

# N. Performance Indicators

## N.1 Introduction

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**As part of their second Local Transport Plans, Local Authorities are required to set targets and annual<sup>1</sup> trajectories. Targets should, wherever possible, be outcome based and show clear connections between transport targets and an areas wider vision and objectives.**

The Department for Transport have selected 14 mandatory indicators (including 9 best value performance indicators) to which all Local Authorities must report, with an additional 3 indicators mandatory for certain authorities (determined by local situation). Local Authorities are also encouraged to select their own locally important indicators.

### N.1.1 Indicator selection

In accordance with Government Guidance, the Council will report on all 14 mandatory indicators. The Isle of Wight are not required to report on any of the 3 additional indicators but have considered the benefits and appropriateness of these non-mandatory indicators. After discussions it has been agreed that a target based on the national air quality indicator would assist with local transport reporting. In addition the Council have selected 6 local indicators based on local priorities and objectives.

The provisional LTP2 indicators and targets were established through a series of meetings and workshops. A number of these targets have been revised for the full plan to reflect new information and GOSE feedback.

Indicators report on progress towards the delivery of the Local Government Association (LGA) agreed shared priorities - accessibility, safety, air quality and congestion (as detailed earlier in the plan) - as well as other locally defined priorities - economic prosperity & regeneration, the environment and effective management. Indicators have been grouped according to the most relevant LGA shared priority however it is appreciated that most indicators assist in the delivery of more than one shared and/or local priority.

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<sup>1</sup>Except for bus satisfaction targets which should be set tri-annually in accordance with Best Value satisfaction surveys.

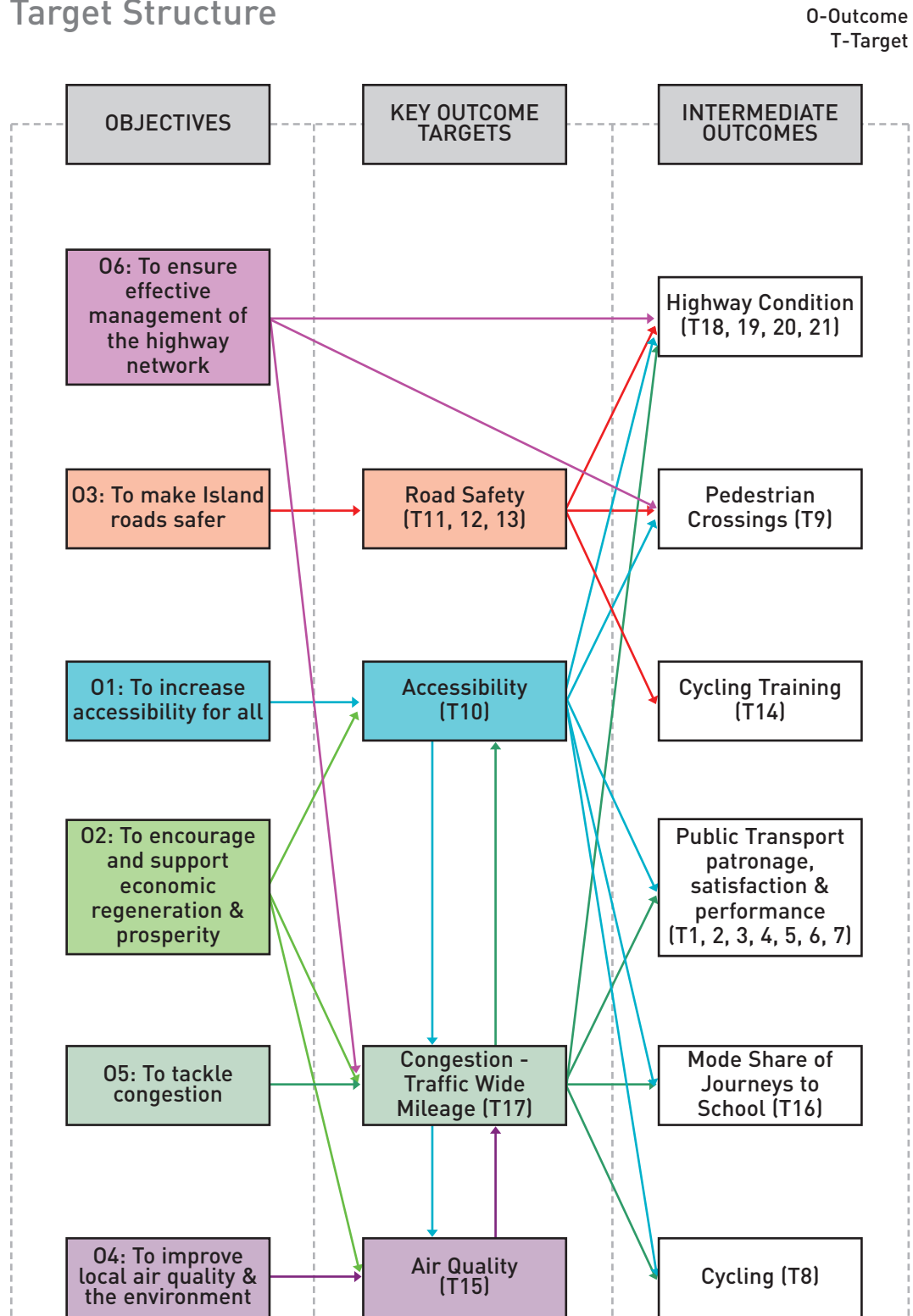
Target	LGA Shared Priority	Mandatory Indicator Number	Indicator Type	Assists with Delivery of LGA/Local Priorities					
				Accessibility	Economic P&R	Safety	Air Quality & Env	Congestion	Effective Man
<b>ACCESSIBILITY</b> - Objective O1: To increase accessibility for all									
T1	Bus Patronage	BV102	M	✓	✓		✓	✓	
T2	Bus Punctuality	LTP5	M	✓	✓		✓	✓	
T3	Satisfaction with Local Bus Services	BV104	M	✓	✓		✓	✓	
T4	Train Patronage	-	L	✓	✓		✓	✓	
T5	Train Punctuality	-	L	✓	✓		✓	✓	
T6	Train Reliability	-	L	✓	✓		✓	✓	
T7	Ferry Patronage	-	L	✓	✓		✓	✓	
T8	Cycling Trips	LTP3	M	✓	✓		✓	✓	
T9	Pedestrian Crossings with facilities for disabled	BV165	L	✓		✓			✓
T10	Access to Newport Town Centre	LTP1	M	✓	✓		✓	✓	
<b>ECONOMIC PROSPERITY AND REGENERATION</b> - Objective O2: To encourage and support economic regeneration & prosperity									
<b>SAFETY</b> - Objective O3: To make Island roads safer									
T11	Number of People Killed or Seriously Injured on Island Roads	BV99x	M			✓			
T12	Number of Children Killed or Seriously Injured on Island Roads	BV99y	M			✓			
T13	Number of Slight Casualties on Island Roads	BV99z	M			✓			
T14	Cycle safety training	-	L	✓		✓	✓	✓	
<b>AIR QUALITY</b> - Objective O4 : To improve local air quality & the environment									
T15	Air Quality	LTP8	NM				✓		
<b>CONGESTION</b> - Objective O5 : To tackle congestion									
T16	Mode Share of Journeys to School	LTP4	M	✓			✓	✓	
T17	Change in Area Wide Road Traffic Mileage	LTP2	M	✓	✓		✓	✓	
<b>EFFECTIVE MANAGEMENT</b> - Objective O6: To ensure effective management of the highway network									
T18	Principal Road Condition	BV96	M	✓	✓	✓	✓	✓	✓
T19	Non Principal Classified Road Condition	BV97a	M	✓	✓	✓	✓	✓	✓
T20	Unclassified Road Condition	BV97b	M	✓	✓	✓	✓	✓	✓
T21	Footway Condition	BV187	M	✓	✓	✓	✓	✓	✓
<b>VALUE FOR MONEY</b> - Objective O7: To achieve value for money solutions									

Target type:

M – Mandatory for all LTP Authorities NM – Not mandatory for Isle of Wight but identified in LTP Guidance L - Local

The Council consider these 21 indicators to offer a good mix of indicator types which will clearly demonstrate and monitor the delivery of both the LGA and local priorities (see target structure diagram).

## Target Structure



Performance indicators

## N.1.2 Target hierarchy

The Council, in line with Government Guidance, will report on targets according to the following hierarchy:

- **Targets for key outcome indicators – targets that directly measure the achievement of shared priorities.**
- **Targets for intermediate outcomes – proxies or milestones towards key outcome indicators.**
- **Targets for contributory output indicators – indicators measuring delivery of schemes, policies or initiatives that contribute to the above.**
- **Targets for other outcome or output indicators – indicators that measure the achievement of local priorities only.**

## N.1.3 Target setting

The Council has sought to set challenging but realistic targets. Consideration has been given to performance and lessons learnt during their first LTP. In addition targets reflect work to be undertaken during the LTP2 timescale, both in terms of transport schemes and wider objectives, and how this work will affect targets and trajectories. The Council has also sought to identify any possible risks to target achievement and how these risks will be managed.

### Baseline and horizons

Baseline and horizon years for mandatory targets have been set according to Government Guidance<sup>2</sup>. Timescales for local targets have been set to compliment mandatory targets wherever possible.

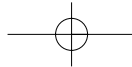
## N.1.4 Target review and revision

Experience gained during LTP1 highlighted the importance of ongoing review and monitoring of targets and trajectories. During their first LTP the Council, in consultation with Government Office for the South East (GOSE), made amendments to 6 of their targets in order to reflect the current local situation (4 new targets and 2 revisions). The Council will continue to monitor targets to ensure that they remain challenging, realistic and have local meaning. In addition the Council will seek to ensure that they adopt up-to-date, cost effective and appropriate monitoring techniques.

### Amendments post March 2006

Should amendments to targets, trajectories or monitoring be considered appropriate, the Council will contact GOSE and any relevant Partners, to discuss possible revisions. These discussions will take place at the earliest opportunity and will be detailed in successive Annual Progress Reports.

<sup>2</sup>Technical Guidance on Monitoring the LTP2 Mandatory Indicators, DFT - December 2004, page 8.



## N.1.5 Strategic Environmental Assessment (SEA)

In addition to the monitoring of the Local Transport Plan, the Council are also required to undertake annual monitoring of the Strategic Environmental Assessment (SEA). The Council's LTP SEA has been prepared by WSP Environmental who are also preparing a similar document for the Island's Local Development Framework (LDF). It is anticipated that a number of environmental issues will be consistent with both plans and therefore it is hoped that a joint monitoring regime can be established.

## N.2 Bus Patronage

**Target type:** Mandatory (BV102).

**Target hierarchy:** 2 – Intermediate Outcome.

### N.2.1 Indicator description

Number of annual bus passenger journeys made on local buses on the Isle of Wight (reported in thousands).

### N.2.2 Methodology and monitoring

Indicator to be calculated in accordance with best value definition (BVPI 102) with data provided by local operators from electronic ticket machines.

### N.2.3 LTP1

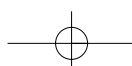
#### Target

The Isle of Wight Council's first LTP included a public transport target to "increase travel by public transport by 20% by 2010", reflecting the Government's national PSA target. However the Island, similar to other areas, experienced a decline in bus patronage between 2000 and 2003 and, as a result, revised the bus patronage element of the target in 2003. The revised target sought to "halt the decline in bus passenger journeys and to return to 2000/01 levels by 2006".

#### Performance

Bus patronage fell from 6.1 million journeys in 2000/01 to 5.7 million in 2002/03. Journey numbers increased slightly in 2003/04 and 2004/05 but have not yet returned to 2000/01 levels, resulting in an overall decrease of 5.6% between 2000/01 and 2004/05.

Year	Baseline 2000/01	2001/02	2002/03	2003/04	2004/05
<b>Number (thousands)</b>	6,128	5,964	5,742	5,774	5,783
<b>Annual Change</b>					
Number (thousands)	-	-164	-222	32	9
%		-2.7	-3.7	0.6	0.2
<b>Change (00/01-04/05)</b>					
Number (thousands)			-345		
%			-5.6		



## N.2.4 LTP2

### Target selection and rationale

This is a mandatory indicator and therefore all Local Authorities must report on this indicator. Increasing bus patronage assists in addressing both congestion and accessibility and, due to a limited rail network, is the only viable alternative to the private motor car for many Island residents and visitors.

Bus patronage has still not returned to 2000/01 levels and therefore this is still considered an interim target. However, with new bus improvement schemes and initiatives planned during LTP2, it is anticipated that patronage will increase over the plan period.

In line with Government Guidance, the baseline has been set at 2003/04 with a horizon year of 2010/11.

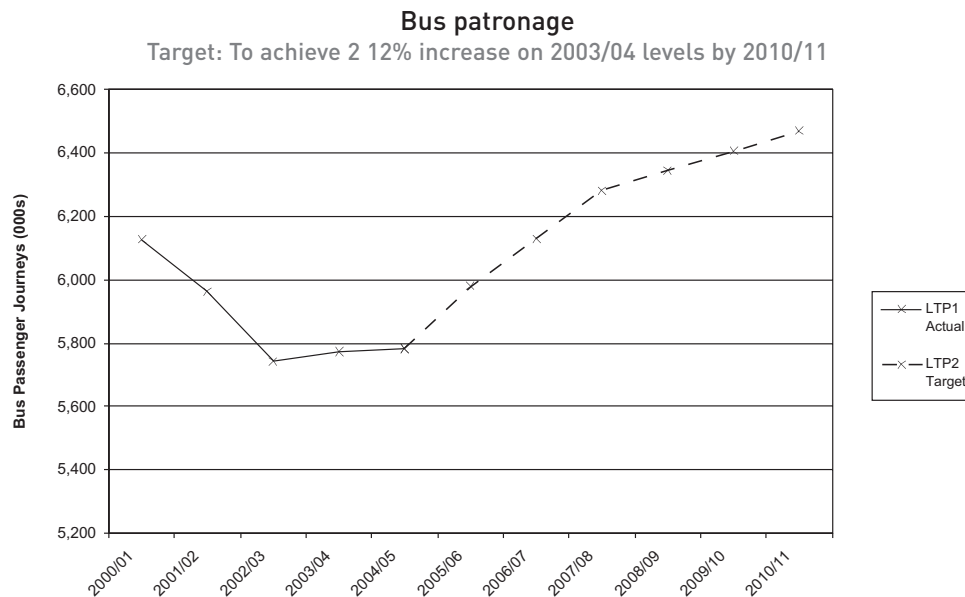
### Target T1

- By 2010/11, to achieve a 12.1% increase in bus passenger journeys based on 2003/04 levels.

