

ANNEX B

PROGRESS AGAINST LOCAL OBJECTIVES AND TARGETS

Annex B shows all of the LTP performance indicators (other than the core indicators) and how they link in with the local objectives and local/national targets. Information has been included on sources of all data (evidence of robustness of data can be found in a separate technical document), and how the targets/outcomes link to national Public Service Agreement (PSA) or Ten Year Plan targets (see boxes below).

National Public Service Agreement (PSA) Targets:

1. Reduce congestion on the inter-urban trunk road network, and in large urban areas in England, below 2000 levels by 2010.
2. Improve accessibility, punctuality and reliability of local public transport (bus and light rail) with an increase in use of more than 12 per cent from 2000 levels by 2010.
3. Reduce the number of people killed or seriously injured in Great Britain in road accidents by 40 per cent and the number of children killed or seriously injured by 50 per cent, by 2010 compared with the average for 1994-98, tackling the significantly higher incidence in disadvantaged communities.
4. Improve air quality by meeting our national air quality strategy objectives for carbon monoxide, lead, nitrogen dioxide, particles sulphur dioxide, benzene and 1-3 butadiene (shared with DEFRA).

The Government's 'Transport 2010 – The Ten Year Plan' sets out the long term investment programme for transport to 2010. In order to deliver this plan a number of objectives and targets (to monitor the success of the objectives) were established.

National 10 Year Plan targets & indicators (not covered by the above):

5. By 2010 to triple the number of cycling trips compared with a 2000 base.
6. To achieve a one-third increase in the proportion of households in rural areas within about 10 minutes walk of an hourly or better bus service by 2010.
7. Provide sufficient resources to local authorities to halt the deterioration in the condition of local roads by 2004 and to eliminate the backlog by the end of the Plan period.

Each performance indicator is a measure of progress and therefore can be used to monitor whether the LTP is delivering its objectives. To save space within the table, and to prevent unnecessary repetition, the following categories have been used in the first column to indicate which of the eight LTP objectives each indicator delivers.

	Objective
A	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.
B	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.
C	To obtain best use of the existing network through effective design, maintenance and management.
D	To provide a transport system which provides access to employment, shopping, education, leisure and health facilities for all, especially those without a car and those with impaired mobility.
E	To minimise any adverse effect of the transport system on the built and natural environment and thereby improve personal health.
F	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.
G	To work in partnership with transport providers and users to achieve an efficient, affordable and enhanced transport system which is attractive, reliable, integrated and makes best use of resources.
H	To raise awareness and encourage the use of alternative modes of transport through effective promotion, publicity and information.

The Local Transport Plan contains a number of headline performance indicators and relevant targets, and these have been highlighted in bold in Annex B. To help distinguish between the different types of performance indicator the following abbreviations have been used:

- BV - Best Value performance indicator
- L-BV - Local Best Value Performance Plan performance indicator
- CM - Charter Mark performance indicator
- E - Local environment performance indicator

Proforma B has also been divided up into the following two sections:

- indicators with a numerical target;
- indicators that simply measure increases or decreases.

Proforma B - Indicators with a Numerical Target

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																		
E, H	% of pupils who travel to school using sustainable modes.	65% by 2005	62% (1999)	N/A	59%	N/A	N/A	65%								N/A	HCC County Travel Survey undertaken every three years.	1
E, H	% of schools with school travel plans.	40% by 2005 100% by 2010	0.8% (1999)	4.9%	8.9%	16.7%	30%	40%	52%	65%	77%	90%	100%	On track		HCC Safer routes to school quarterly reports.	1	
B, H	Number of Village Travel Plans produced.	14 by 2006	0 (2002)	-	0	0	6	12	14					On track		HCC Asset Management Unit	1	
H	Number of company travel Plans developed during the year.	To deliver a minimum of 6 travel plans per year for large companies (or clusters of companies) with employees >100	4 (2003)	-	-	7	6	6	6	6	6	6	6	On track		HCC Business TravelWise data	1	
G	% of buses keeping to schedule (CM1.5).	95% by 2005/06	89% (1998)	90%	94%	95.3%	95%	95%						On track		Bus operators measure indicator in response to Traffic Commissioners guidelines.	2	

