

derbyshire

LOCAL TRANSPORT PLAN 2006-2011

progress report 2008

Annex 3 Performance Management Summary and future arrangements in line with the National Performance Framework

“15 of the 24 performance targets are on track, four were narrowly missed, one was not on track, and four did not have clear data.

In reviewing which of the new national performance indicators related to the LTP indicators, it is clear that there are additional new indicators which have a relevance to transport, and the future implementation of the Local Transport Plan. Targets have been selected as being important to the local area through the Derbyshire Local Area Agreements.

Performance of all Environmental Services measures is scrutinised on a quarterly basis at the Performance Clinic.”

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A3.1 Introduction

The second Derbyshire Local Transport Plan (LTP) was published in March 2006 and contained targets and performance indicators to measure the impact of the Plan under the five strategies. The indicators were prioritised to how important they were in measuring the impact of interventions on the strategies, the categories were:-

- Key outcome indicators
- Intermediate outcome indicators
- Other local indicators
- Other related monitoring.

The first section of this Annex provides an update on how well we have done in meeting our projected performance in the first two years of implementation.

The second section reviews our performance indicators and targets for the remaining three years of the LTP. This review is required because of the significant changes in the reporting requirements to Central Government through the development of the National Performance Framework and the Local Area Agreement process.

A3.2 Progress against LTP indicators 2006-2008

The Tables below summarise our performance against the indicators contained within the second Derbyshire Local Transport Plan during the first two years of the five-year plan period. An assessment against whether we are on, close to being on track, or off track is made by means of a red, amber and green judgement, where red is not on track and green on track.

As can be seen from the tables, we are generally on track across the five strategies, with excellent progress in improving the condition of our roads and footways; improving accessibility to hospitals and increasing patronage of buses, reducing the total number of casualties in road traffic accidents and in keeping traffic growth in check. The assessment also highlights that most cause for concern is the increase in number of people being killed or seriously injured in road traffic accidents and in particular people on motorcycles. The other apparent cause for concern is residents' satisfaction with buses and information but we have found it difficult to make further improvements from an already high level of satisfaction.

Table A3.1 Performance indicators relating to the efficient maintenance and management strategy

Indicator	Methodology	Year		Target	Actual and Trajectory Data							Comments
		2007/08	2010/11		Year	2006 /07	2007 /08	2008 /09	2009 /10	2010 /11		
Key Outcome Indicators BVPI223 Percentage of the principal road network where structural maintenance should be considered	Scanner Surveys - Percentage of network within the red category	Base Data	2007/08	4%	Year	2006 /07	2007 /08	2008 /09	2009 /10	2010 /11	On Track	Our original LTP2 indicator related to the percentage of the network in the red and amber Scanner categories. This has been updated to report just on the red category to meet national criteria. Changes in survey methodology have again required our target to be revised in 2008. Comparable data using the old methodology shows a continued improvement to the network and we have all but reached a level where the network should be maintained at a steady state to ensure resources are used efficiently. We were not expecting our performance to reach this level to the end of the plan period, therefore the latest target was set to maintain the current state.
		Target Data	2010/11	4%	Actual	N/A	4%					
BVPI224a Percentage of the non-principal (classified) road network where structural maintenance should be considered	Scanner Surveys - Percentage of network within the red category	Base Data	2007/08	12%	Year	2006 /07	2007 /08	2008 /09	2009 /10	2010 /11	On Track	Work to develop a new baseline and target is currently being undertaken as part of the development of the new LAA target under the new National Performance Framework. However these are still subject to review following revisions to methodology in collecting the indicator. Due to the Scanner survey methodology changing no comparable data is now available. However, we have also recalculated the 2007/08 data using the old methodology and this shows that the percentage of the network requiring structural maintenance reduced from 19% in 2006/07 to 17% in 2007/08.
		Target Data	2010/11	10%	Actual	N/A	12%					
BVPI224b Percentage of the non-principal (unclassified) road network where structural maintenance should be considered	Coarse Visual Inspections	Base Data	2006/07	18.27%	Year	2006 /07	2007 /08	2008 /09	2009 /10	2010 /11	On Track	A new baseline and target was set in 2006/07 following a change in monitoring methodology (results now based on 100% rather than 25% as before). The new target was set to maintain or improve the condition of the unclassified road network at 2006/07 levels throughout the remainder of the LTP period. Surveys in the last two years have shown a consistent improvement in the condition of the network.
		Target Data	2010/11	18.27%	Actual	16.71	14.9					
BVPI187 Percentage of category 1 and 2 footways where structural maintenance should be considered	Detailed Visual Inspections	Base Data	2003.04 2004/05 Average	32.7%	Year	2006 /07	2007 /08	2008 /09	2009 /10	2010 /11	On Track	As part of our County Hierarchy reviews we have reviewed which footways are classed as category 1 or 2. This has ensured that we have been better able to target resources to areas with greatest need. This has had a significant impact of the condition of the network, with a significant reduction in the network now requiring structural maintenance.
		Target Data	2010/11	26.7%	Actual	16.71	8.0					
BVPI178 Percentage of Rights of Way that are easy to use by the general public	Survey of sample of R.O.W network	Base Data	2003/04	51.5%	Year	2006 /07	2007 /08	2008 /09	2009 /10	2010 /11	On Track	The profile of the target milestones 2007/08 onwards were amended at the end of 2006/07 to allow for a more realistic rate of improvement to what could actually be delivered. This has been replicated by a steady state in performance in the first two years following early gains from the baseline. The Rights of Way Improvement Plan is guiding improvements. Improvements have been achieved by improving surface condition, bridges and way-marking. Working with landowners to reinstate paths after ploughing and cropping is showing a greater proportion now restored.
		Target Data	2010/11	75%	Actual	70	70	72.5	75	75		