### Trajectories

The new target seeks increased growth during the early part of the plan, to reflect the free travel for pensioners and £1 flat fare initiatives, and a more gentle 1% annual increase between 2008/09 and 2010/11.

Year	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
<b>Number (thousands)</b>	5,774	5,783	-	-	-	-	-	-
Trajectory	-	-	5,980	6,129	6,282	6,345	6,408	6,472
<b>Annual Change</b>								
Number (thousands)	-	9	206	149	153	63	63	64
%		0.2	3.6	2.5	2.5	1.0	1.0	1.0
<b>LTP2 Change</b>								
Number (thousands)				698				
%				12.1				



## N.2.5 Actions to achieve targets

### Isle of Wight Council

The Council is working with operators to encourage and promote travel by bus. The Council, in consultation with operators, have recently completed a Bus Strategy and Bus Information Strategy both of which are appended to this plan.

As part of the Council's second LTP, the Council will continue to introduce new, and upgrade existing, bus infrastructure. It is anticipated that the Ryde Interchange project will commence construction in autumn 2006 and will be operational late 2007. The interchange will improve and enhance existing bus and public transport facilities in Ryde, the Island's second largest town and major Island gateway.

As part of the compilation of LTP2, the Council, in partnership with others, have discussed various other possible bus schemes and are planning a number of bus priority and infrastructure improvements over the plan period.

The Council are also planning to introduce a number of new and revised fare initiatives in April 2006, including an extension of the Government's over 60s free travel (to cover travel at all times as opposed to off peak) and the introduction of a 50p flat fare for all 5-19 year old students. It is anticipated that these initiatives will increase bus ridership.

The Council are currently investigating the viability of introducing an Islandwide £1 flat fare scheme. It is anticipated that a decision on this initiative will be made during 2006 with possible introduction in 2006/07.

### Partners

The Council will continue to work with partners to increase transport choice and to encourage and promote public transport.

Access to accurate timetable information is key to increasing public transport patronage. Currently Southern Vectis, the major bus operator, print bi-annual timetables with information also available at most stopping points and on their website. In addition a new national text service has been introduced and it is anticipated that the relevant information will be provided at bus stops in due course. The Council and operators will continue to seek new and innovative ways to provide accurate and up to date timetable information including investigating the introduction of real time information.

Isle of Wight Tourism (IWT) has compiled the Island Tourism Development Plan. The plan recognises the benefit of increasing travel choices and seeks to put in place measures which will encourage visitors to travel to and/or around the Island by sustainable means including the use of public transport.

### *Local Accessibility Plans*

The Council are keen to promote accessibility for all and have identified a future Local Accessibility Action Plan based upon access for those with mobility difficulties (see Accessibility Section). This plan will include working with bus operators to encourage the introduction of low floor buses on key routes with the Council reviewing existing and, where appropriate, introducing supporting bus infrastructure.

## N.2.6 Risks to target delivery and risk management

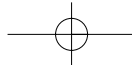
The Council and Southern Vectis, the major bus operator, have regular meetings to discuss both strategic and operational issues. These meetings seek to disseminate information between parties and identify possible future problems and relevant solutions.

In 2005, Southern Vectis received planning permission for the re-development of Newport bus station. This work includes the closure of the existing central station, which could have a detrimental effect on bus patronage. The Council have been working with the operator on alternate arrangements for buses and passengers during the construction period (including waiting facilities, signage, traffic routing) and to ensure the suitability of long term plans. Similar work will also be undertaken for Ryde Interchange.

With nearly a quarter of Island residents over the age of 60, bus patronage may be affected by Government proposals regarding free "pensioner" bus travel. This initiative is due to take effect from April 2006 and targets have been set accordingly.

Targets also reflect the Council's decision to investigate the introduction of a £1 flat fare in 2006/07. Should the Council decide not to continue with this scheme, targets may need to be re-considered.





## N.3 Bus Punctuality (LTP5)

**Target type:** Mandatory.

**Target hierarchy:** 2 – Intermediate Outcome.

### N.3.1 Indicator description

Percentage of scheduled bus services departing timing points within the window of 1 minute early to 5 minutes late, as a proportion of all services surveyed. (No frequent service bus routes operate on the Isle of Wight).

### N.3.2 Methodology and monitoring

The Council, in partnership with the local bus operator, have identified suitable monitoring points across the Island. Points have been selected to give a good representative sample of rural/urban locations and a mix of start, intermediate and non-timing points. Annual surveys will be undertaken by both the Council and the operator.

### N.3.3 LTP1

This is a new survey and thus no comparable LTP1 targets.

### N.3.4 LTP1

#### Target selection and rationale

This is a mandatory indicator and therefore all Local Authorities must report on this indicator. In addition, bus punctuality has a major impact on both bus patronage and user satisfaction. As this is a new indicator for 2005/06 the Council do not have any historic data on which to base targets. Baseline data was collected during 2005/06.

#### Target T2

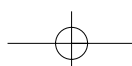
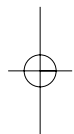
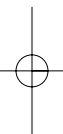
The target is based upon achieving the national target of 90% punctuality by 2014/15. Setting a straight line trajectory this would equate to 76.3% by 2010/11.

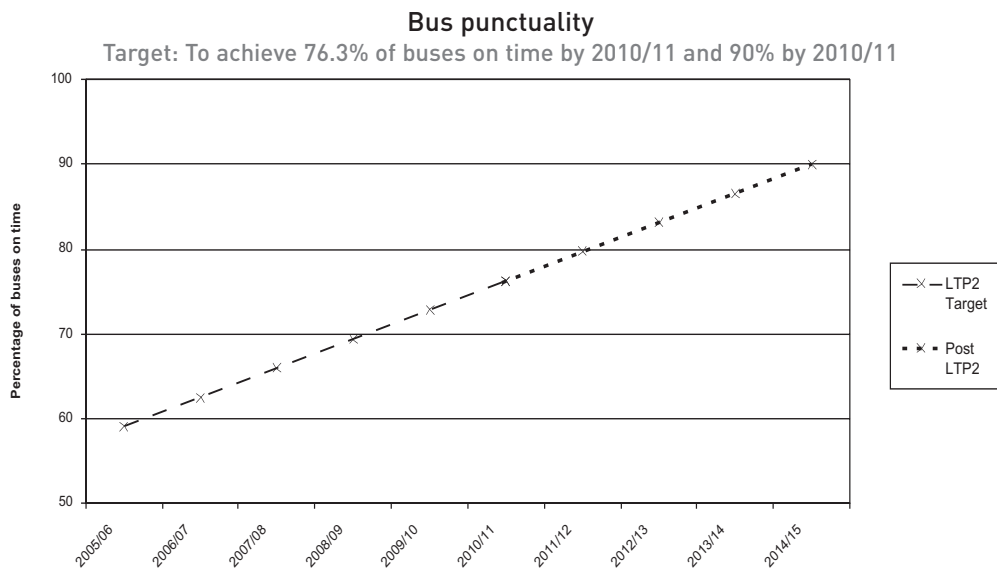
- **To achieve 76.3% bus punctuality by 2010/11 and 90% bus punctuality by 2014/15.**

#### Trajectories

Trajectories are set on a straight line basis.

Year	Baseline 2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
<b>Percentage</b>	59.1	-	-	-	-	-
Trajectory	-	62.5	66.0	69.4	72.8	76.3
<b>Annual Change</b>						
%		3.4	3.4	3.4	3.4	3.4
<b>LTP2 Change</b>						
%		17.2				





The overall indicator is composed of 3 indices, all of which have a target of 90% punctuality by 2014/15, with trajectories set on a straight line basis.

Year	Baseline	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
<b>% of buses starting route on time</b>							
Baseline	59.1	-	-	-	-	-	-
Trajectory	-	62.5	66.0	69.4	72.8	76.3	-
<b>% of buses on time at intermediate turning points</b>							
Baseline	57.1	-	-	-	-	-	-
Trajectory	-	60.8	64.4	68.1	71.1	75.4	-
<b>% of buses on time at non-timing points</b>							
Baseline	50.0	-	-	-	-	-	-
Trajectory	-	54.4	58.9	63.3	67.8	72.2	-

The Isle of Wight does not have any frequent service routes and therefore do not report on the fourth indices.

### N.3.5 Actions to achieve targets

#### Isle of Wight Council and partners

The Council are working with the operators to ensure that buses run according to timetable. As part of the compilation of LTP2, the Council and operators have identified a number of locations where buses can encounter delays, particularly at peak periods. These sites will be monitored and, where necessary, appropriate works or alternatives considered.

### N.3.6 Risks to target delivery and risk management

Works undertaken on the highway may have a detrimental effect on bus punctuality. The Isle of Wight has a limited road network with few, if any, alternate vehicular routes. In order to minimise the disruption to buses and, in accordance with the Traffic Management Act, the Council will seek to ensure that bus operators have as much notification as possible of future works.

The Council will also work with operators to assist with any alternate route identification. Re-development of both Newport and Ryde bus stations may effect bus punctuality. The Council will continue to work with operators during both the construction and long term planning of these sites (see bus patronage target for more details).

The Council have had initial discussions with Southern Vectis over the establishment of a Bus Punctuality Improvement Partnership (PIP). These discussions will continue during LTP2.

## N.4 Satisfaction with local bus services (BV104)

**LTP2 target type:** Mandatory.

**Target hierarchy:** 2 – Intermediate Outcome.

### N.4.1 Indicator description

Percentage of people satisfied with local bus services.

### N.4.2 Methodology and monitoring

To be monitored tri-annually as part of wider best value satisfaction surveys. Survey to be undertaken in accordance with BVPI guidance.

### N.4.3 LTP1

#### Target

LTP1 set a target to increase bus satisfaction to 53% by 2003/04. However in 2003 the Council decided to set a “universal” best value satisfaction target of 70%.

#### Performance

The 2003/04 best value satisfaction survey indicated that 56% of respondents were satisfied with local bus services, 3% above the original LTP target and an increase of 10% over the plan period.

Year	Baseline 2000/01	2001/02	2002/03	2003/04	2004/05
Percentage	46			56	
% Tri-Annual Change	-			10	
Change (00/01-04/05) %	10				

### N.4.4 LTP2

#### Target selection and rationale

This is a mandatory indicator and therefore all Local Authorities must report on this indicator. This indicator is also an indication of the attractiveness of bus travel and highlights what, if any, additional work may be required by the Local Authority and/or bus company.

The Council recognises the importance of bus satisfaction and were pleased with the 10% increase experienced during LTP1. Consideration was given to maintaining levels at the current rate (56%) however it was felt that, in light of work proposed, a more stretching target should be adopted.

**Target T3**

- By 2009/10, to increase to 65% the percentage of people satisfied with local bus services.

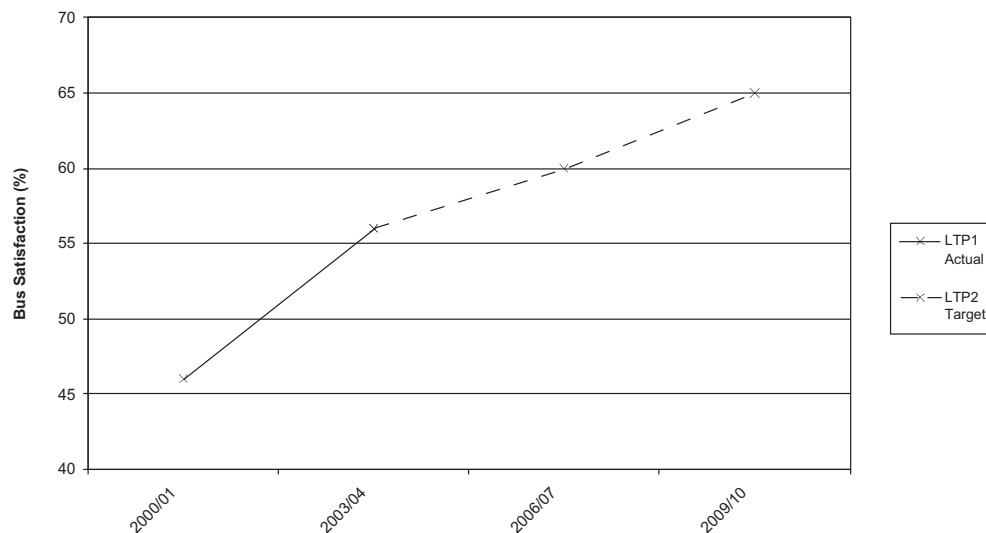
**Trajectories**

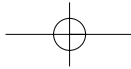
Although bus improvements will be undertaken throughout the plan period, a number of major schemes and initiatives are planned for the latter part of the plan (eg completion of Ryde Interchange – 2008, free pensioner travel – 2006/7). It is anticipated that these schemes will significantly improve satisfaction levels by the time of the 2009/10 survey and thus trajectories have been set accordingly.

Year	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Percentage	56			-			-	
Trajectory	-			58			65	
% Tri-Annual Change	-			2			7	
LTP2 Change %	9							

**Bus satisfaction**

Target: To increase to 66% bus satisfaction by 2009/10





## N.4.5 Actions to achieve targets

### Isle of Wight Council and partners

The Council are planning a number of bus improvement schemes to be delivered during LTP2. These schemes, in conjunction with other Council/operator improvements (eg increased punctuality, reliability, accessibility, timetabling, concessionary fares) will increase bus satisfaction.

## N.4.6 Risks to target delivery and risk management

This target may be at risk due to the difficulty of data collection, quality and review. Bus satisfaction is currently monitored as part of the Council's tri-annual Best Value Satisfaction Survey and, as with other "perception" surveys, satisfaction is difficult to quantify and often subjective. In addition, with surveys only undertaken every 3 years, on-going progress may be difficult to monitor.

The Council will continue to work with operators, the Isle of Wight Bus Users Group, the QTP and the public to ensure that public transport concerns are addressed wherever possible. The Council's Engineering Services department will also work with Best Value Officers to ensure that future studies produce quality and representative results.

