

6 Objectives, Indicators and Targets

6.1 Objectives, Performance Indicators and Targets

6.1.1 Objectives, performance indicators, and targets have been drawn up to meet Government requirements. The over-riding vision and aims embedded in the City Strategy and its integration with the LDF, will address the problems and opportunities the City faces in ensuring an outstanding quality of life for everyone in the City. As a result, the headline objectives for LTP2 have been developed to:

- Create an accessible transport system
- Develop and promote public transport, walking and cycling
- Make travel safer
- Develop integrated transport
- Provide a transport system that meets the needs of the economy
- Maintain and operate an efficient transport network
- Protect and enhance the environment

6.1.2 To support these objectives, and to help monitor performance against key objectives, headline and secondary performance indicators have been identified. Monitored performance is compared against nationally and locally set targets relating to the Road Traffic Reductions Act, Best Value (BV), Public Service Agreements (PSA) and local policies. Targets are challenging, specific, measurable, attainable, relevant and timebound. Table 6.1 shows these indicators against the objectives.

BVPI Mandatory Indicators

6.1.3 The DfT requirement for all the BVPI's to adopt a baseline of 2003/04 and a horizon year of 2010/11 has been noted. However, in some instances, such as for the condition of principal roads, the adoption of new survey methodology will change the baseline. The changes to the BVPI's numbering system for road condition have been included, along with any deletions and new indicators.

LTP2 Mandatory Indicators

6.1.4 Similar base and horizon years to that for BVPI's have been adopted for many of the mandatory indicators, unless otherwise stated. The City Council also notes the other indicators that cannot as yet be addressed, owing to potential changes in definition and methodology and to forthcoming DfT and DfES guidance, such as LTP1 Accessibility, and LTP4 Mode Share of School Journeys. The latter is currently monitored through a Citywide survey and the City Council proposes to continue to use this indicator in the interim. The City Council is a non-metropolitan Authority and, as it is not part of a large urban area, or city region, will not be reporting on indicator LTP7 on congestion at this stage (DfT formal amendment, 5 July 2005). The City Council would welcome further discussion with the Department over this matter, and is willing to consider its position for the final version of LTP2 or thereafter given its status as the second largest PUA in the south-west after Bristol, the predicted population growth for Plymouth, and whether a suitable measure of congestion can be identified that can be readily understood by the wider public, such as personal time savings.

LTP2 Accessibility Indicators

- 6.1.5 The City Council will not be reporting on these indicators until the completion of the Accessibility Strategy for the final version of LTP2 in March 2006.

LTP2 Regional Indicators

- 6.1.6 SWPTI has proposed a regional performance standard of dataset completeness and accuracy based on existing individual local authority structures to ensure confidence in the three key elements of the national 10-year plan (Traveline, Accession and Transport Direct). Details of this proposal have been included into Plymouth's LTP2 for completeness.

LTP2 Local Indicators

- 6.1.6 Many of the outcome indicators have been continued or adapted from Plymouth's first LTP to enable an on-going comparison of performance. The City Council has included some of the other transport-related BVPI's into LTP2 to ensure comprehensive data collection, analysis and reporting. Further work is required to develop other outcome-based local indicators, and to better account for changes in definition for the final version of LTP2.

6.2 Monitoring and Data Collection

- 6.2.1 Information is collected and monitored by the City Council itself, and in partnership with the Police, NHS, Primary Health Care Trust and others, with the aim of avoiding duplication of existing data collection as well as to meet the annual and other reporting arrangements, including the:

- Annual Progress Report
- Best Value Performance Plan

- 6.2.2 Data is normally collected annually and based on various reporting methods, including:

- Automatic Traffic Count sites
- Manual Traffic Counts
- Speed Surveys
- Cycle Monitoring
- Air and Noise Pollution Surveys
- Public Transport Surveys
- ETM Returns
- City Council Points of View surveys
- Before and After Surveys of Projects
- Road Condition Surveys
- Benchmarking against other similar sized unitary councils, regionally and nationally

6.2.3 The City Council will measure its levels of congestion against the journey time freeflow benchmark, by utilising GPS technology to determine reliable journey times on priority routes. This will provide an ongoing picture of network performance, enabling early identification of traffic 'Hot Spots', and a focus for remedial action by:

- Assessing base line congestion (journey time)
- Identifying locations where regular congestion occurs
- Modelling traffic
- Ranking locations to plan a programme of remedial works as defined by section 97 of the Traffic Management Act
- Continuously monitoring congestion
- Considering the use of technologies to automatically gather journey times

