that a pilot road journey timetable can be introduced in 2007/08. The measures needed to deliver journey time reliability will be delivered through the County Council’s Congestion Action Plan.

Indicator	Baseline	Target
New indicator to be developed		

(q) Air Quality

The County Council is working closely with the District and Borough Councils on the issue of air quality. The County Council will develop an indicator once the screening and assessment process has been completed in April, as many of the areas with air quality issues are borderline. Please refer to Table 9.1.

Indicator	Baseline	Target
New indicator to be developed		

11.4 Non-Mandatory Indicators

These indicators have been set by the County Council through a staged approach of :

- Identifying key issues
- Key priorities
- Local consultation

(a) Passenger Transport Information, User Satisfaction

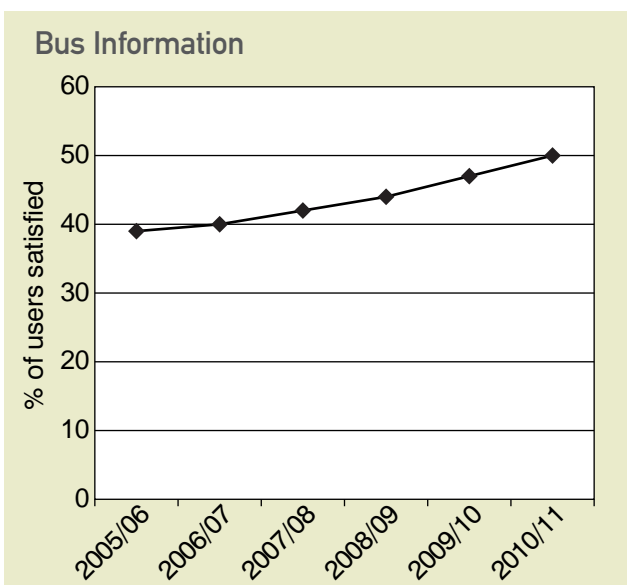
Indicator	Baseline	Target (2010/11)
Percentage of users satisfied with local provision of passenger transport information	39% (2003/04)	50%

This target is set at 50% and will be achieved through the Intalink Strategy and gains in satisfaction that technology, particularly real-time information, can achieve.

Delivery Mechanism

The delivery of this target will primarily be through the marketing of information and real time passenger transport information.

Bus Information Trajectory



Year	2005/06	06/07	07/08	08/09	09/10	10/11
Target	39%	40%	42%	44%	47%	50%

Risks to Target Achievement for Bus Information

- Delays in the introduction of real time passenger transport information.

Risk Management for Bus Information

- Commitment to the Intalink partnership to work with operators.

(b) Rights of Way Indicator

This indicator is looking at the Rights of Way network and the footpaths that make up this network.

Indicator	Baseline	Target (2010/11)
Percentage of the total length of footpaths and other rights of way that were easy to use by members of the public	61% (2004/05)	80%

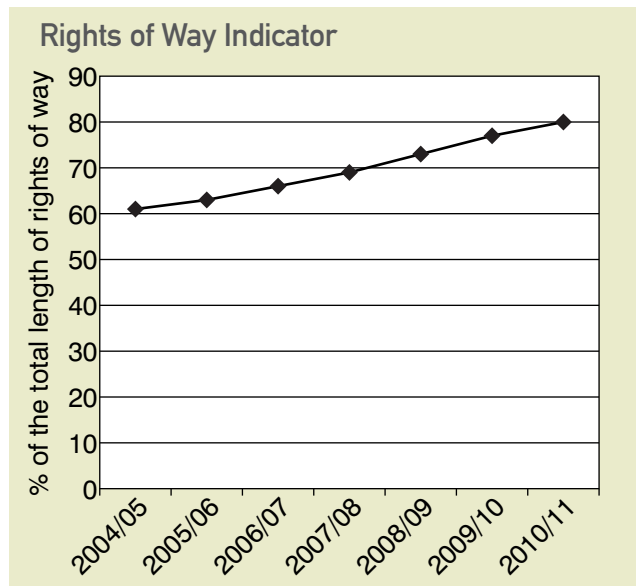
This indicator uses the current Best Value definition. A new indicator may be introduced as part of the development of the Rights of Way Improvement Plan.