## N.5 Train Patronage

**LTP2 target type:** Local.

**Target hierarchy:** 2 - Intermediate Outcome.

### N.5.1 Indicator description

Number of train passenger journeys on Island Line trains (reported in thousands).

### N.5.2 Methodology and monitoring

Information collected by Train Operating Company (TOC) from LENNON ticketing system. Unfortunately, these figures do not currently include tickets sold through third parties, however data will be amended should this information become readily available.

TOC data to be received on a 4 weekly basis and reported annually.

### N.5.3 LTP1

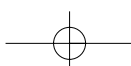
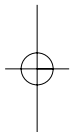
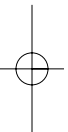
#### Target

LTP1 reflected the (former) national transport target to increase public transport travel by 20% by 2010.

#### Performance

The number of train passenger journeys increased year on year, with an overall increase of 13% over the plan period.

These figures do not currently include third party ticketing. A report in 2001/02 suggesting that an additional 238,000 journeys were made on tickets purchased via third parties. Figures will be amended should this data become available on an annual basis.



Year	Baseline 1999/00	2000/01	2001/02	2002/03	2003/04	2004/05
<b>Number (thousands)</b>	769	788	796	840	867	869
<b>Annual Change</b>						
Number (thousands)	-	19	8	44	27	2
%		2.5	1.0	5.5	3.2	0.2
<b>Change (99/01-04/05)</b>						
Number (thousands)			100			
%			13.0			

#### N.5.4 LTP2

##### Target selection and rationale

The Council were pleased to note the increase in patronage during LTP1 and felt that it was important to continue with this local indicator. Trains have an important part to play in the delivery of the shared and local priorities – in particular by increasing accessibility, tackling congestion and supporting economic prosperity and regeneration.

During LTP1 the Council have worked in Partnership with Island Line and others on a number of rail initiatives including the development of park and rides at the 3 largest stations (Ryde St Johns (map ref O3), Sandown and Shanklin) and the introduction of a Rail Bus linking Ventnor and the surrounding area to Shanklin railway station. These schemes have helped assist in the 13% increase in train patronage experienced during the first plan period. However it is unlikely that any similar major schemes can be identified during LTP2 and therefore the Council have decided to continue with the original LTP1 target and its 2010/11 horizon date.

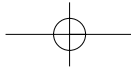
##### Target T4

- **By 2010/11, to achieve a 20% increase in train passenger journeys by based on 1999/2000 levels.**

Assuming an LTP2 baseline of 2003/04 (in line with those required for bus patronage), this would equate to a 6.5% increase over LTP2.

##### Trajectories

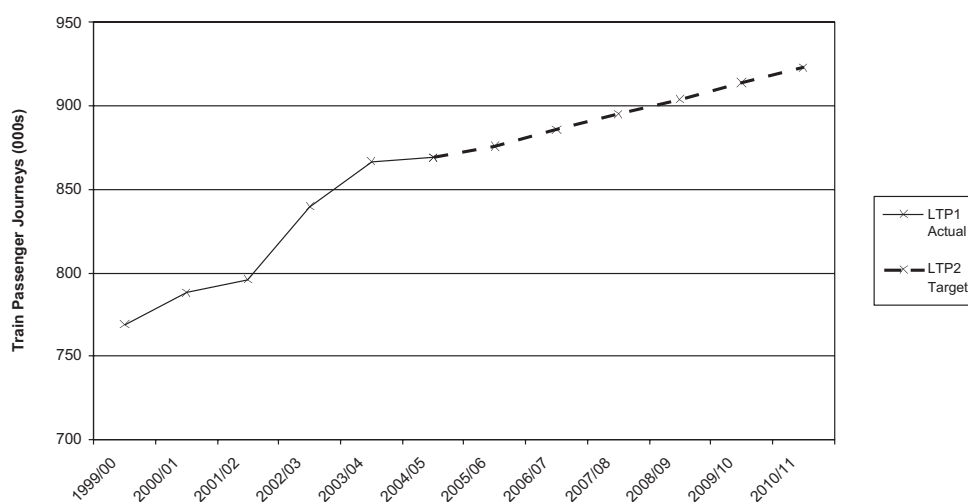
LTP1 trajectories were set on a straight line basis. Consideration was given to a change in 2007/08 to reflect the proposed completion of the Ryde Interchange project. However this would also coincide with the new franchise which may cause some uncertainties to users. After consideration, it was decided to continue with a linear trajectory.



Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
<b>Number (thousands)</b>	-	-	-	-	-	-
Trajectory	876	886	895	904	914	923
<b>Annual Change</b>						
Number (thousands)	9	9	9	9	9	9
%	1.1	1.1	1.1	1.0	1.0	1.0
<b>LTP2 Change (2003/04 - 2010/11)</b>						
Number (thousands)	56					
%	6.5					

### Train patronage

Target: By 2010/11, to increase train passenger journeys by 20% based on 1999/2000 levels



Performance Indicators

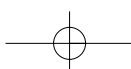
## N.5.5 Actions to achieve targets

### Isle of Wight Council

The Council hope to commence construction of Ryde Interchange in late 2005 (subject to statutory consents). It is anticipated that the Interchange, accompanied by the proposed Ryde St Johns Park and Ride Scheme and other existing park and ride schemes at Sandown and Shanklin, will continue to increase train patronage.

Although the Council do not own the rail infrastructure, the Council will continue to work with the operator and Network Rail on rail projects and promotions. The Council will also seek to ensure that highway infrastructure supports existing and any future developments.

From April 2006 all over 60s will receive free off-peak bus travel. The Council, in conjunction with partners, have decided to extend this scheme to include journeys on Island Line trains and to remove all time limits, enabling Island over 60s to travel free at anytime on Island buses and trains.



In addition the Council, in conjunction with operators, are planning to introduce a 50p flat fare for all 5-19 year old students on both Island buses and Island Line trains. It is anticipated that these initiatives will increase the number of passenger journeys on Island Line trains.

### Partners

The Council are working with other organisations to establish a Community Rail Partnership (CRP) and have appointed a new Development Officer. The CRP will work alongside the operator, Network Rail and the Strategic Rail Authority (SRA) on future developments including the new Island Line franchise in 2007.

## N.5.6 Risks to target delivery and risk management – patronage, punctuality and reliability

The existing Island Line franchise expires in 2007 which may offer uncertainty to existing customers. The Council are currently working with the SRA on the future franchise and will work with and support any future operator.

The Ryde Interchange project was the subject of an LTP major bid submission in 2003 and received provisional acceptance subject to statutory consents. The Interchange received planning permission in November 2005 and will be referred to the Government for final financial approval in July 2006. Should the building not receive this final approval, this may have a detrimental effect on public transport patronage.

The construction of the interchange building may also effect train patronage, reliability and punctuality. The Council are working closely with operators to minimise disruption including night and Sunday working on critical elements.

Island Line trains currently run 1938, former London Underground rolling stock. The age and condition of the fleet and infrastructure could adversely effect future reliability and punctuality, including the possible imposition of speed restrictions. In addition the Operator has identified possible risk of subsidence at Rowbrough.

Currently all Island Line trains are recorded for punctuality and reliability equating to 1812 trains in a 30 day period (compared to other operators who only record certain services and arrivals). Due to this comprehensive reporting, a single day of disruption will adversely affect punctuality and reliability figures.

## N.6 Train Punctuality

**LTP2 target type:** Local.

**Target hierarchy:** 2 – Intermediate Outcome.

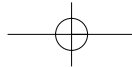
### N.6.1 Indicator description

Percentage of trains arriving within 5 minutes of the planned destination arrival time.

### N.6.2 Methodology and monitoring

Data is provided by the train operating company and is reported annually.





### N.6.3 LTP1

#### Target

The LTP1 target reflected the national target to achieve 95% punctuality.

#### Performance

The Council were pleased to note that annual punctuality was consistently in excess of 95% and showed a 2.1% increase over the plan period.

Year	Baseline 1999/00	2000/01	2001/02	2002/03	2003/04	2004/05
Percentage	95.4	96.8	96.8	97.2	97.7	97.5
Annual Change %	-	1.4	0	0.4	0.5	-0.2
Change (99/00-04/05) %	2.1					

### N.6.4 LTP2

#### Target selection and rationale

The certainty of trains departing and arriving on time can play a major part in people's decision to travel by rail. This local indicator supports the rail patronage indicator and therefore is considered still to be appropriate.

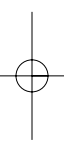
National targets for rail punctuality were set at 95% and Island Line trains were one of the few lines to reach and exceed this target. The Provisional Second Local Transport Plan included a target to achieve 96.5% punctuality but was not considered significantly challenging by GOSE. The Council has subsequently discussed this issue with both GOSE and the Operator and have increased this target to 97.2%. This target is lower than results from the last 2 years (97.7 and 97.5) but the Operator considers 97.2% to be a challenging target particularly in light of the aging infrastructure and fleet and possible future speed restrictions (see risk section).

#### Target T5

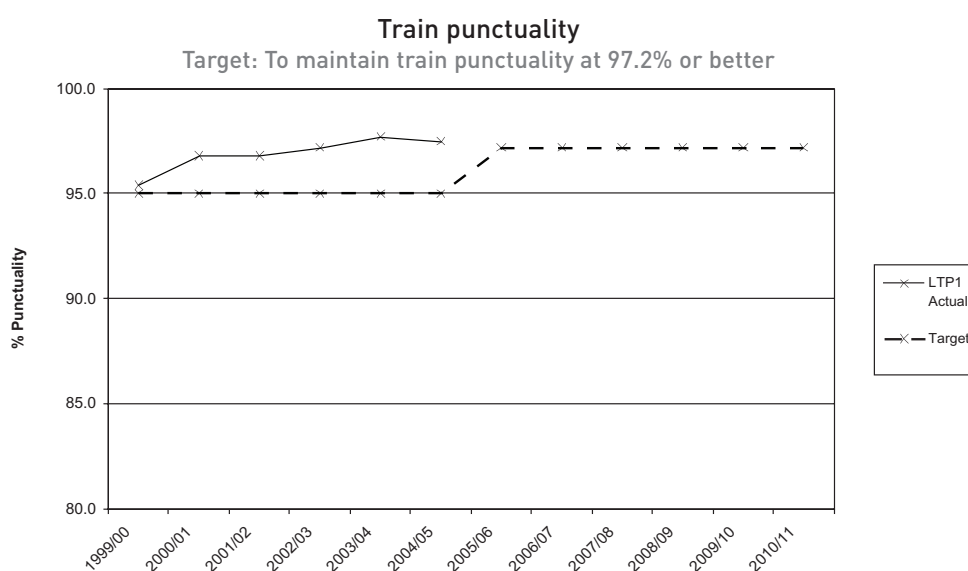
- To maintain train punctuality at 97.2% or better.

#### Trajectories

Trajectories are set to achieve an annual figure of 97.2%.



Year	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Percentage	97.7	97.5	-	-	-	-	-	-
Trajectory	-	-	97.2	97.2	97.2	97.2	97.2	97.2
Annual Change %	-	-0.2	-	-	-	-	-	-
LTP2 Change %	Maintain Punctuality at 97.2% or better							



## N.6.5 Actions to achieve targets and risk management

See previous Train Patronage section.

## N.7 Train Reliability

LTP2 target type: Local.

Target hierarchy: 2 - Intermediate Outcome.

### N.7.1 Indicator description

Percentage of trains running (i.e. not cancelled).

### N.7.2 Methodology and monitoring

Data is provided by the train operating company and is reported annually.

### N.7.3 LTP1

#### Target

The LTP1 target reflected the national target to achieve 98% reliability.

## Performance

The Council were pleased to note that annual reliability was consistently in excess of 98% and showed a 0.2% increase over the plan period.

Year	Baseline 1999/00	2000/01	2001/02	2002/03	2003/04	2004/05
Percentage	99.7	99.6	99.6	99.7	99.9	99.9
Annual Change %	-	-0.1	0	0.1	0.2	0
Change (00/01 - 04/05) %	0.2					

### N.7.4 LTP2

#### Target selection and rationale

This indicator supports the train patronage and punctuality targets. The national target sought to achieve 98% train reliability of which Island Line were one of the few lines to continually achieve this target. In light of this achievement the Council decided to stretch the target to achieve 99% train reliability in their Provisional LTP2. Discussions with GOSE suggested that this target could be further stretched, particularly in light of recent results. The Council have discussed this issue with the Operator who considers that a target of 99.5% would be appropriate. This target is slightly lower than recent results but is considered stretching due to the age and condition of the fleet and infrastructure and the future construction of the Ryde Interchange building (see risks).

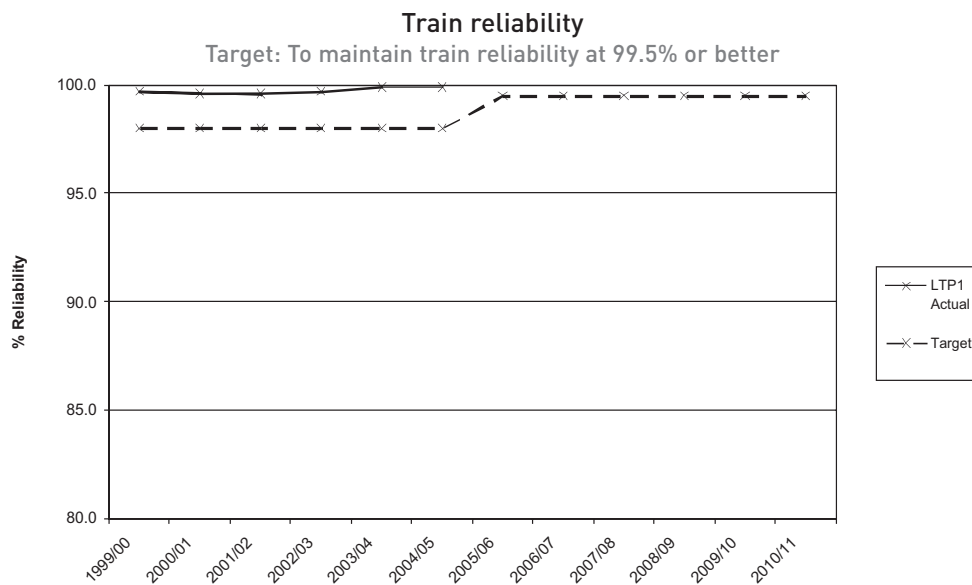
#### Target T6

- To maintain train reliability at 99.5% or better.