Indicator	Methodology	Year	Target	Actual and Trajectory Data						Red Amber Green	Comments	
				2003/04	2006	2007	2008	2009	2010			
Intermediate Outcome Indicators												
LPI21 Condition of bridges and structures. Number of sub-standard bridges as a percentage of total bridge stock	Structures Database Records	Base Data	2003/04	9.2%	Year	2006	2007	2008	2009	2010	On Track	Working with private bridge owners such as developers and Network Rail has been a key ingredient to continuing success against this indicator. During 2007/08 13 bridges were strengthened.
		Target Data	2010/11	4.8%	Actual	/07	/08	/09	/10	/11		
					Trajectory	8.0	7.2	6.4	5.6	4.8		
Other Local Indicators												
LPI18a User satisfaction with state of repair of roads	3-Yearly MORI residents/surveys/Citizens Panels	Base Data	2004/05	39%	Year	2006	2007	2008	2009	2010	No Clear Evidence	It is not possible to identify a trend against this indicator because the methodology for collecting this has changed and the data cannot be compared like-with-like. *Original LTP2 target was based upon MORI Surveys. *Survey methodology changed to Citizens Panel in 2007/08.
		Target Data	2010/11	45%*	Actual	/07	/08	/09	/10	/11		
					Trajectory		37.6					
LPI18b User satisfaction with state of repair of pavements (roadside footways)	3-Yearly MORI residents/surveys/Citizens Panels	Base Data	2004/05	43%	Year	2006	2007	2008	2009	2010	No Clear Evidence	It is not possible to identify a trend against this indicator because the methodology for collecting this has changed and the data cannot be compared like-with-like. *Original LTP2 target was based upon MORI Surveys. *Survey methodology changed to Citizens Panel in 2007/08.
		Target Data	2010/11	45%*	Actual	/07	/08	/09	/10	/11		
					Trajectory		38.4					
LPI27 Percentage of street lights working	Street Lighting Database	Base Data	2003.04	99.2%	Year	2006	2007	2008	2009	2010	On Track	Annual output against this indicator continues to be met. This has been assisted by the formulation of an Action Plan in December 2006. Reduction in repair time has been a particular area of improvement.
		Target Data	2010/11	99%	Actual	/07	/08	/09	/10	/11		
					Trajectory	99	99	99	99	99		

Table A3.2 Performance indicators relating to the accessibility and healthier travel choices strategy

