

# LTP3 PERFORMANCE INDICATOR SET

# APPENDIX A

PI	Description	Reporting frequency	Existing	Baseline	Baseline period	2011/12 Target	2012/13 Target	2013/14 Target	Long term target
<b>Supporting the economy and population growth</b>									
KPI 1	Average vehicle speeds during the weekday morning peak (7am-10am) on locally managed 'A' roads in Leicestershire (mph) remain above modelled trajectory	Annually	No	31.5	2009/10	TBC (2016)	TBC (2021)	TBC (2026)	-
PI 1	Average vehicle speeds during the weekday morning peak (8am-9am) on key routes in <b>Loughborough (mph)</b> remain above modelled trajectory	Annually	No	15.24	2011	15.71 (2016)	15.13 (2021)	14.91 (2026)	We continue to work with modelling colleagues to validate the vehicle speed trajectories that have been put in place for each of our market towns.
PI 2	Average vehicle speeds during the weekday morning peak (8am-9am) on key routes in <b>Melton Mowbray (mph)</b> remain above modelled trajectory	Annually	No	18.50	2011	17.87 (2016)	17.18 (2021)	16.63 (2026)	
PI 3	Average vehicle speeds during the weekday morning peak (8am-9am) on key routes in <b>Market Harborough (mph)</b> remain above modelled trajectory	Annually	No	27.93	2011	27.48 (2016)	26.66 (2021)	26.04 (2026)	
PI 4	Average vehicle speeds during the weekday morning peak (8am-9am) on key routes in <b>Hinckley (mph)</b> remain above modelled trajectory	Annually	No	21.50	2011	21.09 (2016)	20.93 (2021)	20.38 (2026)	
PI 5	Average vehicle speeds during the weekday morning peak (8am-9am) on key routes in <b>Coalville (mph)</b> remain above modelled trajectory	Annually	No	20.86	2011	18.15 (2016)	14.67 (2021)	12.77 (2026)	
PI 6	Average vehicle speeds during the weekday morning peak (8am-9am) on key routes in <b>Ashby de la Zouch (mph)</b> remain above modelled trajectory	Annually	No	25.71	2011	24.74 (2016)	23.71 (2021)	23.01 (2026)	
PI 7	Total vehicle kilometres on County roads (LTP 38) (million km)	Annually	Yes	3,777	2009/10	Target not applicable for this PI			
-	<i>For development - Average vehicle speeds during the weekday morning peak on key routes in the Principal Urban Area (PUA) (mph) remain above modelled trajectory</i>	Annually	No	-	-	-	-	-	-
<b>Active and sustainable travel</b>									
KPI 2	Proportion of urban trips under 5 miles taken by (i) walking & cycling, (ii) PT (indicator under review)	Annually	No	N/A	2009	N/A	N/A	N/A	N/A
PI 8	Local bus passenger journeys originating in the authority area	Quarterly	Yes	14.96m	2010/11	14.5m	14.3m	14.1m	-
PI 9	Bus services running on time	Annually	Yes	78.1%	2010/11	77.5%	78.5%	79.5%	-
PI 10	Modal shift on the school run - reduce the proportion of children travelling to school as the only pupil in a car	Annually	Yes	23.7%	2010/11	23.7%	23.2%	22.7%	21.5% 2015/16
-	<i>For development - Cycle counts on key routes</i>	N/K	No	-	-	-	-	-	-
-	<i>For development - Pedestrian counts on key routes</i>	N/K	No	-	-	-	-	-	-
-	<i>For development - ROW usage</i>	N/K	No	-	2013/14	-	-	-	-
-	<i>For development - Workplace modal shift</i>	N/K	No	-	-	-	-	-	-

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<b>Connectivity and accessibility</b>									
<b>KPI 3</b>	<b>Working age people with access to employment by public transport (and other specified modes) (DfT Core Accessibility Data)</b>	<b>Annually</b>	<b>Yes</b>	<b>81.1%</b>	<b>2010</b>	The review of the supported passenger transport network is likely to have various impacts on levels of accessibility across the county and it was decided to establish targets once the outcomes of the review are known.			
PI 11	% of 5-10 year old children within 15 minutes of a primary school by public transport / walking. (DfT Core Accessibility Data).	Annually	No	99.2%	2010				
PI 12	% of 11-15 year old children within 20 minutes of a secondary school by public transport / walking. (DfT Core Accessibility Data).	Annually	No	80.4%	2010				
PI 13	% of 16-19 year old children within 30 minutes of further education by public transport / walking. (DfT Core Accessibility Data).	Annually	No	88.4%	2010				
PI 14	% of households within 15 minutes of a GP surgery by public transport / walking. (DfT Core Accessibility Data).	Annually	No	88.7%	2010				
PI 15	% of households within 60 minutes of a hospital by public transport / walking. (DfT Core Accessibility Data).	Annually	No	89.0%	2010				
PI 16	% of households within 15 minutes of foodstores by public transport / walking. (DfT Core Accessibility Data).	Annually	No	92.6%	2010				
PI 17	Complementary travel for disabled people	Quarterly	Yes	2053	2010/11	2050	2050	2050	
PI 18	Countywide % of households without access to a car within 20 / 40 / 60 minutes of a main centre	Annually	Yes	20 = 54.7% 40 = 94.6% 60 =	2010/11	The review of the supported passenger transport network is likely to have various impacts on levels of accessibility across the county and it was decided to establish targets once the outcomes of the review are known.			
-	<i>For development - % coverage on the hourly bus network (i) overall (ii) rural (to be finalised following completion of review)</i>	<i>Annually</i>	<i>No</i>	<i>N/A</i>	<i>2011/12</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>-</i>
-	<i>For development - Rural accessibility outside the hourly network</i>	<i>N/K</i>	<i>No</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
<b>Road safety</b>									
<b>KPI 4</b>	<b>Reduce total casualties on our roads by 33% by 2020 (from the 2004-08 baseline)</b>	<b>Quarterly</b>	<b>Yes</b>	<b>2652</b>	<b>2004-08</b>	<b>2340</b>	<b>2277</b>	<b>2215</b>	<b>1777 (2020)</b>
PI 19	Reduce the number of people killed or seriously injured on our roads by 40% by 2020 (from the 2004-08 baseline)	Quarterly	Yes	286	2004-08	245	237	229	192 (2020)
PI 20	Reduce the number of people incurring slight injuries on our roads by 32% by 2020 (from the 2004-08 baseline)	Quarterly	Yes	2366	2004-08	2095	2040	1986	1585 (2020)
PI 21	% reduction in road casualties at sites where after scheme monitoring has been completed during the reporting year	Annually	No	N/A	N/A	N/A	N/A	N/A	-