#### Trajectories

Trajectories are set to achieve an annual figure of 99.5%

Year	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Percentage	99.9	99.9	-	-	-	-	-	-
Trajectory	-	-	99.5	99.5	99.5	99.5	99.5	99.5
Annual Change %	-	0	-	-	-	-	-	-
LTP2 Change %	To maintain reliability at 99.5% or better							



### N.7.5 Actions to achieve targets and risk management

See previous Train Patronage section.

## N.8 Ferry Patronage (passengers)

LTP2 target type: Local.

Target hierarchy: 2 - Intermediate Outcome.

### N.8.1 Indicator description

Number of passenger journeys on Isle of Wight ferries (reported in thousands).

### N.8.2 Methodology and monitoring

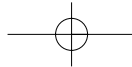
Passenger journey figures are recorded by the operators and provided to the Council on an annual basis.

### N.8.3 LTP1

#### Target

No comparable LTP1 target but historic figures available.

Year	1999	2000	2001	2002	2003	2004
<b>Number (thousands)</b>	8,547	8,585	8,942	9,025	9,269	9,319
<b>Annual Change</b>						
Number (thousands)	-	38	357	83	243	50
%		0.4	4.2	0.9	2.7	0.5
<b>Change (1999 - 2004)</b>						
Number (thousands)			772			
%			9.0			



## N.8.4 LTP2

### Target selection and rationale

Good, reliable and frequent cross Solent links are essential for the Isle of Wight. Ferry services have an important part to play in the Island's economic regeneration and prosperity whilst also increasing accessibility for Island residents and visitors. A number of essential services are not currently available on the Island (eg Higher Education and specialists medical care) and quality ferry services are key to Island accessibility.

Ferry operators currently provide annual data on the number of passengers, coaches, cars/vans and freight vehicles. The Council have considered various indicators and have decided that an indicator based upon passenger numbers would be the most effective way to monitor local cross-Solent accessibility.

Between 1999 and 2004 the number of passengers journeys on cross Solent ferries has increased by 9% with dramatic bi-annual increases experienced in 2001 and 2003 (Admiral Cup sailing years). The Council would like to continue this growth and have therefore set a target to achieve a 10.6% increase by 2010.

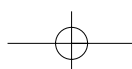
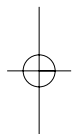
### Target T7

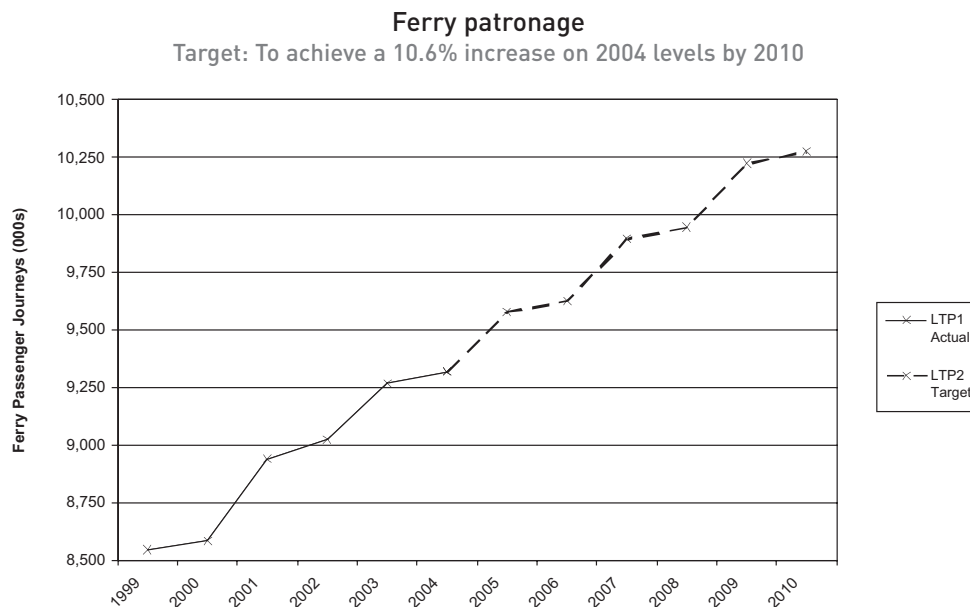
- **By 2010, to achieve a 10.6% increase in ferry passenger journeys based on 2004 levels.**

### Trajectories

Trajectories have been set to achieve a 2.8% increase in 2005, 2007 and 2009 (Admiral Cup years) and a 0.5% increase in all other years.

Year	2004	2005	2006	2007	2008	2009	2010
<b>Number (thousands)</b>	9,319	-	-	-	-	-	-
Trajectory	-	9,580	9,628	9,898	9,947	10,226	10,277
<b>Annual Change</b>							
Number (thousands)	-	261	48	270	49	279	51
%	-	2.8	0.5	2.8	0.5	2.8	0.5
<b>Change LTP2</b>							
Number (thousands)				958			
%				10.6			





## N.8.5 Actions to achieve targets

### Isle of Wight Council and partners

The Council will continue to work with operators to ensure good access and signing to ferry terminals. During the LTP2 period the Council are planning to introduce strategic variable message signing and will consider how this system could be used to assist ferry passengers. The new proposed Ryde Interchange will also increase accessibility to both the Wightlink Fast Cat and Hovertravel Hovercraft.

During LTP1 the Council, in conjunction with Town Councils and operators, have examined cross Solent travel and, in particular, how foot passengers travel to ferry terminals. This has resulted in a number of initiatives including a new park and ride at Cowes (with bus connections to the Red Jet passenger terminal); park and rides at Ryde St Johns, Sandown and Shanklin rail stations and the introduction of residents only parking schemes in Cowes and Ryde. This work will continue during LTP2 and will include the consideration of extending the Cowes park and ride (as it nears capacity) and the introduction of a new residents parking scheme in East Cowes.

All traffic and passengers travelling to and from the Isle of Wight travel through neighbouring counties. The Isle of Wight Council are a member of the Solent Transport Partnership and will continue to meet regularly with neighbouring Local Authorities to discuss cross boundary working and future initiatives.

## N.8.6 Risks to target delivery and risk management

Ferry patronage is strongly linked to tourism with passenger numbers dramatically increasing during the peak summer season. Should Island tourism decline this would have a detrimental effect on Solent passenger figures. The new Tourism Development

Plan seeks to promote and upgrade Island tourism and will include initiatives to encourage car-free visitors.

As part of the Cowes Waterfront development, the SEEDA plans include the possibility of a new Red Jet service from East Cowes. It is unlikely that this proposal will come on line during the LTP2 period but, should this happen, the Council may decide to amend targets accordingly.

## N.9 Cycling Trips (LTP3)

**LTP2 target type:** Mandatory.

**Target hierarchy:** 2 – Intermediate Outcome.

### N.9.1 Indicator description

Annualised index of cycling trips.

### N.9.2 Methodology and monitoring

Data is to be collected manually at 9 locations across the Isle of Wight covering both on and off road cycling. Surveys at off road points are to be conducted twice monthly (one weekday, one weekend) and on road points to be surveyed monthly (one weekday). This methodology is in accordance with the on-going cycling Local Public Service Agreement (LPSA) and as previously agreed between the Council, Department for Transport (DfT) and Office of the Deputy Prime Minister (ODPM). (See Additional Information section for survey location map). The Council have decided to keep to the same survey sites and patterns during LTP2 in order that data can be directly compared.

In accordance with Government Guidance<sup>3</sup> figures will also be indexed using a 2003/04 base (ie 2003/04 = 100).

### N.9.3 LTP1

#### Target

The Council's first Local Transport Plan sought to deliver the national cycle target ie to triple the number of cycling trips by 2010 compared to 2000 base. However in 2003, the Council signed an LPSA in which a stretched target was established to deliver this target by 2006 (ie 4 years early).

Since the signing of the LPSA, ODPM have requested a revised cycling baseline which has resulted in a more stretching cycling target. Unfortunately, early predictions suggest that the Council will reach only 2 of the 3 targets (employee cycling and school cycling) and deliver approximately 75% of the third target (cycling trips). However this has been recognised as a good achievement and therefore it is likely that the Council will be awarded 70% of their LPSA reward funding.

#### Performance

During the period of the Council's first LTP (2000/1-2004/5) the number of factored trips cycling increased by 133% (from 81,223 to 189,316).

<sup>3</sup>Technical Guidance on Monitoring the LTP2 Mandatory Indicators, DfT - December page 13.

Year	Baseline 2000/01	2001/02	2002/03	2003/04	2004/05
<b>Number</b>	81,223	127,504	181,271	189,192	189,316
<b>Annual Change</b>					
Number	-	46,281	53,767	7,921	124
%	-	57.0	42.2	4.4	0.1
<b>Change (00/01 - 04/05)</b>					
Number			108,093		
%			133.1		

The Council are pleased with the growth experienced during LTP1 and this has been recognised nationally with the Isle of Wight Council receiving the English Regional Cycling Development Team (ERCDT) award for "most improved highway authority in the South East for cycling" in 2004 and the National Transport Award for Cycling in 2005.

#### N.9.4 LTP2

##### Target selection and rationale

This is a mandatory indicator and therefore all Local Authorities must report on this indicator. Cycling is considered an important local issue and can assist in tackling congestion, increasing accessibility and addressing air quality. This indicator also links to other LTP targets in particular modal share of school travel and cycle training.

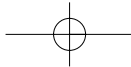
The Council are pleased with the progress made during LTP1 and are still striving to deliver on their ambitious, stretched LPSA target (equating to 269,700 trips in 2005/06). Having considered previous year trends the Council do not realistically believe that they will reach this extremely challenging target but will deliver in the region of 195,000 trips in 2005/06. Although below the LPSA target, this still represents a 240% increase on 2000 levels.

As it is unlikely that the Council will reach the ambitious LPSA target, the Council have decided to set an LTP2 cycling target based upon the former national target of tripling cycling by 2010/11 compared to 2000 base – a target abandoned by both the Government and considered unachievable by most other Local Authorities. Delivery of this target would result in an additional 54,000 trips in 2010/11 (compared to 2003/04) - an LTP2 increase of 28.8%.

This is considered a challenging target as the major infrastructure and initiatives have already been delivered (eg completion of national cycle route 23, round the Island signing and close working with schools and major employers). However we will continue to build on our achievements and past experiences to continue to increase cycling numbers.

Trajectories are set on a straight line basis.





### Target T8

- By 2010/11, to triple the number of cycling trips compared to 2000 base.

Assuming an index based upon 2003/04 levels, this would equate to a target index of 128.8 or an increase of 28.8% over the plan period.

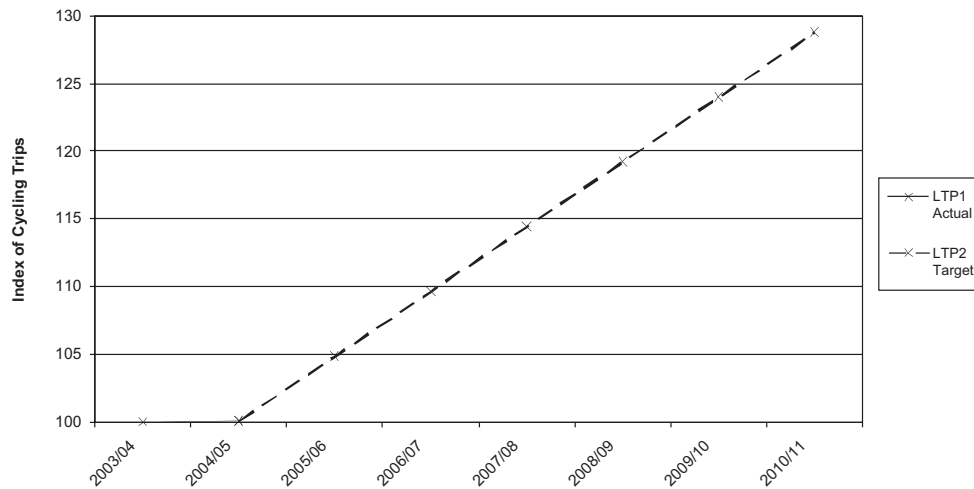
### Trajectories

Trajectories are set on a straight line basis.

Year	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
<b>Number (thousands)</b>	189	189	-	-	-	-	-	-
Trajectory (thousands)	-	-	198	207	217	226	235	244
Index	100.0	100.1	104.9	109.6	114.4	119.2	124.0	128.8
<b>LTP2 Change</b>								
Number (thousands)	54							
%	28.8%							

### Cycling levels

Target: By 2010/11 to triple the number of cycling trips compared to 2000 base (achieve a 28.8% increase on 2003/04 levels)



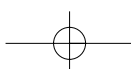
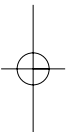
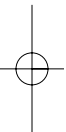
## N.9.5 Actions to achieve targets

### Isle of Wight Council and partners

The Council are actively promoting and encouraging cycling and have recently completed their Rights of Way Improvement Plan and a Smarter Choices plan (both appended to this plan).

In addition, the Council will:

- Ensure the needs of cyclists are considered in new and upgraded highway infrastructure – including stage 1, 2 and 3 cycle audits.
- Consider new cycling infrastructure.



- **Ensure, where appropriate, new developments provide adequate cycling facilities.**
- **Work with others on national and local cycling events – e.g. Cycling Festival, Cycle Week, Wight Air.**
- **Work with organisers to provide facilities for cyclists at non-cycling events – e.g. Isle of Wight Rock Festival, Cowes Week.**

The Council, in partnership with others, have introduced a number of new cycling initiatives including the Children's Cycling Club, development of a Cycle Forum and are working with schools to introduce cycling into the national curriculum (see cycle training target).

During LTP2 work will focus on the ongoing extension and development of National Cycle Route 22 which will connect the existing route, Ryde to Newport, on to Yarmouth, to link with the existing Yarmouth to Freshwater section. It is unlikely that the route will be completed during the LTP2 time period but it is hoped that sections will be progressed. The work on this routes is to be undertaken in partnership with Sustrans.

#### **N.9.6 Risks to target delivery and risk management**

This is an ambitious target and, in order to reach and maintain the target, the Council and it's partners will need to continue with ongoing work and initiatives.