Delivery Mechanism

The Rights of Way target will be achieved through a programme of maintenance works dealing with signposting, surfacing, structures, mowing and removing obstructions. Supporting these routine measures are a number of integrated transport schemes to seek route improvements. This includes the Safer Routes to School initiative, Rural Routes and Easy Access Routes which seek to

provide accessible rights of way to key facilities, provide a link between town and country and offer leisure routes. Furthermore, the County Council has developed a Rights of Way Improvement Plan, which is included as a daughter document to this Local Transport Plan. A statement of progress is included in Annex A.

The Rights of Way Trajectory



Year	2004/05	05/06	06/07	07/08	08/09	09/10	10/11
Target	61%	63%	66%	69%	73%	77%	80%

Risk to Achieving Target for Rights of Way:

- Time delays with route improvements and upgrades through the definitive map process.
- Misuse of route and vandalism.

Risk Management for Rights of Way

- The County Council through the Rights of Way Improvement Plan will be able to identify routes at an early stage which will require changes to the definitive map.

- The County Council undertakes condition surveys of the network, and works with the Hertfordshire Constabulary to address issues of misuse and vandalism.

(c) School Travel Plans

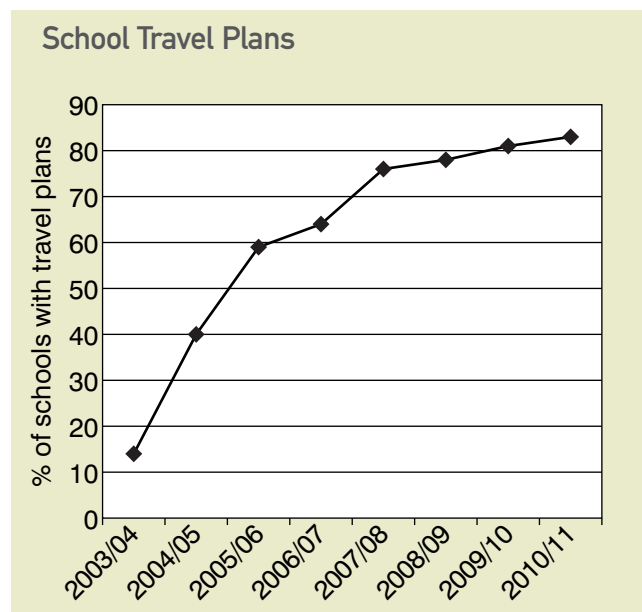
Indicator	Baseline	Target (2010/11)
Percentage of schools with school travel plans	14% (2003/04)	83% (of all schools)

The large increase over the baseline recognises the progress made since the establishment of the County Council’s school travel plan team funded by DfT until March 2008. Delivery of the projection will depend on maintaining this team beyond this date.

Delivery Mechanism

The delivery of School Travel Plans will be achieved with the support of the School Travel Plan Officers who are funded until March 2008 and through plans achieved through the planning process.

School Travel Plan Trajectory



Year	2003/04	04/05	05/06	06/07	07/08	08/09	09/10	10/11
Target	14%	40%	53%	64%	76%	78%	81%	83%

Risk to Achieving Target for School Travel Plans

- Lack of funding for School Travel Plan Officers and for School Travel Plan grants.
- Curriculum pressure at schools.

Risk Management for School Travel Plans

- The County Council supports the development of School Travel Plans through its STAG programme.
- The County Council provides curriculum material to schools to aid with the discussion of travel issues.

