

Proforma B - Performance Indicators which simply measure increases or decreases.

Local Objectives contained in LTP	Local Performance Indicators contained in LTP	Local targets or outcomes contained in LTP	Baseline Data	Actual and Trajectory Data										On track/not on track?	Source of Data	Which national PSA or 10 Year Plan Target does the Local Target/Outcome Link to?	
				2001/2	2002/3	2003/4	2004/5	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11				
Congestion																	
C	Number of days temporary traffic controls or road closure on traffic sensitive roads caused by local authority road works per km of sensitive road (BV 100)	<0.8 days per km	0.8 days per km (1999)	1.677 days per km	2.27 days per km	1.55 days per km	<0.8 days per km	<0.8 days per km	<0.8 days per km	<0.8 days per km	<0.8 days per km	<0.8 days per km	<0.8 days per km	<0.8 days per km	Not on track	HCC Highways Areas monthly charter reports and works orders.	1, 7
C, D	Number of parking facilities on the highway for powered two-wheelers.	>111	111(2000)	120	122	126	>111	>111	>111	>111	>111	>111	>111	>111	On track	District council data	1
C	Number of urban areas with CPZ's.	>8	8 (1999)	8	8	13	>8	>8	>8	>8	>8	>8	>8	>8	On track	District council data	1
C	% of council controlled off-street spaces for short-stay parking.	>47%	47% (2000)	45%	45%	46%	>47%	>47%	>47%	>47%	>47%	>47%	>47%	>47%	Not on track	District council data	1
C	% increase in traffic on non-principal roads.	<1.1%	1.1% (1999)	-0.8%	-0.5%	0.65%	<1.1%	<1.1%	<1.1%	<1.1%	<1.1%	<1.1%	<1.1%	<1.1%	On track	HCC Road traffic data on 'B' and 'C' roads	1

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				Actual and Trajectory Data												Which national PSA or 10 Year Plan Target does the Local Target/Outcome Link to?
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-	How are journeys made at peak time in Hertfordshire (modal split) (E7)	No target set, contextual indicator	Car - 83.6% Bus - 10.8% Foot - 4.3% Bicycle - 0.7% M'cycle - 0.7% (1999)	Car - 80.1% Bus - 12.1% Foot - 6.2% Bicycle - 0.7% M'cycle - 0.7%	Car - 83.4% Bus - 10.5% Foot - 4.8% Bicycle - 0.7% M'cycle - 0.7%	Car - 82.1% Bus - 11.3% Foot - 5.1% Bicycle - 0.8% M'cycle - 0.7%									TravelWise cordon surveys.	1
SAFETY																
A	Proportion of vehicles travelling faster than the speed limit in urban areas (L005)	Reduction in the number of vehicles breaking 30mph and 40mph speed limits, in urban areas (revised target 2002)	30 mph - 43% 40 mph - 39% (2002)	30 mph - 43% 40 mph - 39%	30 mph - 42% 40 mph - 31%	Less than 43% (30mph) and 39% (40mph)	Less than 43% (30mph) and 39% (40mph)	Less than 43% (30mph) and 39% (40mph)	Less than 43% (30mph) and 39% (40mph)	Less than 43% (30mph) and 39% (40mph)	Less than 43% (30mph) and 39% (40mph)	Less than 43% (30mph) and 39% (40mph)	Less than 43% (30mph) and 39% (40mph)	On track	Local traffic speed monitoring at 11 designated sites in Hertfordshire.	3
ACCESSIBILITY																
D, G, H	% of rail stations in Hertfordshire with facilities for disabled people at all platforms (E4).	>31.4%	31.4% (2000)	-	34%	34%	>31.4%	>31.4%	>31.4%	>31.4%	>31.4%	>31.4%	>31.4%	On track	Rail operators	2

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				2001/2	2002/3	2003/4	2004/5	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11			
D, E, G, H	% of rail stations with cycle parking facilities (E6)	>43%	43% (2000)	-	48%	48%	>43%	>43%	>43%	>43%	>43%	>43%	>43%	On track	Rail operators	2, 5
G, H	% of updated interchanges in Hertfordshire (E5)	>5%	5% (2000)	-	34.6%	34.6%	38.5%	42.5%	46%					On track	HCC Passenger Transport Unit	1
ENVIRONMENTAL																
D, E	% of journeys made by foot.	>12.4%	12.4% (1999)		8%		>12.4%							N/A	HCC County Travel Survey undertaken every three years.	-
B, F	% of HGV traffic on local roads.	<5%	5% (1999)	6%	6%	7%	<5%	<5%	<5%	<5%	<5%	<5%	<5%	Not on track	HCC Road traffic data on 'B' and 'C' roads based on VKM	1

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