Cycling can be affected by weather. Poor conditions on a monitoring day may adversely affect figures and not give a true representation of actual levels. In order to consider the effects of weather, manual counts also record half hourly weather conditions.

To supplement the cycle counts, the Council also conducts monthly cycle parking surveys at key locations (i.e. interchanges, town centres and major employers). This survey has been adopted by neighbouring Solent Local Authorities.

## **N.10 Pedestrian crossings with facilities for disabled (BV165)**

**LTP2 target type:** Local.

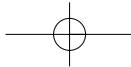
**Target hierarchy:** 2 – Intermediate Outcome.

### **N.10.1 Indicator description**

Percentage of pedestrian crossings with facilities for disabled, as a proportion of all crossings on the Isle of Wight.

### **N.10.2 Methodology and monitoring**

Definition is in accordance with national Best Value Performance Indicator – BVPI 165 ie: percentage of signal controlled crossings incorporating dropped kerbs, tactile paving and audible and tactile signals. Information is from Local Authority records and surveys.



### N.10.3 LTP1

No LTP1 target but historic Best Value data.

### N.10.4 LTP2

#### Target selection and rationale

This is a local indicator based upon national BVPI165. The Council recognises the importance of accessibility and, in particular, the needs of the disabled and therefore has included this outcome indicator.

Currently the Council are pleased to report that in 2003/04 95% of signalled crossings had the recommended facilities for the disabled and are seeking to increase this to 100% by the end of the plan period.

#### Target T9

- By 2010, to achieve 100% of pedestrian crossings with facilities for disabled.

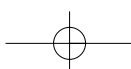
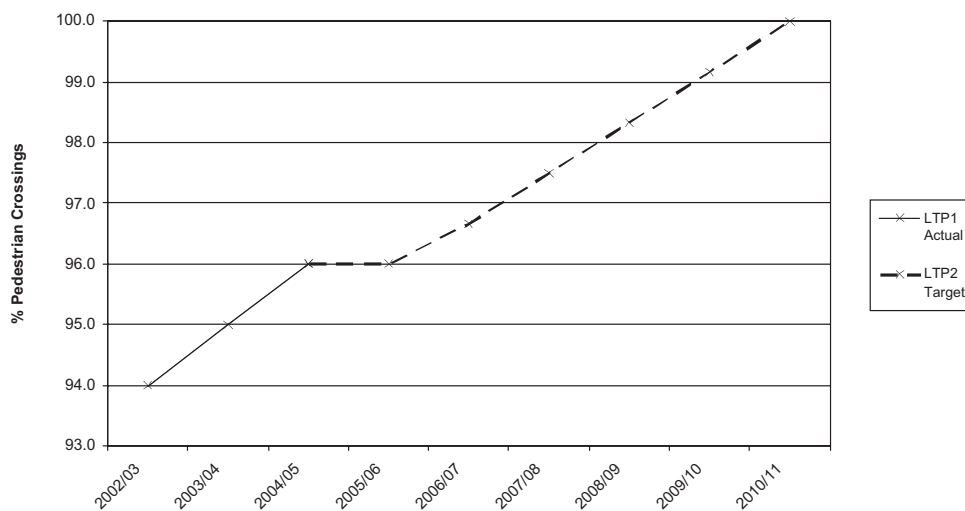
#### Trajectories

Trajectories are set on a straight line basis.

Year	2002/03	2003/04	2004/05	2006/07	2007/08	2008/09	2009/10	2009/10	2010/11
Percentage	94	95	96	-	-	-	-	-	-
Trajectory				96	97	98	98	99	100
Annual Change %	-	1	1	0	1	1	0	1	1
LTP2 Change %	5								

#### % Pedestrian crossings with facilities for disabled

Target: to achieve 100% of pedestrian crossings with facilities for disabled by 2010/11



## N.10.5 Actions to achieve targets

### Isle of Wight Council and partners

The Council will continue with its on going programme of upgrading and maintenance of crossings. The Council will also work with relevant partners to identify future crossing locations and ensure that any new installations fulfil the relevant criteria.

## N.10.6 Risks to target delivery and risk management

This target has both capital and revenue implications and may rely on LTP and RSG funding. In order to assist with this target, the Council will also seek additional external funding sources (eg through Section 106 planning agreements).

The proposed Highway Maintenance PFI may affect this target. Should the PFI bid be successful, the Council will ensure that the requirements of this indicator are reflected in the appropriate PFI agreement.

## N.11 Accessibility (LTP1)

**LTP2 target type:** Mandatory.

**Target hierarchy:** 1 – Key Outcome Indicator.

### N.11.1 Indicator description

Percentage of Island households able to access Newport town centre within 30 minutes by walking, cycling or public transport.

### N.11.2 Methodology and monitoring

Public transport data will be obtained from the Thales website and household numbers obtained from the 2001 Census of population (output areas). Household numbers may be updated to reflect major new housing developments. Calculations undertaken by Accession software in accordance with MVA/DfT criteria (see Section F – paragraph F.3).

### N.11.3 LTP1

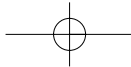
No similar LTP1 target.

### N.11.4 LTP2

#### Target selection and rationale

As part of the compilation of LTP2, Local Authorities must include at least one accessibility indicator and target. This indicator can be based on the DfT's core accessibility indicators or a locally developed indicator.

The Council have mapped network accessibility to each of the key destination sets and undertaken the necessary accessibility calculations. The results indicate that the majority of Island households benefit from relatively good geographic accessibility to each of the key services. Mapping the core services also identifies that a number of the services are located in the Newport area and therefore the Council have decided that an indicator



based upon access to Newport by walking, cycling and/or public transport would be most appropriate. (See Section F – “Increasing Accessibility for full details).

**Target T10**

- By 2010/11, to increase by 5% the number of households able to access Newport within 30 minutes by walking, cycling or public transport.

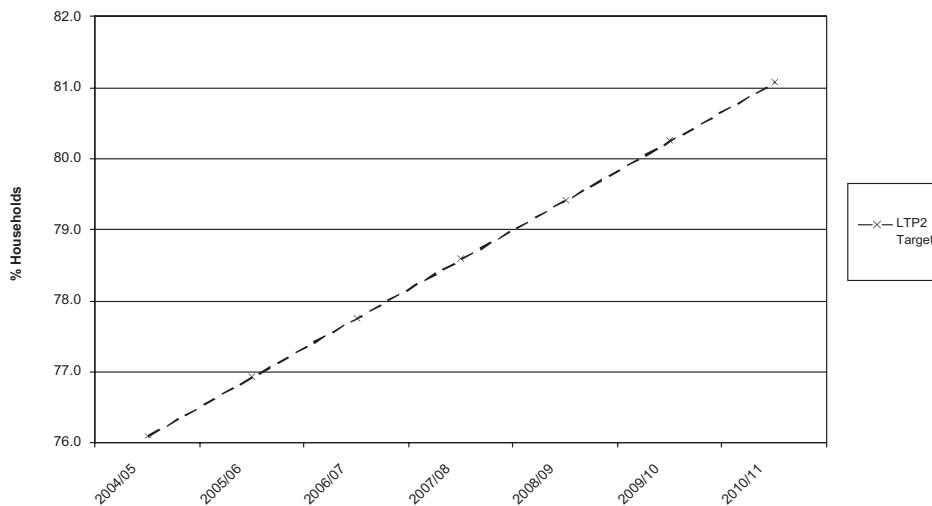
**Trajectories**

Trajectories are set on a straight line basis.

Year	Base 2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
<b>Percentage</b>	76.1	-	-	-	-	-	-
Trajectory	-	76.9	77.8	78.6	79.4	80.3	81.1
<b>Annual Change</b>							
%	-	0.83	0.83	0.83	0.83	0.83	0.83
<b>LTP2 Change</b>							
%				5			

**Access to Newport town centre**

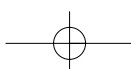
Target: By 2010/11 to increase by 5% number of households able to access Newport within 30 minutes walking, cycling or public transport.



**N.11.5 Actions to achieve targets**

**Isle of Wight Council and partners**

The Council and its partners have identified a number of schemes which will increase accessibility to both Newport and the Island as a whole (see implementation programme Section F, in particular paragraph F.5) Other wider vision and plans also seek to increase accessibility to Newport including the Local Area Agreement and the Local Development Framework (see Section F, paragraph F.5.1).



In addition the Council are compiling an LTP2 major bid to tackle congestion and accessibility in Newport. This bid includes initiatives which will assist with journey times, particularly for those travelling on public transport, walking and cycling.

### N.11.6 Risks to target delivery and risk management

This target relies heavily upon working in partnership with others, in particular our major bus operator Southern Vectis. The Council will continue to work with operators to promote and enhance travel by public transport.

The Council will be submitting their major bid for Newport later in the plan period. Should this bid not be successful the Council will look to deliver limited works from within their existing LTP2 settlement.

## N.12 Numbers killed or seriously injured

**LTP2 target type:** Mandatory.

**Target hierarchy:** 1 – Key Outcome Indicator.

### N.12.1 Indicator description

Number of people killed or seriously injured on Island roads.

### N.12.2 Methodology and monitoring

Number of people killed or seriously injured in road traffic collisions on public roads on the Isle of Wight. Severity in accordance with Department for Transport definition.

Data is obtained from Hampshire and Isle of Wight Constabulary Key Accident database and originates from Stat 19 reports. Figures are reported by previous calendar year.

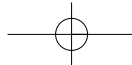
### N.12.3 LTP1

#### Target

The LTP1 target reflected the national target ie by 2010, to reduce the number of people killed or seriously injured by 40%, compared with the average for 1994-1998.

#### Performance

The Isle of Wight had mixed performance of this indicator due to the small statistical number. Comparisons between 2004 and 1994/98 show a reduction of 26.4% in the numbers killed or seriously injured on Island roads.



Year	Baseline 94-98	2000	2001	2002	2003	2004
<b>Number</b>	122	120	121	114	124	92
<b>Annual Change</b>						
Number	-	-2	+1	-7	+10	-32
%	-	-1.6	+0.8	-5.8	+8.8	-25.8
<b>Target</b>	-	118	113	109	104	100
<b>Change (94/98 - 2004)</b>						
Number				-30		
%				-26.4%		

## N.12.4 LTP2

### Target selection and rationale

This is a mandatory indicator and therefore all Local Authorities must report on this indicator. In accordance with LTP guidance, the Council have considered 2 baselines, the continuation of the 1994-98 average and establishing a new baseline of 2001-2004. Having plotted both baselines the Council consider the LTP1 target and baseline still to be appropriate (see graph) but will also have regard for the 2001/04 position.

Due to small figures (ie less than 200) the Council have decided to chart future progress on a 3 year rolling average basis.

### Target T11

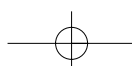
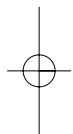
- By 2010, to achieve a 40% reduction in people killed or seriously injured on Island roads based on the 1994-98 average.

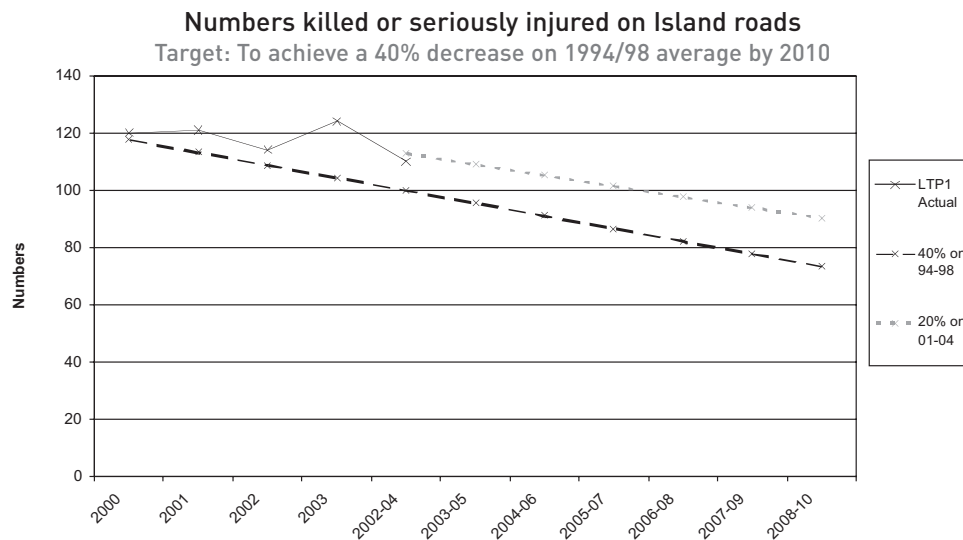
This would equate to a 27% reduction over the LTP2 plan period.

### Trajectories

Trajectories are set on a straight line basis using the 1994/98 average as baseline (figures rounded).

Year	1994-98	2002-04	2003-05	2004-06	2005-07	2006-08	2007-09	2008-10
<b>Number</b>	122	-	-	-	-	-	-	-
Trajectory		100	95	91	87	82	78	73
<b>Annual Change</b>								
Number		-	-5	-4	-4	-5	-4	-5
%			-5.0	-4.2	-4.4	-5.7	-4.9	-6.4
<b>LTP2 Change</b>								
Number				-27				
%				-27				





### N.12.5 Actions to achieve targets

#### Isle of Wight Council

The Council have recently published their Road Safety Plan (appended to this plan).  
The Council will also continue their programme of:

- Identifying and treating accident remedial sites.
- Completing stage 1, 2 and 3 safety audits on new schemes.
- Safe Routes to School initiatives.
- Road safety training.

#### Partners

The Council will continue to work in partnership with Hampshire and Isle of Wight Police on education, engineering and enforcement. The Council are also part of the Hampshire and Isle of Wight Safety Camera Partnership.

### N.12.6 Risks to target delivery and risk management

Small casualty numbers may distort reporting. In order to assist with future monitoring, the Council have decided to report trends using a rolling 3 year average.

## N.13 Numbers children killed or seriously injured

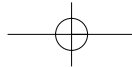
**LTP2 target type:** Mandatory.

**Target hierarchy:** 1 – Key Outcome Indicator.

### N.13.1 Indicator description

Number of children killed or seriously injured on Island roads.





## N.13.2 Methodology and monitoring

Number of children (aged under 16 years) killed or seriously injured in road traffic collisions on public roads on the Isle of Wight. Severity in accordance with Department for Transport definition.