Indicator	Methodology	Year	Target	Actual and Trajectory Data							Comments
				2003/04	2006	2007	2008	2009	2010	2011	
Key Outcome Indicators	Data obtained directly from Bus Operators	Base Data	26.833 million	2006 /07	2007 /08	2008 /09	2009 /10	2010 /11	On Track	Following the trend experienced in LTP1, bus patronage figures continue to rise in Derbyshire. The National Concessionary fare scheme is likely to have assisted this rise in patronage.	
		Target Data	26.706 million	28.494	29.337	28.385	28.706				
BVPI104 Percentage of users satisfied with local bus services	3-yearly satisfaction surveys as part of Citizens Panel	Base Data	65%	2006 /07	2007 /08	2008 /09	2009 /10	2010 /11	Narrowly Missed	A survey of users is undertaken every three years, with the last one in 2006/07. Although the milestone has not been met, performance has remained constant at a very high satisfaction level and this should be viewed as a success itself. With 64% of users satisfied, Derbyshire is the third highest performing shire authority in the Country.	
		Target Data	75%	64			75				
LTP1 Percentage of all households within 60 minutes of a hospital (with general outpatient facilities) by public transport	Accessibility Planning software - Accession	Base Data	90.25%	2006 /07	2007 /08	2008 /09	2009 /10	2010 /11	On Track	The first two years have consistently shown performance well above the target and as such there is little further performance that can be gained, without going beyond the bounds of efficient use of resources. Therefore it is considered that this target has now been met.	
		Target Data	90%	97	97						
LTP3 Number of cycling trips	Analysis of counts at on and off road sites	Base Data	100 Index	2006 /07	2007 /08	2008 /09	2009 /10	2010 /11	No Clear Evidence	Despite improving data collection techniques through installing a network of automatic counters we are still finding it difficult to identify trends in cycling use due to a wide variability in weather conditions, which continues to fluctuate levels greatly.	
		Target Data	107 Index	123	81						
LTP4 Number of school pupils travelling to school by non-car modes	Annual PLASC Surveys	Base Data	28.9	2006 /07	2007 /08	2008 /09	2009 /10	2010 /11	On Track	Comparable data for the first time shows an improvement in the percentage of children travelling to school by non-car modes. The data in the table is the percentage of children travelling to school by car, taxi or van (excluding car-sharers)	
		Target Data	29	28.9	27.3						
		Trajectory		29	29	29	29	29			

Indicator	Methodology	Year		Target	Actual and Trajectory Data					Red Amber Green	Comments	
		2003/04	2009/10		2003/04	2007/08	2008/09	2009/10	2010/11			
Intermediate Outcome Indicators												
BVPI103 Percentage of users satisfied with public transport information	3-yearly satisfaction surveys as part of Citizens Panel	Base Data	2003/04	59%	Year	2006/07	2007/08	2008/09	2009/10	2010/11	Narrowly Missed	A survey of users is undertaken every three years, with the last one in 2006/07. Although the milestone has not been met, performance has remained constant at a very high satisfaction level and this should be viewed a success itself. With 60% of users satisfied, Derbyshire is the highest performing shire authority in the country.
		Target Data	2009/10	75%	Actual	60%						
					Trajectory	65%			75%			
Other Local Indicators												
BVPI165 Pedestrian crossings with facilities for disabled people	Controlled crossings database records	Base Data	2003/04	64.1%	Year	2006/07	2007/08	2008/09	2009/10	2010/11	Narrowly Missed	Out of 352 crossings 12 do not meet the required criteria and therefore the target narrowly missed. Five of these will be improved in 2008/09 which will bring performance almost in line with the target.
		Target Data	2007/08	99%	Actual	99.1	96.6					
					Trajectory	98.7	99					
LPI14 Percentage of Derbyshire schools that have adopted School Travel Plans	School Travel Plan database	Base Data	2003/04	3.4%	Year	2006/07	2007/08	2008/09	2009/10	2010/11	On Track	320 out of the 446 schools in the county have DfT approved School Travel Plans. Another 33 were already in development at the end of March 2008 and we are well on track to meeting the 100% target in 2009/10.
		Target Data	2009/10	100%	Actual	50.5	71.7					
					Trajectory	44.8	67.3	85.2	100			

Table A3.3 Performance indicators relating to the safer roads and communities strategy