6.2.4 Details of indicators, baselines and trajectories are given in Table 6.2.

Table 6.1 Objectives and Indicators

Objective	Create an accessible transport system	Develop and promote public transport, walking, and cycling	Make travel safer	Develop integrated transport	Provide a transport system that meets the needs of the economy	Maintain and operate an efficient transport network	Protect and enhance the environment
National		<ul style="list-style-type: none"> Achieve an increase in use of public transport of more than 12% by 2010. 	<ul style="list-style-type: none"> Reduce the number of people killed and seriously injured and the number of children KSI by 2010. Tackling disadvantaged communities. 			<ul style="list-style-type: none"> Improve punctuality and reliability of public transport Halt the deterioration in the condition of local roads and eliminate the backlog by the end of 2010. 	<ul style="list-style-type: none"> To improve air quality by meeting national air quality strategy objectives.
Headline		<ul style="list-style-type: none"> No of cyclists Bus patronage Number of corridors with bus service frequency of 15 minutes or more Mode share of Children travelling to school 	<ul style="list-style-type: none"> Number of KSI's Number of casualties Child KSI 	<ul style="list-style-type: none"> Number of interchanges Number of travel plans: Workplace and school 		<ul style="list-style-type: none"> Condition of all roads Condition of footways Bridge condition Streetlights Customer satisfaction with transport activities, including bus services. 	<ul style="list-style-type: none"> Monitor Air quality Monitor NO₂ and CO₂ emissions.
Local	<ul style="list-style-type: none"> Passenger journeys by passenger type 	<ul style="list-style-type: none"> Travel planning Education and Marketing material 	<ul style="list-style-type: none"> Speed reductions Pedestrian casualties Street lighting 	<ul style="list-style-type: none"> Smartcard roll out 	<ul style="list-style-type: none"> Parking Park and Ride 	<ul style="list-style-type: none"> Mode share Peak Hour Traffic on strategic roads Traffic Controls Average speeds 	

Table 6.2 Targets and Indicators

Indicator	Definition	Base Year	Horizon Year	Value	Year Type Calendar / Financial	Actual and Trajectory Data						Methodology and Data Source
						Year	2006/07	2007/08	2008/09	2009/10	2010/11	
Road Condition												
BVPI 223 (ex BVPI 96)	Principal Road Condition.	2004/05	2010/11	39.26%	F	Actual						TRACs type survey from
						Trajectory						
BVPI 224a (ex BVPI 97a)	Non-Principal Road Condition.	2005/06	2010/11		F	Actual						Scanner survey from 2005/06 Targets not required for LTP2, but later once new baseline data available in 2005/06.
						Trajectory						
BVPI 224b (ex BVPI 97b)	Unclassified Road Condition.	2003/04	2010/11	13.40%	F	Actual						Coarse Visual Inspection.
						Trajectory	7.3%	7.4%				
Road Casualty Reduction												
BVPI 99 (a)	Total killed and seriously injured casualties (all ages).	1994-98	2010	141	C	Actual						From Police records. Three year rolling mean.
						Trajectory	79	73	68	62	56	
BVPI 99 (b)	Total Child killed and seriously injured casualties.	1994-98	2010	29	C	Actual						From Police records. Three year rolling mean.

Indicator	Definition	Base Year	Horizon Year	Value	Year Type Calendar / Financial	Actual and Trajectory Data						Methodology and Data Source
						Year	2006/07	2007/08	2008/09	2009/10	2010/11	
						Trajectory	13	11	10	8	7	
BVPI 99 (c)	Total slight casualties (all ages).	1994-98	2010	1116	C	Actual						From Police records. Three year rolling mean.
						Trajectory	961	943	925	908	890	
Bus												
BVPI 102	Total local Public transport patronage (journeys per year by bus or bus and other selected public transport modes).	1999/00	2010/11	21,252,000	F	Actual						Bus operator's data output from electronic ticket machines, for all bus service boardings within the Plymouth Local Authority area. Baseline will require updating in 2006/07.
						Trajectory	20278					
BVPI 103	% of users satisfied with public provision of local traffic information.	2004/05	2007/08	55%		Actual						
						Trajectory	70%	70%				
BVPI 104	% of respondents of user satisfaction survey satisfied with local bus services.	2003/04	2009/10	64%	F	Actual						Will require a new household survey to be held in 2006/07.
						Trajectory	70%					
Footways												
BVPI 178	% of total length of footpaths and	2004/05	2007/08	85%		Actual						

Indicator	Definition	Base Year	Horizon Year	Value	Year Type Calendar / Financial	Actual and Trajectory Data						Methodology and Data Source
						Year	2006/07	2007/08	2008/09	2009/10	2010/11	
	other rights of way which were easy to use by members of the public.											
						Trajectory	93%	93%				
BVPI 187	Footway condition.	2004/05	2010/11	43.90%	F	Actual						
						Trajectory						
LTP2 Mandatory												
LTP1	Accessibility	2004/05	2010/11			Actual						
						Trajectory						
LTP2	Change in area wide road traffic kilometres.	2005/06		100	F	Actual						Awaiting DfT Guidance. Base data available in 2005/06.
						Trajectory						
LTP3	Cycling trips (annualised index).	2005/06		100	F	Actual						Awaiting DfT Guidance. Base data available in 2005/06.
						Trajectory						
LTP4	Mode share of journeys to school.	2006/07				Actual						DfES School census content not available; likely earliest start of data collection 2006; Citywide survey available in the interim, if appropriate.
						Trajectory						
LTP5	Bus punctuality % of scheduled	2003/04	2010	85%	F	Actual						Minute estimates on an accurate digital watch