Data is obtained from Hampshire and Isle of Wight Constabulary Key Accident database and originates from Stat 19 reports. Figures are reported by previous calendar year.

## N.13.3 LTP1

### Target

The LTP1 target reflected the national target ie by 2010, to reduce the number of children killed or seriously injured by 50%, compared with the average for 1994-1998.

### Performance

The Isle of Wight had mixed performance of this indicator due to the small statistical number. Comparisons between 2004 and 1994/98 show a reduction of 46.7% in the number of children killed or seriously injured on Island roads.

Year	Baseline 94-98	2000	2001	2002	2003	2004
<b>Number</b>	15	11	10	17	12	8
<b>Annual Change</b>						
Number (thousands)	-	-4	-1	+7	-5	-4
%	-	-26.7	-9.1	+70.0	-29.4	-33.3
<b>Change (94/98-04/05)</b>						
Number				-7		
%				-46.7		

## N.13.4 LTP2

### Target selection and rationale

This is a mandatory indicator and therefore all Local Authorities must report on this indicator. For consistency, the Council have selected the same baseline and target year as the 'killed and seriously injured' indicator.

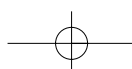
### Target T12

- **By 2010, to achieve a 50% reduction in children killed or seriously injured on Island roads based on the 1994-98 average.**

This would equate to a 33.3% reduction over the LTP2 plan period.

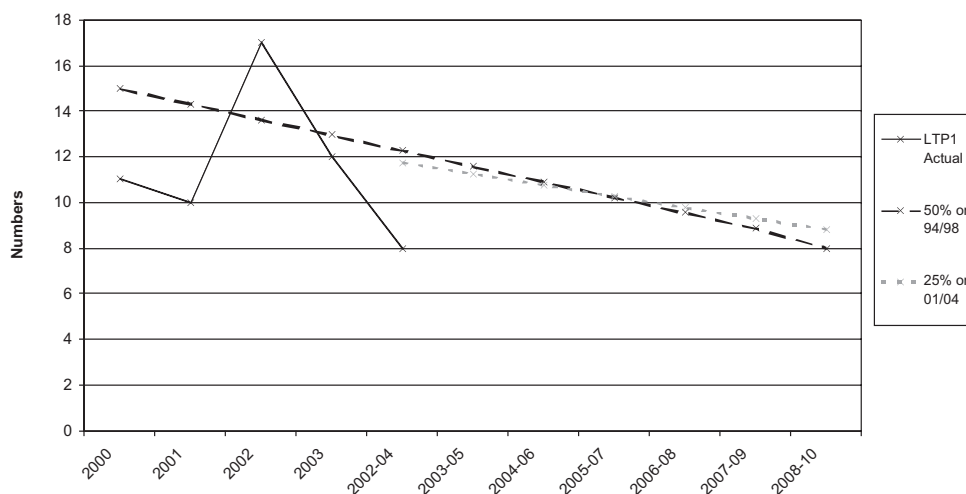
### Trajectories

Trajectories are set on a straight line basis using the 1994/98 average as baseline (figures rounded).



Year	1994-98	2002-04	2003-05	2004-06	2005-07	2006-08	2007-09	2008-10
<b>Number</b>	15	-	-	-	-	-	-	-
Trajectory	-	12	12	11	10	10	9	8
<b>Annual Change</b>								
Number	-	-	0	-1	-1	0	-1	-1
%	-	-	0	8.3	9.1	0	10.0	11.1
<b>LTP2 Change</b>								
Number	4							
%	33.3							

**Numbers of children killed or seriously injured on Island roads**  
 Target: To achieve a 50% decrease on 1994/98 average by 2010



### N.13.5 Actions and risks

See previous 'killed and seriously injured' indicator.

## N.14 Number of slight casualties on Island roads

**LTP2 target type:** Mandatory.

**Target hierarchy:** 1 – Key Outcome Indicator.

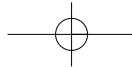
### N.14.1 Indicator description

Number of slight casualties on Island roads.

### N.14.2 Methodology and monitoring

Number of people slightly injured in road traffic collisions on public roads on the Isle of Wight. Severity in accordance with DfT definition.

Data is obtained from Hampshire and Isle of Wight Constabulary Key Accident database and originates from Stat 19 reports. Figures are reported by previous calendar year.



### N.14.3 LTP1

#### Target

LTP1 sought to reduce the number of slight casualties by 5% by 2006, compared with the average for 1994-1998.

#### Performance

The Isle of Wight had mixed performance in this indicator but experienced a 7.4 decrease over the plan period.

Year	Baseline 94-98	2000	2001	2002	2003	2004
<b>Number</b>	568	531	579	478	467	526
<b>Annual Change</b>						
Number	-	-37	+48	-101	-11	+59
%	-	-6.5	+9.0	-17.4	-2.3	+12.6
<b>Change (94/98 - 04/05)</b>						
Number			-42			
%			-7.4			

### N.14.4 LTP2

#### Target selection and rationale

This is a mandatory indicator and therefore all Local Authorities must report on this indicator. The Council have decided to set a similar LTP1 target but based upon the lower 2001-04 average.

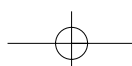
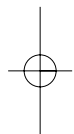
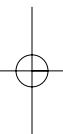
#### Target T13

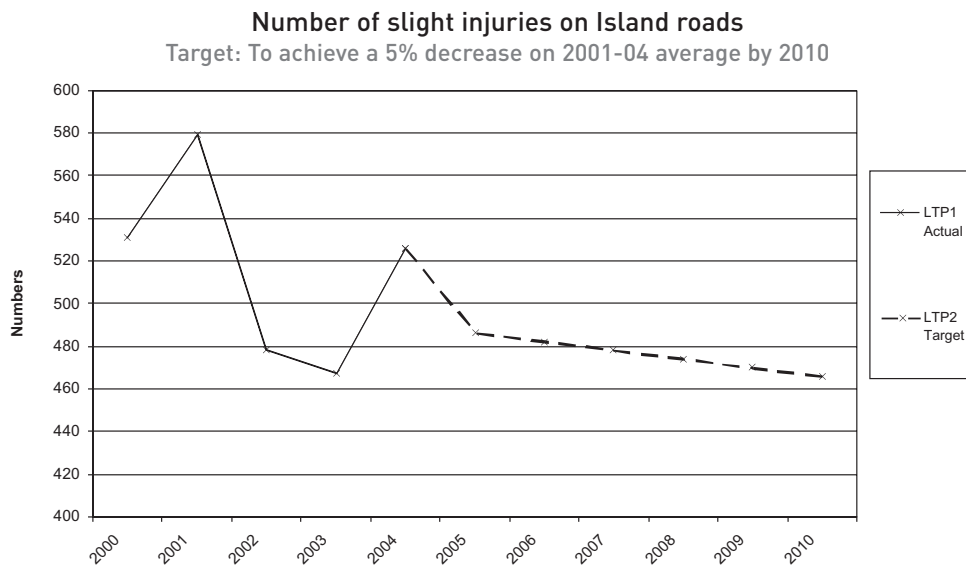
- By 2010, to achieve a 5% reduction in slight casualties on Island roads based on the 2001-04 average.

#### Trajectories

Trajectories are set on a straight line basis using the 2001-04 average as baseline (figures rounded).

Year	2001-04	2005	2006	2007	2008	2009	2010
<b>Number</b>	490	-	-	-	-	-	-
Trajectory	-	486	482	478	474	470	466
<b>Annual Change</b>							
Number	-	-4	-4	-4	-4	-4	-4
%	-	-0.8	-0.8	-0.8	-0.9	-0.9	-0.9
<b>LTP2 Change</b>							
Number				-24			
%				-5.0%			





### N.14.5 Actions and risks

See previous 'killed and seriously injured' indicator.

## N.15 Cycle training

**LTP2 target type:** Local.

**Target hierarchy:** 3 – Contributory Output Indicator.

### N.15.1 Indicator description

Percentage of school aged children participating in cycle training.

### N.15.2 Methodology and monitoring

The training will be delivered by Road Safety Unit staff teaching staff in schools, and other independent qualified cycle trainers and will therefore require 3 separate procedures for collecting the data.

#### **Road Safety Unit data**

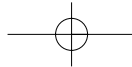
This data will be obtained from the training records maintained by the Road Safety Unit and will be supplied by our Road Safety Team on a termly basis and reported annually.

#### **Schools data**

Schools data will be obtained from school student data and will be supplied by relevant teaching staff on a termly basis and reported annually.

#### **Independent trainers data**

Data relating to training delivered by independent trainers will be obtained from the membership database of the Island Youth Cycling Club and will be supplied and reported on an annual basis.



### N.15.3 LTP1

No comparable LTP1 target.

### N.15.4 LTP2

#### Target selection and rationale

The Isle of Wight has achieved national recognition for its success within cycling and is looking to build and improve upon this. This local target will assist in the delivery of shared priorities (accessibility, safety and congestion) and will link to other mandatory targets (cycling, road safety and school travel).

The target creates the opportunity for the authority to develop working partnerships with a variety of bodies and organisations to aid delivery, and would see Cycling England, Sustrans and British Cycling as some of the key partners. A pilot scheme in schools has demonstrated the potential for cycling to assist in the delivery of the local aim to improve standards in schools and the authority are keen to develop this currently popular and successful scheme.

#### Target T14

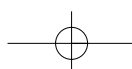
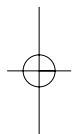
- **By 2010/11, to increase to 24% the percentage of children participating in cycle training.**

(Percentages based upon total of 24,000 children). This would equate to a 19% increase or 4560 children.

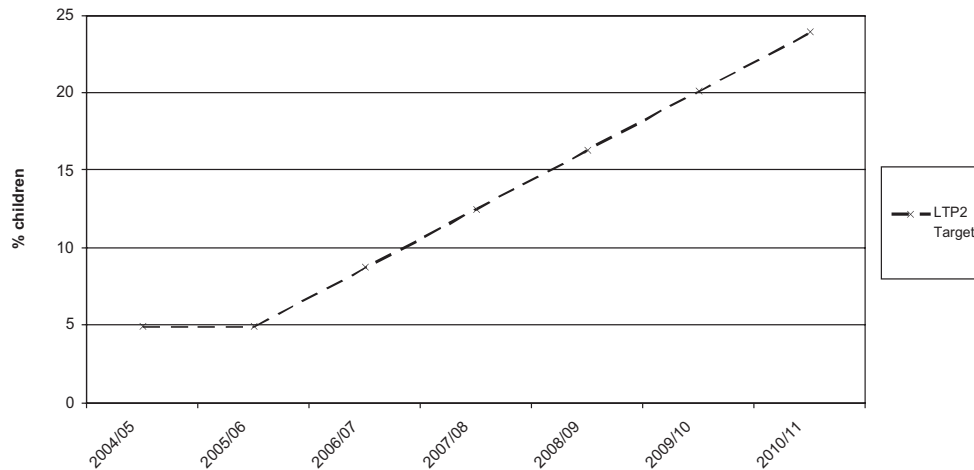
#### Trajectories

Following the positive response to current introduction of cycle training into the school curriculum, it was hoped that we would be able to effect a large increase in numbers trained over a short timescale. However, after considering the possible changes facing education, it has been decided to produce a linear trajectory starting from 2005/06.

Year	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
<b>Number</b>	1176	-	-	-	-	-	-
% of children	4.9	-	-	-	-	-	-
Trajectory	-	1176	2088	3000	3912	4824	5736
% of children	-	4.9	8.7	12.5	16.3	20.1	23.9
<b>LTP2 Change</b>							
Number				4560			
%				19			



**Cycle training**  
 Target: To increase to 24% the percentage of children participating in cycle training by 2010/11



### N.15.5 Actions to achieve targets

Additional funding for road safety initiatives has been identified, enabling the Council to identify priority areas, including cycling casualty reduction, through the delivery of road safety engineering, education and publicity.

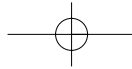
To encourage participation it is key that cycling is perceived as a safe activity and the Council's casualty reduction targets, which include reducing cyclist casualties, are linked to the Government's road safety strategy, "Tomorrow's Roads – Safer For Everyone" and will be delivered through Council – Road Safety Plan 2005-2010 a copy of which is included as an annex to this Plan.

The extension of the cycle training beyond physical participation, to include curricular links to technology, mathematics, geography and other key subjects is seen as an opportunity to develop a future generation of individuals with a better understanding of sustainable transport modes and their impact on daily lives, and it is planned to extend the scheme into more schools. The newly formed Island Youth Cycling Club will support the project. This will allow any children unable to participate in training in the school environment, or through the service provided by the road safety unit, to still have access to formal cycle training.

Following a successful bike to school week campaign held on the dates originally planned for a national campaign, the authority aims to increase the support for both local and national campaigns to promote and support cycling.

### N.15.6 Partners

The authority currently demonstrates strong partnership working with Sustrans in developing off road cycle ways. We are keen to develop this further as a method improving cycling and assisting with the delivery of more school links.



British Cycling "Go-Ride" scheme is the basis for the development of the training in schools and they are currently providing dedicated training courses for Island teachers. This has proven to be instrumental in encouraging teachers to volunteer as cycle trainers, and the authority will continue to work closely with the organisation.

Cycling England, the new national body to plan and co-ordinate the development of cycling across the country and a new National Standard for Cycle Training, have a clear agenda to deliver cycle training and it is planned to work closely with this body to ensure we maximise best practice.

### N.15.7 Risks

The local authority is undergoing a period of change following a recent change of administration. One of the key priorities for the new Council is to raise standards in education and to minimise any risk of any impending changes. It will be vital to ensure that there is clear communication with education and it is proposed to invite a member of staff from education to join the Cycle Forum.

## N.16 Air quality (LTP8)

**LTP2 target type:** Not mandatory for Isle of Wight.

**Target hierarchy:** 1 – Key Outcome Indicator.

### N.16.1 Indicator description

Number of designated Air Quality Management Areas (AQMAs).

### N.16.2 Methodology and monitoring

Information is collected by the Council's Environmental Health department in accordance with DEFRA guidelines.

### N.16.3 LTP1

#### Target and Performance

LTP1 successfully sought to have no air quality management areas on the Isle of Wight.