Indicator	Methodology	Year	Target	Actual and Trajectory Data							Red Amber Green	Comments
				1995-98 Average 2010	Year	2006	2007	2008	2009	2010		
Key Outcome Indicators BVPI99(x) Number of deaths and serious injuries in road traffic accidents	Police casualty records	Base Data Target Data	675 405	1995-98 Average	Year	2006	2007	2008	2009	2010	Not On Track	Following a continued downward trend, killed and seriously injured casualties on Derbyshire's roads increased in 2007. A high proportion of these relate to motorcyclist casualties of which there were 35 more in 2007 than 2006. Pedal cyclist casualties also increased by 14. A success was a fall in the number of younger car drivers being injured. Most recent data, however, up to August 2008, shows that Derbyshire is on track to meet both the LTP target and the demanding Public Service Agreement target.
				2010	Actual	472	493					
BVPI99(y) Number of children killed or seriously injured in road traffic accidents	Police casualty records	Base Data Target Data	83 42	1995-98 Average	Year	2006	2007	2008	2009	2010	On Track	Although the end target has been met, the trend of reduction has now levelled out. We continue to target our LTP monies at undertaking engineering measures on the route to school and where casualty patterns highlight. This is undertaken alongside education and training initiatives in schools.
				2010	Actual	42	42					
BVPI199(z) Number of slight casualties in road traffic accidents	Police casualty records	Base Data Target Data	3469 3460	2001-04 Average	Year	2006	2007	2008	2009	2010	On Track	The number of slight casualties continue to fall and are now well below the 2010 target. Slight casualties continue to be taken account, along KSI casualties in targeting road safety improvements.
				2010	Actual	3105	2965					
					Trajectory	3469	3469	3469	3469	3469		

Table A3.4 Performance indicators relating to the reduced congestion and a strong local economy strategy

Indicator	Methodology	Year		Target	Actual and Trajectory Data						Red Amber Green	Comments
		2003/04	2010/11		Year	2006 /07	2007 /08	2008 /09	2009 /10	2010 /11		
LTP6 Peak period traffic flows into central Chesterfield	Cordon of traffic counters	Base Data	22450	2010	22966	23589	23050	23170	23300	23300	No Clear Evidence	The milestones for this target were amended because the published milestones in LTP2 mistakenly omitted some cordon sites, but the same target of traffic growth restriction remained. Although the data shows that progress against this target is not on track there are a number of factors which question this. Major developments along the main feeder routes have caused significant variation to comparable data. Other data has been factored due to a number of sites being removed through road maintenance. Examination of data suggests that the pattern is similar to 2006/07 and if comparable data was available then there possibly would be a slight reduction. Therefore as no clear assessment can be made this has been rated as no clear evidence.
		Target Data	23300	2010	22810	22990	23050	23170	23300	23300		
LTP5 Bus service punctuality	Bus service surveys	Base Data	83%	2010	84%	83%	86%	87%	88%	88%	Narrowly Missed	Although punctuality has slightly reduced in 2007/08 it has generally been static in the first two years of the plan period. We are confident that improvements in punctuality will start to be evident in the later years of LTP as punctuality partnerships [which have been in development during the first two years of LTP2] begin the implementation of measures designed to improve punctuality during 2008/09.
		Target Data	88%	2010	84%	85%	86%	87%	88%	88%		

Table A3.5 Performance indicators relating to the better air quality and environment strategy

Indicator	Methodology	Year		Target	Actual and Trajectory Data						Red Amber Green	Comments
		2004	2010		Year	2006	2007	2008	2009	2010		
LTP2 Area wide traffic flows	DfT published data	Base Data	4615	2010	4779	4838	5015	5105	5197	5197	On Track	The milestone targets have been revised following changes to published data for the baseline. The same growth restriction factor to the original target has been applied to the new baseline. During the first two years of the second LTP, traffic growth in Derbyshire has remained within the parameter of 2.2% growth over 2005-2007.
		Target Data	5197	2010	4820	4926	5015	5105	5197	5197		
LTP8 Air Quality		Base Data	45.9 ?g/m ³	2010	36	34	N/A	N/A	N/A	<40	On Track	The declaration (August 2005) related to a single property at A619/A616 roundabout, Barborough. Subsequent monitoring has shown that levels have remained below the annual mean objective. Chesterfield Borough Council is consulting in September 2008 prior to the declaration of an air quality management area, with the proposed boundary of the declaration being at 407g/m ³
		Target Data	<40? g/m ³	2010	N/A	N/A	N/A	N/A	N/A	<40		

A3.3 The new National Performance Framework

In the two years since the second Derbyshire Local Transport Plan was published in March 2006, there has been a significant review of performance reporting to central Government. This was undertaken because there were an ever-growing number of indicators being reported, which placed a significant burden and cost on authorities. The result of the review, called the new National Performance Framework, is a reduced number of indicators reportable to central Government (198 indicators). Authorities are required to set stretching targets against 35 of these which form the basis of their Local Area Agreements (LAA) with local partners.