Indicator	Definition	Base Year	Horizon Year	Value	Year Type Calendar / Financial	Actual and Trajectory Data					Methodology and Data Source	
						Year	2006/07	2007/08	2008/09	2009/10		2010/11
	services (1) one minute early to five minutes late (2) % of buses on time at intermediate Timing Points; (3) % of buses on time at non-Timing Points (4) Average excess waiting time on frequent service routes if applicable.											Non-Timing Points and Timing Points Actual and scheduled departure times form a mix of bus stops Items 2 to 4 to be further considered.
						Trajectory	89%	91%	92%	94%	95%	
LTP6	Changes in peak period traffic flows to urban centres.	2003/04	2010	10000 Vehicles		Actual						City Centre Cordon 4 ATC Sites – subject to review.
						Trajectory	10000	10000	10000	10000	10000	
LTP7	Congestion (vehicle delay).	2003/04				Actual						Awaiting DfT Data Not required for non-metropolitan authorities; subject to review.
						Trajectory						Not required
LTP8 Exeter Street AMQA NO2	Air quality	2004	2010	40.95	C	Actual						Continuous NO2 Analysers.
						Trajectory	40.63	40.48	40.32	40.16	40.00	
LTP8 Mutley Plain AMQA NO2	Air quality	2004	2010	50.34	C	Actual						Continuous NO2 Analysers

Indicator	Definition	Base Year	Horizon Year	Value	Year Type Calendar / Financial	Actual and Trajectory Data					Methodology and Data Source	
						Year	2006/07	2007/08	2008/09	2009/10		2010/11
						Trajectory	46.89	45.17	43.45	41.72	40.00	
Regional												
Reg1a	Traveline Data completeness and accuracy.	2006/07	2010/11	%	F	Actual						SWPTI database Timing point level.
						Trajectory	100	100	100	100	100	
Reg1b	Traveline Data completeness and accuracy	2006/07	2010/11	%	F	Actual						SWPTI database All stop level
						Trajectory	95	96	97	98	99	
Reg1c	Verified Traveline Data.	2006/07	2010/11	%	F	Actual						SWPTI database
						Trajectory	65	75	80	85	90	
Local												
Congestion												
	Mode share journeys to work.	See method				Actual						Travel plans DfT to produce guidance.
						Trajectory						
	Peak hour traffic on strategic routes.	2003/04		18500 vehicles	F	Actual						6 ATC sites
						Trajectory	17000	17000	17000	17000	17000	
BVPI 100	Number of Days of Traffic Controls on Traffic Sensitive Roads	2003/04	2006/07	0.86 days	F	Actual						
						Trajectory	0					
	Proportion of time where average speeds are					Actual						DfT to produce guidance

Indicator	Definition	Base Year	Horizon Year	Value	Year Type Calendar / Financial	Actual and Trajectory Data						Methodology and Data Source
						Year	2006/07	2007/08	2008/09	2009/10	2010/11	
	below a certain threshold (to be defined) .											
						Trajectory						
	Passenger return journeys on Park and Ride.	1999/00	2006	407621	F	Actual						Bus operator returns New baseline in 2006/07 post-A386 P&R opening.
						Trajectory	407621					
Road Safety												
	Reduction in vehicle speed of traffic calmed streets.					Actual						
						Trajectory						
	Total pedestrian casualties.	1999	2010	184	C	Actual						Police records 3 year rolling mean.
						Trajectory	175	159	143	128	112	
BVPI 215a	Response times to street lighting faults (Local Authority).	2005/06				Actual						All lights within highway authority's responsibility.
						Trajectory						
BVPI 215b	Response times to street lighting faults (Distribution Network Operator)	2005/06				Actual						All lights within highway authority's responsibility
						Trajectory						

Indicator	Definition	Base Year	Horizon Year	Value	Year Type Calendar / Financial	Actual and Trajectory Data						Methodology and Data Source
						Year	2006/07	2007/08	2008/09	2009/10	2010/11	
Accessibility												
	Number of Passenger Journeys by Lower Rate Pass Holders.	2003/04	See method	1407000	F	Actual						Bus operator data output from ETM
						Trajectory						
BVPI 165	Number of Crossings disabled compliant.	2004/05	2006/07	37%	F	Actual						In-house data
						Trajectory	42%					
Air Quality	Number of days where air pollution is moderate to high.	2003/04	2010	31 days	F	Actual						
						Trajectory	Maintain air quality within national standards.	Maintain air quality within national standards.	Maintain air quality within national standards.	Maintain air quality within national standards.	Maintain air quality within national standards.	Subject to further guidance as a indicator is retrospective.