(d) Speed Limit Compliance

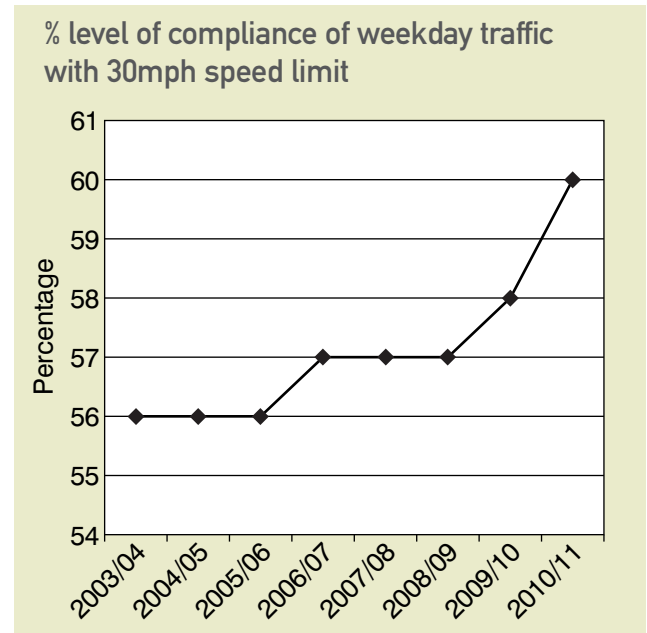
Indicator	Baseline	Target (2010/11)
Percentage level of compliance with 30mph speed limit	56% (2004/05)	60%

The delivery of this target will be through a number of measures. The Speed Management Strategy will help us achieve the target by helping speed limit selection to be more consistent, and setting out speed management tools, and the schemes, and soft measures will really influence the target.

Delivery Mechanisms

Improvements to the number of vehicles speeds will be delivered through the implementation of a speed limit review which will be phased across the county, traffic management schemes, safety cameras, publicity and campaigns.

The Speed Limit Compliance Trajectory



Year	2003/04	04/05	05/06	06/07	07/08	08/09	09/10	10/11
Target	56%	56%	56%	57%	57%	57%	58%	60%

Risks to Achieving Target for Speed Compliance

- The set monitoring sites countywide may not demonstrate the impact of speed related schemes.
- If congestion is improved then this could result in higher speeds.
- Safety Cameras and any potential change to the legislation.

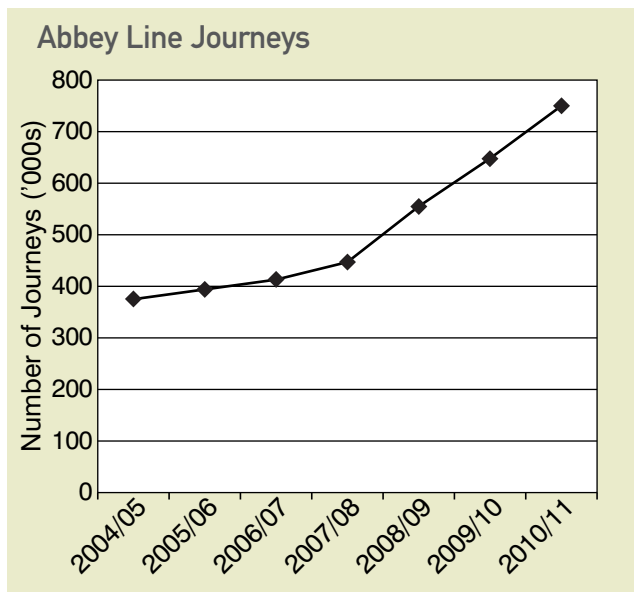
Risk Management for Speed Compliance

- The monitoring in place is a robust system.
- The County Council has produced a Congestion Action Plan to tackle congestion and the impact of the measures will be assessed, such as higher speeds for which remedial measures would be sought.

(e) Abbey Line Indicator

Indicator	Baseline (2004/05)	Target (2010/11)
To double the annual number of journeys made on the Abbey Line	375,000	750,000

The “Abbey Line” runs between St Albans Abbey railway station and Watford Junction. The line has been selected by the Strategic Rail Authority as one of the national pilot Community Rail Partnerships.



Year	2004/05	05/06	06/07	07/08	08/09	09/10	10/11
Target (000's)	375	394	413	447	555	648	750

Risks to Achieving Target for Abbey Line

- Partner Commitment.
- Programme delay to passing loop scheme.

Risk Management for Abbey Line

- The County Council is working closely with a range of partners through the Community Rail Partnership.
- A clear programme and project management responsibilities would be defined for the implementation stages.

11.5 Monitoring and Review Process

The indicators and targets are monitored through an LTP Steering Group which reports to the Highways and Transport Panel on a quarterly basis. Each indicator has a responsible officer to ensure the target is achieved and a support group to work across the County Council to ensure the work programme is delivered.

Figure showing Monitoring Framework.