Which LTP indicators are included within the New Performance Framework?

Nine of the 17 mandatory and Best Value Performance Indicators that were reported against through the Local Transport Plan have been included within the new performance framework. In reviewing which of the new performance indicators related to the LTP indicators, it is clear that there are additional new indicators which have a relevance to transport, and the future implementation of the Local Transport Plan.

The LTP indicators which translate to the new framework have been listed in Table A3.6 under each of the five Derbyshire LTP strategies (shaded purple). Those that have had stretching Derbyshire Local Area Agreement targets set have been put in bold at the top of each strategy. Additional new indicators from the national set have also been included within the relevant strategy areas, shaded orange and marked as 'new.' This means that there are 14 LTP mandatory and local indicators which are remaindered and as such are no longer required to be reported to Central Government (shaded green) and subject to further review to whether we continue to monitor them in the remaining LTP2 period, as specified by the Guidance.

In summary:-

- In **maintenance and management**, principal and non-principal road condition remains important, and the requirement to monitor unclassified road condition, footway condition, and rights of way is subject to review.
- In **accessibility and healthy travel**, accessibility, public transport patronage and mode share journey to school remains important, whilst satisfaction with local bus services and information, and cycling trips is subject to review.
- In **safer roads and communities**, total KSI and child KSI casualties remains important, whilst total slight casualties is subject to review.
- In **reduced congestion and strong economy**, bus punctuality and congestion remain important.
- In **air quality and environment**, air quality in AQMAs will be reported annually to DEFRA, and area wide road traffic mileage is subject to review.
- There are a **considerable number of new indicators** which are relevant to accessibility, air quality and the environment. In accessibility, these relate largely to those not in education, training or employment (NEET), and access to employment. In air quality and environment, they relate to adapting to climate change, CO2 emissions in the area, NOx and PM10

Table A3.6 Review of LTP indicators included within the New Performance Framework

LTP Mandatory and Best Value Performance Indicators		New Performance Framework 2008 onwards	
Efficient maintenance and management			
✓ BVPI 224a	Non-principal classified road condition	NI 169	LAA Sustainable Communities Non-principal classified roads where maintenance should be considered
✓ BVPI 223	Principal road condition	NI 168	Principal roads where maintenance should be considered
✗ BVPI 224b	Unclassified road condition		
✗ BVPI 187	Footway condition		
✗ BVPI 178	Rights of Way easy to use		
Improving local accessibility and healthier travel choices			
✓ LTP1	Accessibility - households within 60 mins of a hospital by public transport		Access to services and facilities by public transport, walking and cycling
✓ BVPI 102	Public transport patronage	NI 177	Local bus and light rail passenger journeys originating in the authority area
✓ LTP4	Mode share journey to school	NI 198	Children travelling to school - mode of transport usually used
❖ New		NI 176	Working age people with access to employment by public transport (and other specified modes)
❖ New		NI 117	16 to 18 year olds who are not in education, training or employment (NEET)
❖ New		NI 153	Working age people claiming out of work benefits in the worst performing neighbourhoods
❖ New		NI 56	Obesity among primary school age children in Year 6
✗ BVPI 103	Satisfaction with public transport information (not mandatory)		
✗ BVPI 104	Satisfaction with local bus services		
✗ LTP3	Cycling trips		
Safer roads and communities			
✓ BVPI 99x	Total killed and seriously injured casualties	NI 47	LAA Safer Communities, and Derby City People killed or seriously injured in road traffic accidents
✓ BVPI 99y	Children killed and seriously injured in road traffic accidents	NI 48	Children killed or seriously injured in road traffic accidents
❖ New		NI 110	Young people's participation in positive activities
✗ BVPI 99z	Total slight casualties		
Reduced congestion and strong economy			
✓ LTP5	Bus punctuality	NI 178	LAA Derby City Bus services running on time
✓ LTP7	Congestion (vehicle delay)(n/a)	NI 167	Congestion - average journey time per mile during the morning peak
✓ LTP6	Peak period traffic flow to urban centres - peak hour (am) into central Chesterfield		
Better air quality and environment			
❖ New		NI 186	LAA Sustainable Communities Per capita CO2 emissions in the LA area
❖ New		NI 188	LAA Sustainable Communities Planning to adapt to climate change
❖ New		NI 185	CO2 reduction from local authority operations
❖ New		NI 194	Level of air quality - reduction in NOx and primary PM ₁₀ emissions through local authority's estate and operations
❖ New		NI 197	Improved local biodiversity - proportion of local sites where positive conservation management has been or is being implemented
✗ LTP2	Area wide road traffic mileage		
✗ LTP8	Air Quality - in Air Quality Management Areas		
Additional local indicators			
Efficient maintenance and management			
✗ LPI 18b	Improve satisfaction with the state of repair of roads		
✗ LPI 18c	Improve satisfaction with the state of repair of pavements (roadside footways)		
✗ LPI 21	Improve the condition of bridges and structures		
✗ LPI 27	Have at least 99% of street lights working each year BV215a from 2007 - repairing street lights (CPA)		
Improving local accessibility and healthier travel choices			
✗ LPI 14	Derbyshire schools that have adopted travel plans		