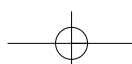
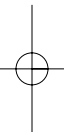
### N.16.4 LTP2

#### Target selection and rationale

Local Transport Authorities with designated AQMAs are required to set targets relating to concentrations of local pollutants and mitigation work. As the Isle of Wight has no AQMAs this is not a mandatory target. However the Council recognises the importance of local air quality and have decided to retain the LTP1 target to have no AQMAs during the lifetime of the plan.

#### Target T15

- To have no designated Air Quality Management Areas (AQMA).



Year	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Number	No designated air quality management areas						
Trajectory							

### N.16.5 Actions to achieve targets

#### Isle of Wight Council and partners

The Council's Engineering Services department will work with other Council departments and appropriate agencies to ensure that pollutant levels remain within acceptable levels.

### N.16.6 Risks to target delivery and risk management

The location of development and traffic levels may affect this indicator. The Engineering Services department will work with Planning colleagues to ensure that future developments are appropriately located in order to, wherever possible, reduce the need to travel and benefit from good public transport, walking and cycling links.

## N.17 Mode share of journeys to school (LTP4)

**LTP2 target type:** Mandatory (to be introduced in 2006/07).

**Target hierarchy:** 2 – Intermediate Outcome.

### N.17.1 Indicator description

Modal share of journeys to school.

### N.17.2 Methodology and monitoring

In accordance with DfT guidance dated 6th June 2005, this indicator will be introduced later in the plan period when adequate baseline information is available. The Council will however continue to collect data relating to the implementation and success of school travel plans (see School Travel Plan Strategy included as an annex).

#### Target T16

- School travel target to be confirmed later in the plan period.

Target and trajectories to be set to reflect predicted uptake of school travel plans.

## N.18 Change in area wide road traffic mileage (LTP2)

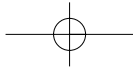
**LTP2 target type:** Mandatory.

**Target hierarchy:** 2 – Intermediate Outcome.

### N.18.1 Indicator description

Change in area wide road traffic mileage.





## N.18.2 Methodology and monitoring

Government Guidance recommends the use of National Road Traffic Survey (NRTS) data however research has established that the Isle of Wight only has one survey point. Due to the lack of representative NRTS data, the Council has decided to report data provided from the Council's existing network of 21 permanent automatic counter sites. These sites were also used to supply information for LTP1 and therefore historic data is readily available.

The 21 sites are:

1. **Rolls Hill, Thorness.**
2. **Fairlee Road, Newport.**
3. **Whippingham Road, East Cowes.**
4. **Eleanors Grove, Wootton.**
5. **Brading Road, Rowborough.**
6. **Lake Hill, Lake.**
7. **Newport Road, Apse Heath.**
8. **Victoria Avenue, Shanklin.**
9. **Bonchurch Road, Luccombe.**
10. **Military Road, Freshwater.**
11. **Colwell Road, Totland.**
12. **Yarmouth Road, Shalfleet.**
13. **Forest Road, Newport.**
14. **Horsebridge Hill, Newport.**
15. **Blackwater Road, Newport.**
16. **Medina Way, Newport.**
17. **Bridlesford Road, Wootton.**
18. **Newport Road, Godshill.**
19. **Ashey Downs Road, Ashey.**
20. **Newport Road, Afton.**
21. **Bowcombe Road, Bowcombe.**

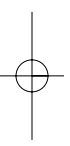
(See survey location map in Additional Information for monitoring points).

Of the 21 sites, 11 counters are collecting data at any one time. In order to compare historic data, the Council will report data according to the agreed LTP1 criteria i.e.: - 24 hour Tuesday counts in: August for counters (5, 6, 8 and 9) (to monitor peak season tourism traffic) and May, June or September for all other counters. Historic counts are detailed in previous Annual Progress Reports.

## N.18.3 LTP1

### Target

LTP1 split the Isle of Wight into 3 core strategy areas : North East Triangle (main employment sector); Coastal Resort Area (main tourism sector) and Rural. Targets were set to restrict annual growth to 1%, 1% and 1.5% respectively.



## Performance

Area wide mileage increased by 11.7% between 1999 and 2003 (average of 3% per annum).

Year	Baseline 1999	2000	2001	2002	2003
<b>Number</b>					
NE Triangle	119,910	123,083	122,086	122,781	125,913
Coastal	36,530	45,313	44,562	45,502	46,442
Rural	49,884	55,588	56,025	56,041	58,013
<b>Total</b>	<b>206,324</b>	<b>223,984</b>	<b>222,673</b>	<b>224,324</b>	<b>230,368</b>
<b>Annual Charge</b>					
Number	-	17,660	-1,311	1,651	6,044
%	-	8.6	-0.6	0.7	2.7
<b>Change</b>					
Number			24,044		
%			12		

### N.18.4 LTP2

#### Target selection and rationale

This is a mandatory indicator and therefore all Local Authorities must report on this indicator.

We have recently realigned our strategic plans and objectives to promote economic lead regeneration. Whilst this would no doubt be beneficial in terms of employment, population and housing, it would also undoubtedly lead to an increase in the number of private and freight vehicles on our Island roads.

#### *Growth experienced during LTP1*

During the lifetime of LTP1, the Island experienced average housing growth of 520 units per annum, minimal commercial property construction and economic growth, whilst area wide traffic mileage increased by an average of 3% per annum (see Section D – paragraph D.15.1).

#### *Predicted LTP2 growth*

The Regional Spatial Strategy and Island Plan (Local Development Framework) continues the current housing trend and plans for an additional 520 new housing units per annum over the next 25 years.

A recent report by Experian<sup>4</sup> on the Island's economy predicts that GVA<sup>5</sup> on the Island will see an average growth of 2.8% per annum between 2005 and 2015.

<sup>4</sup> "The Isle of Wight Economy" Experian, October 2005, commissioned by Isle of Wight Economic Partnership and Isle of Wight Council. For copies of the report contact IW Economic Partnership (01983) 550300.

<sup>5</sup> GVA (Gross Value Added) - economic indicator calculated by the sum of sectorial output ownership of dwellings, adjustment for financial services plus a statistical adjustment.

These two documents suggest that during LTP2 housing construction will continue at a similar rate and economic growth will increase - a direct contrast to the growth experienced during LTP1 (during which time traffic increased by an average of 3% per annum).

### *Minimising traffic growth*

The Council are keen to minimise traffic growth whilst not inhibiting our economic growth. Our emerging LDF core strategy is seeking to ensure that new developments are suitably located so as to facilitate the use of public transport, walking and cycling. Our smarter choices strategy illustrates how we can reduce peak traffic by working with employers to develop travel initiatives, such as employee travel plans and home working.

It is recognised that despite these initiatives, some traffic growth is inevitable. However the Council would like to limit this growth to no more than 2.3% per annum. This is 0.7% less than the average annual growth experienced during LTP1 under a minimal Island growth strategy.

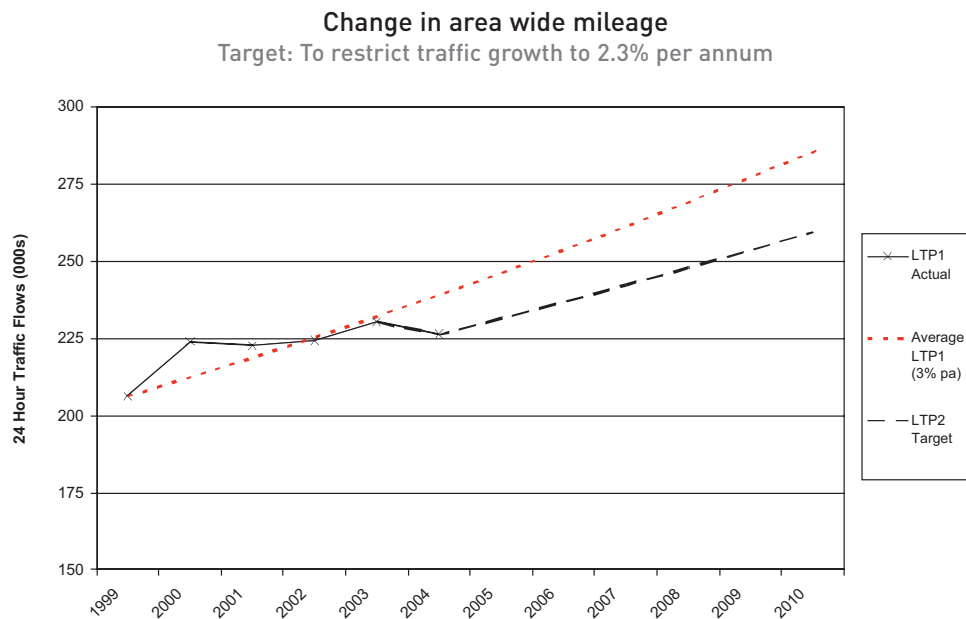
### Target T17

- To restrict traffic growth to 2.3% per annum.

### Trajectories

Trajectories are set on a straight line basis with 2003 as baseline.

Year	2003	2004	2005	2006	2007	2008	2009	2010
<b>Number (thousands)</b>	230.4	226.4	-	-	-	-	-	-
Trajectory	-	-	231.6	236.9	242.4	248.0	253.7	259.5
<b>Annual Change (thousands)</b>	-	-	5.2	5.3	5.5	5.6	5.7	5.8
Number	-	-	-	-	-	-	-	-
%	-	-	2.3	2.3	2.3	2.3	2.3	2.3
<b>2004-10 Change</b>								
Number	33,097							
%	14.6							



### N.18.5 Actions to achieve targets

#### Isle of Wight Council and partners

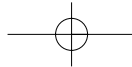
The Council will work with the QTP and others to reduce the need to travel and to promote the use of public transport, walking and cycling. The Island also represents an ideal car free destination and this Plan seeks to support the Tourism Development Strategy and in particular work in the Bay Area which will encourage travel by rail and car-free tourism.

The Council is currently compiling its Local Development Framework (LDF) which will seek to encourage sustainable economic and housing growth in locations which reduce the need to travel and/or benefit from good transport links (see Section D - Long Term Strategy for more details).

### N.18.6 Risks to target delivery and risk management

The Council recognises the important role the car has in improving accessibility particularly for those living in rural areas which are not currently well served by public transport and/or those with mobility problems. These sectors of the community may not initially consider other non-car options. The Council are working with transport operators and others in developing services to encourage people to utilise public transport and to enable operators to offer services that can more easily compete with the private motor car.

The Council have also recently reviewed its approach to parking and has increased parking charges for occasional use, extended the number of car parks covered by charging and introduced new resident only parking zones. The Council will continue to review its parking policies during LTP2.



## N.19 Principal road condition (BV223 – former BV96)

**LTP2 target type:** Mandatory.

**Target hierarchy:** 2 – Intermediate Outcome.

### N.19.1 Indicator description

Percentage of the Local Authority principal road network where structural maintenance should be considered.

### N.19.2 Methodology and monitoring

Data to be derived from Scanner surveys in accordance with new Best Value Performance Indicator 223 requirements i.e.: annual surveys of 100% of network to be reported in one direction, or 50% in both directions with roads not surveyed in one year to be surveyed the next.

### N.19.3 LTP1

#### Target

The LTP1 target sought to reverse the continuing deterioration in carriageway condition.

#### Performance

Performance was mixed primarily due to the change in survey techniques between 2003/04 and 2004/05.

Year	2001/02	2002/03	2003/04	2004/05
Number	8.3	12.1	12.0	65.4
Annual Change %	-	3.8	-0.1	53.4
Change (00/01 - 04/05) %	57.1			

### N.19.4 LTP2

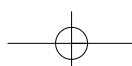
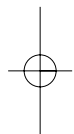
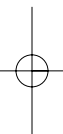
#### Target selection and rationale

This is a mandatory indicator and therefore all Local Authorities must report on this indicator. Road condition is an important local issue and consistently highlighted during public consultation exercises.

The condition of local roads can maintain and increase accessibility and assist in reducing congestion.

#### Target T18

- By 2010/11 to have no overall deterioration in the condition of the principal road network.



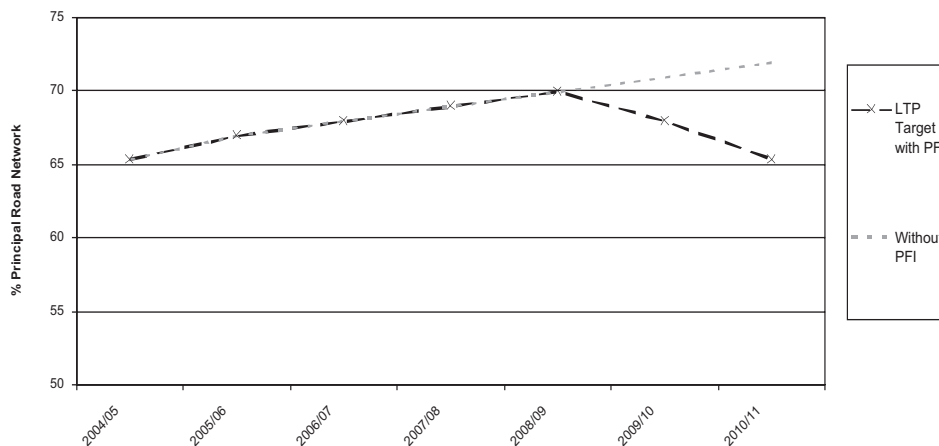
### Trajectories

The target and trajectories are set assuming that the Council is successful with its Highway PFI bid and that the contract commences in February 2009, with results evident in 2009/10.

Year	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
<b>Number (thousands)</b>	65.4	-	-	-	-	-	-
Trajectory	-	-	-	-	-	-	-
With PFI	-	67	68	69	70	68	65.4
Without PFI	-	67	68	69	70	71	72
<b>Annual Change with PFI</b>							
%	-	1.6	1	1	1	-2	-2.6
<b>LTP2 Change with PFI</b>							
%				0			

### % Principal road network where structural maintenance should be considered

Target: By 2010/11 to have no overall deterioration in the condition of the principal road network



### N.19.5 Actions to achieve targets

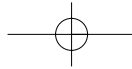
#### Isle of Wight Council

The condition of the Island's road network is well below standard with substantial investment required to bring the network up to an acceptable level. The Council are currently preparing a PFI bid to deal with this problem (see paragraphs K.5 and M.2.1).

The Council will prioritise the worst condition roads using the Council's Pavement Management System.