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<b>The condition and resilience of our transport system</b>									
KPI 5	% of the classified road network (A, B & C class roads) where structural maintenance should be considered (SCANNER)	Quarterly	No	4%	2010/11	5%	6%	7%	-
KPI 6	Continue to work towards Level 4 of the former NI 188 - Planning to adapt to Climate Change (Transport system)	Annual	Yes	Level 3	2010/11	Level 4	N/A	N/A	N/A
PI 22	% of the principal road network (A class roads) where structural maintenance should be considered (SCANNER)	Quarterly	Yes	2%	2010/11	3-4%	4-5%	4-6%	-
PI 23	% of the non-principal road network (B & C class roads) where structural maintenance should be considered (SCANNER)	Quarterly	Yes	5%	2010/11	5-7%	6-8%	7-10%	-
PI 24	% of the unclassified road network where maintenance should be considered (visual inspection)	Quarterly	Yes	11%	2010/11	13%	15%	16%	-
PI 25	% of the footway network with recorded defects below the condition threshold (CVI enhanced Survey)	Quarterly	Yes	N/A	2011/12	N/A	TBC after baseline set		-
PI 26	% of category 1, 1a and 2 (the busier) footways with significant defects (CVI enhanced Survey)	Quarterly	Yes	N/A	2011/12	N/A			-
PI 27	% of footpaths and other rights of way that are signposted and easy to use.	Annually	Yes	78%	2008/11	80%	80%	80%	-
PI 28	% of street lighting columns needing replacement	Quarterly	Yes	10.16%	2010/11	8.20%	N/A	N/A	-
PI 29	% of traffic signal installations requiring complete renewal (age and fault history)	Quarterly	Yes	0.60%	2010/11	<4%	<4%	<4%	-
PI 30	% of bridge spans with a BCcrit value below 75	Quarterly	Yes	10.0%	2010/11	10.0%	10.0%	10.0%	-
-	<i>For development - KPI for network resilience - agreed that this should be essentially something around recovery time (for the transport network) from a severe weather event</i>	Annually	No	N/A	N/A	N/A	N/A	N/A	-
-	<i>For development - Cycle route / network condition</i>	N/K	No	N/A	2011/12	N/A	N/A	N/A	-

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<b>Quality of life</b>									
KPI 7	Reduction in total CO <sup>2</sup> emissions in the LA area originating from road transport (DECC) (Kilotonnes)	Annually	Yes	1,911	2008	1,873	1,849	1,825	1,682 (2020/21)
PI 31	Per capita reduction in CO <sup>2</sup> emissions in the LA area originating from road transport (DECC) (Reduction against 2005 baseline of 1.946 tonnes per capita)	Annually	Yes	2.98	2008	2.86	2.80	2.75	1.476 (2020/21)
PI 32	NHT - Overall satisfaction with the condition of highways (i.e. roads & pavements)	Annually	No	45.4%	2010	45.0%	45.0%	45.0%	Targets to be reviewed following analysis of the 2011 NHT survey data.
PI 33	NHT - Overall satisfaction with street lighting	Annually	No	76.0%	2010	74.8%	70.0%	65.0%	
PI 34	NHT - Overall satisfaction with pavements and footpaths	Annually	No	68.5%	2010	69.0%	69.0%	69.0%	
PI 35	NHT - Overall satisfaction with the local Rights of Way network	Annually	No	50.0%	2010	52.0%	54.0%	56.0%	
PI 36	NHT - Ease of access to key services (all people)	Annually	No	79.5%	2010	80.0%	80.0%	80.0%	
PI 37	NHT - Ease of access to key services (people with disabilities)	Annually	No	75.3%	2010	76.0%	77.0%	78.0%	
PI 38	NHT - Ease of access to key services (no car households)	Annually	No	82.4%	2010	83.0%	84.0%	85.0%	
PI 39	NHT - Satisfaction with local bus services	Annually	No	62.0%	2010	58.0%	60.0%	62.0%	
PI 40	NHT - Satisfaction with local PT information	Annually	No	40.7%	2010	40.0%	41.0%	43.0%	
PI 41	NHT - Satisfaction with cycle routes & facilities	Annually	No	38.2%	2010	40.0%	45.0%	50.0%	