KEY	✓ Continuation of LTP2 indicators
	❖ Examples of new performance framework indicators of relevance to transport planning. NB there are further potential cross- linkages not indicated on the table
	✗ 'Remaindered' indicators

LAA: Indicators selected by the Local Area Agreements are highlighted in **bold**

through the local authority's estate and operations, and improved local biodiversity.

- There are potentially many **cross linkages** between the LTP strategies and the new national indicator set e.g. obesity, young people's participation in positive activities. It would be interesting to consider these cross-linkages as well as the primary ones.

What is happening to the remaindered LTP indicators/ targets?

Following the transfer of 9 LTP indicators to the new performance framework, 14 of our LTP indicators remain outside this framework. To aspire to the spirit of the National Performance Framework and as specified in the LTP Progress Report Guidance, we have reviewed these remaindered indicators to identify where our burden can be reduced in monitoring the implementation of the Derbyshire LTP.

In order to reduce our burden, the focus of our review of the remaindered indicators was to establish whether a strong case can be made for retaining and formally monitoring/ reporting against each indicator, rather than establishing reasons for deleting indicators. To do this we used the criteria set out in the Guidance on LTP Progress Reports:-

- The importance of each indicator in relation to local issues
- The costs of monitoring the indicator
- Other statutory/ reporting requirements
- How the indicator helps manage and improve effectiveness locally.

Because the second LTP was developed by examining local issues, it follows through that all our indicators provided a means to examine how our LTP is helping to tackle local issues. As would be expected, the most important indicators in relation to measuring performance against tackling local issues have been translated into the new performance framework. This has been further strengthened with the addition of the new indicators which have a bearing on transport. The results of our SWOT analyses found that there was a change in our focus of work towards Local Area Agreements and therefore it is questionable whether our remaindered LTP indicators will provide added value in measuring future performance. No clear case could be found for retaining our remaindered indicators on these grounds (additional findings given below).

In examining a case for retaining the remaindered indicators it was also found that some of our indicators/ targets were unhelpful because they were generally outside the scope of what the LTP could directly influence effectively e.g. satisfaction with local bus services or area-wide traffic flows. In addition, indicators such as cycling levels did not have a robust methodology which provided clear evidence to whether changes were being made or not.

Three indicators were found that they had to be retained by the authority to be measured against; LTP8 Air Quality; BVPI178 Rights of Way That Are Easy to Use; and LPI14 Number of Derbyshire Schools that have adopted School Travel Plans. However progress against these indicators will be formally reported through separate processes and therefore similar to the decision with national indicators, there is no reason to duplicate this.

The cost of monitoring indicators was not found to be a particular issue. The only area where costs had proved detrimental to monitoring was in undertaking satisfaction surveys. However, the authority has been reducing this burden in moving away from standalone satisfaction surveys to incorporating them within the authority's Citizens Panels. This does have implications in comparing past performance as the two methodologies are incompatible, but it has ensured that this data has continued to be collected. Because cost was not an overarching issue there is a desire to continue to collect much of the data in the remaining LTP2 period as it is important at scheme evidence level. The data collection methodology may change to ensure that it is more useable at a local level e.g. a bridge condition index is being developed to replace the current LTP indicator and cycle data will be more informative in measuring usage of individual routes.

