

## Summary of progress against LTP2 targets

Indicator	Ref.	Description	Progress	Comments
<b>BVPI</b>	223	Condition of Principal Roads	Amber	The methodology has changed in 2007/08, following guidance from the DfT, from one based on visual inspection to the use of SCANNER (vehicle based) technology. The target for 2010/11 is 12%. Actual results have been 17% in 2006/07 and 11% in 2007/08. However, the DfT revised guidance for 2007/08 has meant that this figure has been calculated differently. Wheel track cracking has been excluded for this year. Had this been included the result would have been 17%.
	224a	Condition of Non-Principal Roads	Amber	The methodology has changed in 2007/08, following guidance from the DfT, from one based on visual inspection to the use of SCANNER technology. The target for 2010/11 is 14%. Actual results have been 18% in 2006/07 and 17% in 2007/08, which are in line with the trajectory.
	224b	Condition of Unclassified Roads	Amber	The basis of the survey technique for this indicator is still visual inspection. The LTP2 trajectory is to reduce the percentage of unclassified roads requiring structural maintenance from 5% in 2006/07 to 3.5% in 2009/10. Actual results have been 5% in 2006/07 and 5% in 2007/08, which narrowly fell short of the target of 4.5% for the year.
	187	Footway Condition	Amber	The data are now collected for the footway network over two years; with a random 50% in each year. The baseline was set at 37.2% in 2003/04 with a target of 12% to be achieved in 2010/11. Results are 2005/06 – 19.4%, 2006/07 – 27.53%, 2007/08

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				– 28%.
	99x	Number of deaths and serious injuries	Red	<p>The recorded numbers of deaths and seriously injured casualties over the last five years are as follows:</p> <p>2003 – 166 (7 killed + 159 seriously injured)</p> <p>2004 – 123 (4 killed + 119 seriously injured)</p> <p>2005 – 161 (16 killed + 145 seriously injured)</p> <p>2006 – 171 (9 killed + 162 seriously injured)</p> <p>2007 – 164 (6 killed + 158 seriously injured)</p> <p>Further detailed explanations of progress against this target are given in the main report.</p>
	99y	Number of children killed or seriously injured	Amber	<p>The recorded numbers of deaths and seriously injured child casualties over the last five years are as follows:</p> <p>2003 – 9 (0 killed + 9 seriously injured)</p> <p>2004 – 14 (0 killed + 14 seriously injured)</p> <p>2005 – 17 (0 killed + 17 seriously injured)</p> <p>2006 – 17 (1 killed + 16 seriously injured)</p> <p>2007 – 15 (0 killed + 15 seriously injured)</p>
	99z	Total slight casualties per million vehicle km	Green	The target set for this indicator is to reduce the number of slight injuries per 100 million vehicle kilometres from 80.92 in 2003 to 78.5 in 2009. This data is supplied by the DfT, and shows a figure for 2007 of 77.48 against a trajectory figure of 79.3, and so we are on track to achieve the target.
	102	Bus patronage	Green	Starting from a baseline of 34.2 million passenger journeys in 2003/04 the target is 40.2 million journeys in 2010/11. The latest reported figure is 39.4 million, and this is on track

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				to achieve our target.
	104	Bus satisfaction	Green	This indicator reports on the overall satisfaction with local bus services. Data is gathered every three years and will next be available in 2009. Satisfaction with local bus services was 80% in 2003/4, and increased to 81% in 2006/7. This was the highest score for any local authority, and shows satisfactory progress to our target of 82% in 2010/11.
<b>Mandatory</b>	LTP1	Access to frontline services	Green	Based on data from 2006/07, it has been estimated that the current target of 100% of residents in Brighton and Hove having access to a doctor's surgery within 15-30 minutes by public transport has been maintained. The future measurement of this indicator will be superseded by a stretched target in the LAA (see reference below to NI 175).
	LTP2	Change in area-wide road traffic mileage	Green	The target is to stabilise year on year traffic growth at 10 million vehicle kms for area wide traffic mileage on all roads based on a 2004 baseline figure of 1,425 million vehicle kms. A 2007 figure of 1,457 indicates that this target is likely to be achieved by 2010/11.
	LTP3	Cycling trips	N/A	A new 2007 baseline for cycling trips has been established - 14,000 – following the improvement of monitoring for cycling in association with the Cycle Demonstration Town project. The current target is to achieve a 5% year on year increase to 16,100 in 2010. Data are not yet available to assess the first year's progress in 2008.
	LTP4	Share of journeys to school	Green	The target is to reduce the children's share of journeys to school by car from 34.5% in 2004/05 to 28.5% in 2010/11.