### N.19.6 Risks to target delivery and risk management

The Council are planning to submit their PFI Expression of Interest in September 2006. Should the PFI bid be unsuccessful it is unlikely that the Council will have sufficient funds to adequately maintain our roads as required.



## N.20 Non principal classified road condition (BV224A – former BV97A)

**LTP2 target type:** Mandatory.

**Target hierarchy:** 2 – Intermediate Outcome.

### N.20.1 Indicator description

Percentage of the non-principal road network where structural maintenance should be considered.

### N.20.2 Methodology and monitoring

Data to be derived from SCANNER surveys in accordance with new Best Value Performance Indicator 224a requirements ie: annual surveys of 100% of B roads surveyed in one direction and at least 10% of C roads surveyed in one direction.

### N.20.3 LTP1

#### Target

To reduce the 0% of local road network with >70 UKPMS structural condition index.

#### Performance

Performance was mixed primarily due to survey changes.

Year	2002/03	2003/04	2004/05
Number	45.7	46.1	63.8
Annual Change %	-	0.4	17.7
Change (00/01 - 04/05) %	18.1		

### N.20.4 LTP2

#### Target selection and rationale

This is a mandatory indicator and therefore all Local Authorities must report on this indicator. Due to changes in survey mechanism Local Authorities are not required to set targets until the 2005/06 baseline information becomes available.

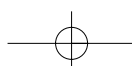
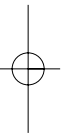
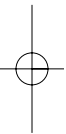
#### Target T19

- Non-principal road condition target to be confirmed later in the plan period.

## N.21 Unclassified road condition (BV224B – former BV97B)

**LTP2 target type:** Mandatory.

**Target hierarchy:** 2 – Intermediate Outcome.



### N.21.1 Indicator description

Percentage of the unclassified network where structural maintenance should be considered.

### N.21.2 Methodology and monitoring

Data to be based upon a visual survey in accordance with new Best Value Performance Indicator 224b requirements ie: annual survey of proportion of the unclassified road network (at least 25% per annum) using either a UKPMS Coarse Visual Inspection Survey (CVI) or a more detailed Visual Inspection Survey (DVI).

### N.21.3 LTP1

#### Target

To reduce the 0% of local road network with >70 UKPMS structural condition index.

#### Performance

Performance was mixed primarily due to survey changes between 2003/04 and 2004/05.

Year	2002/03	2003/04	2004/05
Number	37.3	31.3	63.0
Annual Change %	-	-6.0	31.7
Change (00/01 - 04/05) %	25.7		

### N.21.4 LTP2

#### Target selection and rationale

This is a mandatory indicator and therefore all Local Authorities must report on this indicator. Road condition is an important local issue and consistently highlighted during public consultation exercises.

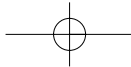
The condition of local roads can maintain and increase accessibility and assist in reducing congestion.

Guidance suggest that 2003/04 is used as a baseline. However the change in survey mechanism between 2003/04 and 2004/05 has provided considerably different results with 2004/05 double that of 2003/04 (63.0% compared to 31.3%) After discussion it has been decided that it would be more realistic to use 2004/05 as baseline.

#### Target T20

- **By 2010/11 to have no overall deterioration in the condition of the unclassified road network.**



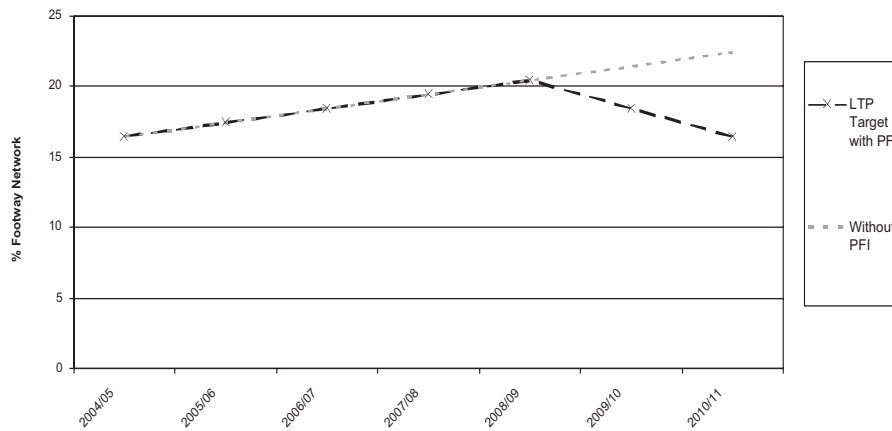


### Trajectories

The target and trajectories are set assuming that the Council is successful with its Highway PFI bid and that the contract commences in February 2009, with results evident in 2009/10.

Year	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
<b>Number</b>	63.0	-	-	-	-	-	-
Trajectory	-	64.0	65.0	66.0	67.0	65.0	63.0
With PFI	-	64.0	65.0	66.0	67.0	65.0	63.0
Without PFI	-	64.0	65.0	66.0	67.0	68.0	69.0
<b>Annual Change with PFI</b>							
%	-	1	1	1	1	-2	-2
<b>LTP2 Change with PFI</b>							
%				0			

**% Unclassified road network where structural maintenance should be considered**  
 Target: By 2010/11 to have no overall deterioration of the unclassified road network



### N.21.5 Actions and risks

Annual surveys only monitor 25% of the network and therefore annual surveys are not comparing like for like. (See also previous Principal Road Indicator).

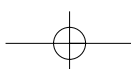
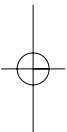
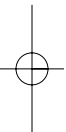
## N.22 Footway condition (BV187)

**LTP2 target type:** Local.

**Target hierarchy:** 2 – Intermediate Outcome.

### N.22.1 Indicator description

Percentage of category 1, 1a and 2 footway network where structural maintenance should be considered.



## N.22.2 Methodology and monitoring

Data to be based upon a visual survey in accordance with Best Value Performance Indicator 187 requirements ie: annual collection and analysis of Detailed Visual Inspection (DVI) measurements of 50% survey of Category 1, 1a or 2 footways.

Footway categories as defined in the Code of Practice for Maintenance Management (IHT, 2001).

## N.22.3 LTP1

No comparable LTP1 indicator.

## N.22.4 LTP2

### Target selection and rationale

This is a mandatory indicator and therefore all Local Authorities must report on this indicator. Footway condition can influence peoples decision to travel on foot and can therefore increase accessibility.

The Council were pleased to note the results of the 2004/05 survey which placed the Council in the best value upper quartile (top 25%) for this indicator. In light of this result the Council have set a target to maintain condition at this level or better.

The Council has set a baseline of 2004/05 so that this indicator is in line with other maintenance targets (even though the 2003/04 data showed a higher and therefore more achievable baseline ie 17.6% compared to 16.5%).

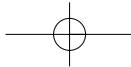
### Target T21

- **By 2010/11 to have no overall deterioration in the footway condition.**

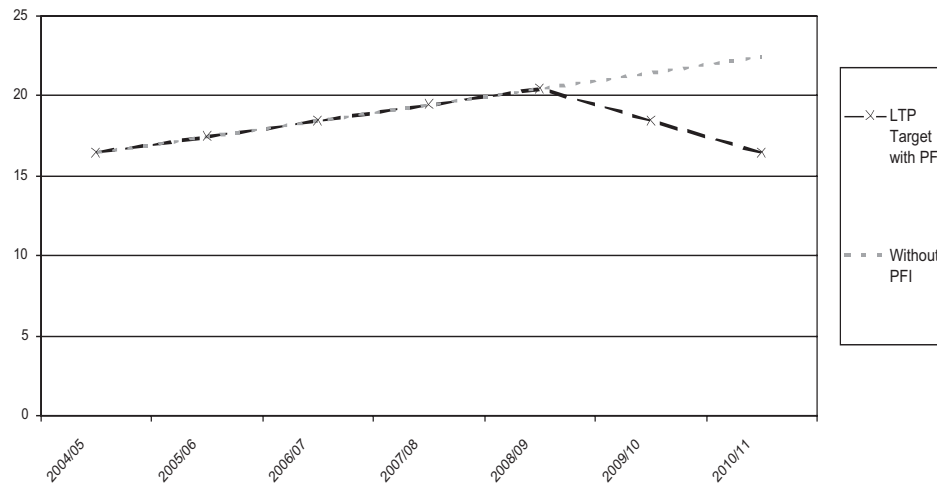
### Trajectories

The target and trajectories are set assuming that the Council is successful with its Highway PFI bid and that the contract commences in February 2009, with results evident in 2009/10.

Year	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
<b>Number</b>	16.5	-	-	-	-	-	-
Trajectory	-	-	-	-	-	-	-
With PFI	-	17.5	18.5	19.5	20.5	18.5	16.5
Without PFI	-	17.5	18.5	19.5	20.5	21.5	22.5
<b>Annual Change with PFI</b>							
%	-	1	1	1	1	-2	-2
<b>LTP2 Change with PFI</b>							
%				0			



**% Footway network where structural maintenance should be considered**  
 Target: By 2010/11 to have no overall deterioration in footway condition



### N.22.5 Actions and risks

See previous Principal Road indicator.

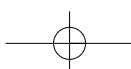
## N.23 Other indicators considered

As part of the LTP2 development process the Council, in conjunction with other partners, have considered a number of other local indicators. The following indicators were considered but have not been included at this time. However, the Council may wish to re-assess the value of these indicators later in the plan process.

### N.23.1 Regeneration target

In particular GOSE suggested that, as the plan focuses on regeneration, the Council should consider the inclusion of a regeneration based target. The Council have discussed, both internally and with GOSE, a number of regeneration based targets but are currently unable to identify an appropriate, specific transport/regeneration indicator.

Shared or Local Priority	Indicator	Reason Excluded
Accessibility	Patronage of bus services not included in BV102.	The Isle of Wight have only a few services not included in BV102 therefore this indicator would have limited implications for accessibility.
	Age of bus fleet.	Local bus fleet considered "relatively new".
	Bus service kilometres.	Due to the rural and urban nature of the Isle of Wight this indicator has limited value at this time. May reconsider in light of future accessibility planning work.



Shared or Local Priority	Indicator	Reason Excluded
	Uptake of concessionary fares.	Future "free pensioner travel" will have major implications for indicator. "Youth Mover" ticket will have implications.
	Ferry punctuality and reliability.	Considered as plan contains similar indicators for other public transport modes. Ferries can be subject to delays and cancellations outside Council and operators control (eg weather) and therefore indicator not considered appropriate.
	Location of new development.	Similar LTP1 target relating to new residential approvals. Local Development Framework (LDF) Preferred Option paper was produced for consultation in February 2006. The LDF will require regular monitoring and may consider inclusion of joint LDF/LTP indicators later in plan period.
Regeneration.	Freight on ferries.	Ferry operators release annual figures on the number of freight vehicles travelling on Island ferries. Unfortunately these figures relate to the number of vehicles as opposed to the size/capacity of vehicles and therefore cannot monitor freight tonnage.
	Other freight.	Council looking to develop a Freight Local Accessibility Action Plan. This may generate a freight related target later in the plan period.
	VAT registrations, GDP & GVA.	The Island's LAA monitors economic growth via VAT registrations, GDP (Gross Domestic Product) and GVA (Gross Value Added). These indicators could also be reported in the LTP but do not directly monitor transport and are therefore not considered suitable LTP indicators.
	Take up of employment land.	Little UDP allocated employment land still left undeveloped. Council currently working on Employment Development Plan Document (DPD) as part of LDF. Target could be considered once the DPD has been adopted.

Shared or Local Priority	Indicator	Reason Excluded
	Other LTPs?	The Council have also discussed with GOSE how other LTPs deal with this issue. Currently GOSE are unable to identify other LTPs with transport/regeneration targets.
Congestion.	Congestion perception.	Difficult to monitor and considered too subjective.
	Travel plan coverage at key locations.	The Isle of Wight has a high percentage of small businesses employing less than 10 employees. Travel plans may be both difficult to monitor and resource intensive for small businesses.
	Levels of walking.	Difficult to monitor. LTP1 contained indicator based on Census walking to work statistics but data collection only every 10 years. May consider walking levels to key employment locations or as part of future school or travel plan surveys.
	Attitudes and satisfaction of walking and cycling.	Difficult to monitor and subjective.
	Parking – duration and price differentials.	New Council administration currently considering parking policies.
	Application of parking standards.	Local Development Framework (LDF) Core Document to be published in late 2006. LDF will require regular monitoring and may consider inclusion of joint LDF/LTP indicator later in plan period.
	Changes in peak period traffic flows to urban centres	Isle of Wight not required to report on these mandatory indicators due to current levels.
	Congestion – vehicle delay.	Wider local objectives for economic regeneration, housing and PFI may have temporary/long term implications for indicators. May consider when timescales and more information available.
Road Safety.	Casualties or rates for user groups.	Small casualty numbers significantly distort figures.
	Number of children killed or seriously injured (KSI) in disadvantaged areas.	Monitoring indicates no local correlation between child KSIs and areas of multiple deprivation. Will continue to monitor and set target if appropriate.

## Performance Indicators

Shared or Local Priority	Indicator	Reason Excluded
Asset Management.	Condition of bridges.	Currently have ongoing bridge maintenance programme based upon condition surveys and priority ranking system. Separate target not considered necessary.
	Condition of street lighting.	Currently reporting good condition of street lighting so not considered appropriate at this time.
	Response time to street lighting faults (new Best Value Indicator – BVPI215).	New BVPI measuring response times by Local Authority and distribution network operator. BVPI to be introduced in 2006 and therefore may consider LTP target later in the plan period.
	Re-cycled construction materials.	<p>The Council have used some re-cycled materials in road construction and foundations with positive benefits for the environment - landfill, extraction and money.</p> <p>The Council are currently investigating life span, safety and value for money issues relating to the re-use of material and may introduce a target should these investigations prove positive.</p>
Value for Money.	Indicator to monitor scheme value for money.	<p>The Council have considered how to develop an indicator to assess scheme value for money. The Council's priority ranking scheme currently considers need, links to shared priorities, impact on future regeneration areas and partner support but does not factor in a cost indicator.</p> <p>We have discussed, both internally and with external auditors, how to incorporate a cost factor but are currently unable to identify a satisfactory solution. The Council will continue to investigate this issue and are planning to discuss at future SECSIG and Solent Transport meetings and also as part of benchmarking with Blackpool.</p>