Conclusion

Therefore because a strong case could not be made for retaining the remaindered indicators to sit alongside the new performance framework, the findings of the review concluded that the future development of LTP Strategies would be focussed on the National Performance Network. Five of the indicators would continue to be collected as before, but will be reported nationally by the DfT or through other reporting mechanisms. The review found that much of the data was important in providing an evidence base for many of the interventions being introduced under each of the strategies and therefore much of the data will continue to be collected, albeit some in a different form. In summary, the future arrangements for our remaindered indicators are as follows:-

Indicator is reported nationally by DfT (no burden to authority)

- LTP2 Area Wide Road Traffic Mileage
- BVPI199z Total Slight Casualties

Indicator being reported by alternative mechanism

- LTP8 Air Quality (to Defra)
- BVPI 178 Rights of Way That Are Easy to Use (Rights of Way Improvement Plan)
- LPI 14 Number of Derbyshire Schools that have adopted School Travel Plans (to DfT)

Indicator data collected as before, but only used for local management information

- LTP3 Cycling Trips
- BVPI 224b Unclassified Road Condition
- BVPI 187 Condition of Category 1 & 2 Footways

Indicator methodology changed for local management information (Reduced Burden)

- BVPI 103 Satisfaction with Public Transport Information
- BVPI 104 Satisfaction with Local Bus Services
- LPI 18b Satisfaction with the state of repair of roads
- LPI 18c Satisfaction with the state of repair of pavements (roadside footways)
- LPI 21 Improve the condition of bridges and structures
- LPI 27 Have at least 99% of street lights working

A3.4 Performance clinics

Performance of all environmental services measures is now scrutinised on a quarterly basis at the Performance Clinic. The Performance Clinic, which was established in September 2007, consists of all members of the departmental management team, with senior managers from each of the divisions being required to attend for their area of responsibility.

Information is provided on the statutory national indicators and local performance measures affecting the work of the department together with attendance, complaints and health and safety issues relating to each division. Each senior manager is held to account for the work of their section with an in depth examination of the areas of poor performance and review of corrective action or recovery plans. The Clinic also provides a forum for acknowledging good performance.

The notes of the Performance Clinic detail discussions held and any corrective actions required and are reviewed at the subsequent meeting.

Examples of how performance information has been used to drive service improvements for the residents and visitors to Derbyshire are as follows:

BV165 Pedestrian crossings - this was identified as an area of concern and not achieving the target, particularly as it was a CPA indicator; additional funds were identified to address a number of crossings to improve performance.

BV223/BV224(a and b) road condition indicators (now replaced with NI 168 and 169) - performance information in relation to the condition of our roads has been used to help identify the areas that require maintenance. Using the SCANNER results those carriageways that are in need of maintenance have been mapped, which has seen improvements in the condition of road and pavements as a result of a targeted programme of works. The percentage of the principal road network needing repair has reduced from 7% in 2006/07 to 4% in 2007/08. During the same period, non principal classified and unclassified roads have been seen similar improvements from 19% to 12% and 16.7% to 15% respectively. Footway condition has also improved with only 8% of the network in need of maintenance in 2007/08 compared with 16.7% in the previous year.

BV178 Ease of use of footpaths - performance in relation to the ease of use of the county's footpaths highlighted an issue in relation to signposting and obstructions caused by ploughing and cropping. Again, funds were diverted to install additional signposts with over 5000 being installed since 2000 and a key priority within the Rights of Way Improvement Plan was to divert resources to those paths in need of repair or considered difficult to use. Ongoing investment in the signposting of Public Rights of Way has resulted in more footpaths being assessed as easy to use, 70.6% compared to 67.7% in 2005/06.

Casualty indicators - the number of casualties for the various modes of travel have been used to help formulate the priorities for the new Derbyshire Road Safety Partnership. Motorcycle casualties are a prime example of this, with the various campaigns and events being co-ordinated by the Road Safety Partnership.

School travel plans - issues regarding the production of school travel plans and the planning process for building new schools for the future were identified as part of the Performance Clinic and resolved following discussions with the key parties.

Street lighting - following a shortfall in performance relating to the time taken to repair a streetlight, a review of the street lighting section was undertaken. This included all staff in the service and resulted in the development of a 22 point Action Plan in December 2006. As a result of implementing the recommendations of the plan there has been an improvement in the time taken to repair a street light from 7.3 days in 2006 to just 5.16 days in 2008. The improvement has resulted in the service being nominated for the APSE best performing local authority in December 2007.