Proforma B - Indicators with a Numerical Target

				Actual and Trajectory Data												Which national PSA or 10 Year Plan Target does the Local Target/Outcome Link to?	
Local Objectives contained in LTP	Local Performance Indicators contained in LTP	Local targets or outcomes contained in LTP	Baseline Data	2001/2	2002/3	2003/4	2004/5	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11	On track/not on track?	Source of Data		
SAFETY																	
A	Number of children taking part in cycle training courses (CM2.8)	8000 per year	6470 (1999)	7114	7632	8612	8000	8000	8000	8000	8000	8000	8000	8000	On track	Road Safety Unit, lists of courses, dates and attendance.	3, 5
ACCESSIBILITY																	
G, H	% of bus stops with comprehensive and up-to-date information (CM1.7)	90% by 2005/06	80% (2001)	80%	86%	86%	88%	90%							On track	HCC passenger transport unit engineers spot check random bus stops.	2
G	% of urban households within 5 minute walk of half hourly or better bus service	85% by 2005/06	79% (2001)	79%	80%	87.2%	85%	85%							On track	HCC Passenger Transport Unit	2
D,G	Number of stops with full Quality Bus Stop provision (including shelters and Kassel kerbing)	1200 stops by end of 2006/07	98 (2003/04)			98	210	310	1200						N/A	HCC Passenger Transport Unit	2
D, G	% of bus stops to have a minimum kerb height of 125mm	80% of stops by end of 2006/07	60% (2003/04)			60%	65%	73%	80%						N/A	HCC Passenger Transport Unit	2
D, G	% of bus fleet meeting Disability Discrimination Act standards	70% by 2005/06	31% (2001)	32%	40%	50%	60%	70%							On track	HCC Passenger Transport Unit	2

Proforma B - Indicators with a Numerical Target

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				2001/2	2002/3	2003/4	2004/5	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11				
C	% of the total length of footpaths and other Rights of Way that were easy to use by members of the public (BV 178)	70% by 2006/07	55% (2002/03)		55%	56%	60%	65%	70%						On track	HCC Rights of Way Unit data. HCC Rights of Way log 'walked assessment' data. Data entered onto HCC HERMIS system.	-
G, H	% of users satisfied with local provision of passenger transport information (BV 103)	50% in 2003/04 60% in 2006/07 (user satisfaction ssurveys undertaken every three years)	40% (2000)			39%			60%						Not on track	Public satisfaction survey based on a random sample of 3200 Hertfordshire residents from the electoral register.	-
H	% of Hertfordshire population who are aware of TravelWise brand.	1% per year increase from the baseline	10% (2002/03)		10%	10%	12	13	14	15	16	17	18	Not on track	Annual TravelWise survey	1	
D	% of pedestrian crossings with facilities for the disabled (BV 165)	100% by October 2004	30% (2003/04)	-	-	30%	100%							Not on track	HCC Highways Areas monthly charter reports.	-	
ENVIRONMENTAL																	
G	Age of Bus Fleet	7 years by 2005/06	8 years (2001)	8 years	8 years	7 years	7 years	7 years							On track	Bus operators	2

Proforma B - Indicators with a Numerical Target

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				
E, G	% of buses that are low emission (meeting at least Euro II standard)	75% by 2005/06	38% (2001)	38%	46%	57%	66%	75%							On track	HCC Passenger Transport Unit	2, 4
E	Number of districts meeting the NAQS standard for Nitrogen Dioxide levels (21 ppb by 2005).	All 10 by 2005	4 (1999)	3	3	7	8	10							On track	District Council data	4
MAINTENANCE																	
C	Condition of footways (BV187a, categories 1, 1a and 2)	52.17%	52.17% (2003)	-	-	52.17%	52.17%	52.17%	52.17%	52.17%	52.17%	52.17%	52.17%	52.17%	N/A	HCC Asset Management Plan - HERMIS database	-
A, C	% of repairs to pavement damage which were carried out within 24 hours (L-BV 105, CM2.2)	100%	99.7% (1999)	99%	59.8%	75.7%	100%	100%	100%	100%	100%	100%	100%	100%	Not on track	HCC Highways Areas monthly charter reports produced from defect report sheets.	7
C	% of potholes repaired within 24 hours of alert (L-BV 105, CM2.1)	100%	99.25% (1999)	97.7%	72.7%	85.4%	100%	100%	100%	100%	100%	100%	100%	100%	Not on track	HCC Highways Areas monthly charter reports produced from defect report sheets.	7

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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				
A, C	% of cases where exposed roadside electrical wiring was made safe within 24 hours of alert (CM 2.3)	100%	100% (1999)	99.7%	73.3%	92.4%	100%	100%	100%	100%	100%	100%	100%	100%	On track	HCC Highways Areas monthly charter reports produced from defect report sheets.	-
C	% of reported street light faults repaired within 5 working days (CM2.4)	100%	91.45% (1999)	93.8%	66.5%	84.5%	100%	100%	100%	100%	100%	100%	100%	100%	On track	HCC Highways Areas monthly charter reports produced from defect report sheets.	7
C	Average condition score of bridge stock as measured by inspections year by year	79% by 2009	77.8% (2000)	78.6%	78.2%	80%	77%	77%	78%	78%	79%	79%			On track	HCC Bridge assessment data	7
C	Number of HCC bridges requiring strengthening	0 by 2009	29 (1999)	33	20	17	14	11	7	3	0	0			On track	HCC Bridge Unit database.	7

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?
Local Objectives contained in LTP	Local Performance Indicators contained in LTP	Local targets or outcomes contained in LTP	Baseline Data	2001/2	2002/3	2003/4	2004/5	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11	On track/not on track?	Source of Data	
-	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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