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				The actual figure from 2006/07 was 35%, and in 2007/08 was 31%, compared to the trajectory of 32.5% and 31.5% respectively. These figures now include both local authority and independent/private schools.
	LTP5	Bus punctuality	N/A	The baseline set in 2006/07 was 84%, with a target of 95% punctuality for 2010/11. Due to a problem with new software, it has not been possible to establish the 2007/08 figure and therefore determine likely progress.
	LTP6	Changes in peak hour traffic flows	Green	A new and comprehensive city centre survey cordon using automated monitoring equipment has been established during 2006/07 to monitor vehicle flows. Therefore, new morning and evening peak hour baselines are being established for 2007. Initial indications for 2008 are that the current target of achieving a 5% reduction in both peak hour traffic flows by 2010/11 remains achievable. Further data will provide more robust basis for assessing progress.
	LTP8	Air quality – Nitrogen Dioxide [NO <sub>2</sub> ] emissions	Amber	This LTP2 target is currently monitored using data from 3 key sites within the Air Quality Management Area. Progress to date indicates that overall levels of NO <sub>2</sub> have been decreasing from a peak in 2003/04, although some remain above the current exceedance threshold for this pollutant.

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<b>Local</b>	LT1	Level of physical access to bus fleet	Green	The LTP2 target is to achieve 70% wheelchair-accessible buses by 2010/11. Based on data from the main bus operator, in 2008 a total of 84% of its bus fleet is wheelchair-accessible. This compared to the trajectory figure for 2007/08 of 56.5%.
	LT3	Pedestrian movements	N/A	This indicator has previously been monitored every four years by surveying movement across a city centre cordon. In order to provide a more cost effective and robust means of monitoring walking the current methodology is being reviewed. The primary objective will be to monitor the effectiveness of localised improvements by monitoring 'before and after' movements and make best use of resources.
	LT4	Satisfaction with local public transport information	Green	Satisfaction with local public transport information was 78% in 2006/07. This was the highest score for any local authority. The latest score shows continuing growth in satisfaction with public transport information, in comparison to the score of 52% in 2000/01 and 74% in 2003/04. Current progress is in line with the LTP2 target of 80% in 2010/11.
	LT5 (BVPI 165)	Proportion of pedestrian crossings with facilities for disabled people	Green	Monitoring in accordance with originally set guidance has indicated that 99% of crossings have satisfactory facilities for disabled people. The current target is to achieve 100% by 2010/11. However, new guidance and criteria have been published and a review of equipment compliance is now underway. An additional, external audit of crossings is currently taking place further work may be needed re-base the target.

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<b>Local Area Agreement [LAA]</b>	N1 47	People killed and seriously injured in road traffic collisions	N/A	This transport related indicator is one of the 35 local improvement targets within the city's new LAA for 2008-2011. It will supersede BVPI 99x above, but progress will be monitored against a new baseline (calculated from a 3-year average). Data are not yet available to assess the first year's progress.
	N1 167	Average journey time per mile in AM peak hour	N/A	This transport related indicator is one of the 35 local improvement targets within the city's new LAA for 2008-2011. It is a completely new indicator and the target is based on there being no increase in the average morning peak hour journey time on 5 key strategic routes entering the city centre. The 2007 baseline against which progress will be monitored is 3 minutes per mile.
	N1 175	Access to services	N/A	This transport related indicator is one of the 35 local improvement targets within the city's new LAA for 2008-2011. It will supersede target LTP1 above, and is a stretched target that now seeks to increase the proportion of the population that are within 10 minutes of a doctor's surgery (using public transport and walking). Data are not yet available to assess the first year's progress.

**KEY:**

Red – not on target (major problems encountered – remedial action required)

Amber – good progress (but major challenges encountered)

Green – on target (on track to be delivered or exceeded)

N/A – information not yet available