

Contents

| | | |
|------------------|--|----|
| Section 1 | Performance Indicators | |
| | Core Performance Indicators _____ | 1 |
| | Best Value Performance Indicators _____ | 2 |
| | Local Performance Indicators _____ | 3 |
| Section 2 | Background Monitoring | |
| | Bus _____ | 18 |
| | Car _____ | 19 |
| | Cycle _____ | 20 |
| | Goods Vehicles _____ | 21 |
| | Public Transport _____ | 22 |
| | Road Accidents _____ | 23 |
| Section 3 | Financial Information | |
| | Gateshead _____ | 24 |
| | Newcastle _____ | 29 |
| | North Tyneside _____ | 32 |
| | South Tyneside _____ | 37 |
| | Sunderland _____ | 42 |
| | Nexus _____ | 47 |
| Section 4 | Street Lighting Inventory | |
| | Newcastle _____ | 54 |
| | North Tyneside _____ | 56 |
| | South Tyneside _____ | 58 |
| | Sunderland _____ | 60 |
| Section 5 | Major Schemes Supplementary Information | |
| | Centrelink _____ | 62 |
| | Metro Track Dualling _____ | 64 |
| | Extension to Sunderland _____ | 65 |
| | Quayside Transit _____ | 66 |
| | Stephenson Link _____ | 68 |
| Section 6 | Public Transport Accessibility _____ | 70 |

CORE PERFORMANCE INDICATORS

| Subject | Indicator | Value |
|-------------------|---|---------------------------------------|
| Bus | Annual bus passenger journeys | 146,955,000 |
| | Bus passenger satisfaction | 64% |
| Cycling | Number of cycling trips (trips per day by cordon count) | 6354 |
| Road safety | Number of deaths (all ages) | 25 |
| | Number of serious injuries (all ages) | 406 |
| | Number of deaths (children) | 4 |
| | Number of serious injuries (children) | 103 |
| Roads maintenance | % Principal roads network with structural condition index greater than 70 | Range across districts = 9% - 26% |
| | % other classified road network with structural condition index greater than 85 | Range across districts = 0.1% - 3.0% |
| | % non classified road network with structural condition index greater than 85 | Range across districts = 2.2% - 10.0% |
| Light Rail | Annual passenger journeys | 33,412,000 |
| Accessibility | % of rural households within 13 minutes walk of an hourly or better bus service | 99.1% |



TRANSPORT BVPI's DEFINED NATIONALLY: 2001/02

| Transport BVPI's Defined Nationally: 2001/02 | | Values | | | | | | | |
|--|---|--------------------|-----------|-----------|----------------|----------------|------------|--------|--|
| BV Ref | Indicator Title | Summary Definition | Newcastle | Gateshead | North Tyneside | South Tyneside | Sunderland | Nexus | |
| BV 93 | Cost of highway maintenance per 100 km travelled by a vehicle on principal roads | | £1.52 | £0.24 | £0.45 (est) | £0.25 | £0.24 | | |
| BV 94 | Cost per passenger journey of subsidised bus services | | | | | | | 64p | |
| BV 95 | Average cost of a working street light | | £49.55 | £100.41 | £49.95 | £51.33 | £65.37 | | |
| BV 96 | Condition of principal roads | | 9.17% | 0% | 3.10% | 26.20% | 25.50% | | |
| BV 97 | Condition of non-principal roads | | 0.31% | 1.05% | 26.49% | Not Available | 25.50% | | |
| BV 99 | Road Safety | | 37.34 | 56.34 | 36.08 | 23.96 | 45.68 | | |
| BV 100 | Number of days of temporary traffic controls or road closure on traffic sensitive roads caused by local authority road works per Km of traffic sensitive road | | | | | | | | |
| BV 102 | Local bus services (Passenger journeys per year) | | 0.343 | 1.23 | 0% | 0 | 0 | 147.0m | |
| BV 105 | Damage to roads and pavements made safe within 24 hrs | | 99.13% | 99.20% | 9.1 | 100% | 88.90% | | |
| BV 165 | The percentage of pedestrian crossings with facilities for disabled people | | 85% | 93% | 91% | 96% | 88% | | |
| BV 178 | The percentage of total length of footpaths and other rights of way which were easy to use by members of the public | | 79% | 50% | 83% | 86% | 48% | | |

TABLE REPORTING PROGRESS AGAINST LOCAL OBJECTIVES AND TARGETS

Access for All Walking Theme

| Local Objectives Contained in LTP | Local Performance Indicators Contained in LTP | Source Of Data | Local Targets or Outcomes Contained in LTP | Progress Made In 2000/01 against Local targets or outcomes | Which National PSA or 10 Year plan target, does the local target/local outcome link to? |
|---|--|---|--|---|---|
| 1. Reduce rate of growth of motorised traffic on local roads (encourage walking through implementation of a number of demonstration projects) | To be established within outcomes from demonstration projects. | Monitoring within demonstration projects. | Targets – to be defined once demonstration projects completed. | Consultant to be appointed to advise on the monitoring of demonstration projects, to determine future targets and to produce composite best practice guide. | |

Accessibility Theme

| Local Objectives Contained in LTP | Local Performance Indicators Contained in LTP | Source Of Data | Local Targets or Outcomes Contained in LTP | Progress Made In 2000/01 against Local targets or outcomes | Which National PSA or 10 Year plan target, does the local target/local outcome link to? |
|---|---|--|--|---|---|
| 1. To support economic growth, promote regeneration and improve prosperity. (Increase access to employment locations by PT) | Accessibility indices to employment and retail locations by: a) by car b) by public transport | Accessibility model for Tyne and Wear. | Targets to be established once development process complete. | 1999 Base indices established – work progressing to develop software so annual indices can be produced to monitor change in land use and transport provision. | |



TABLE REPORTING PROGRESS AGAINST LOCAL OBJECTIVES AND TARGETS

Cycling Theme

| Local Objectives Contained in LTP | Local Performance Indicators Contained in LTP | Source Of Data | Local Targets or Outcomes Contained in LTP | Progress made in 2000/01 against local targets or outcomes | Which National PSA or 10 Year plan target, does the local target/local outcome link to? |
|---|---|--|--|---|---|
| 1. Reduce rate of growth and/or level of traffic on local roads (Encourage Cycling) | Cycling trips | Cycling trips are measured as daily flow across screen lines and reported as 4 year rolling average to even out variations arising from sample size, weather, and inconsistency of cycle use in the area | To treble cycling trips 2000-2010 | Baseline (1999) Daily screen line cycling trips in 2000 = 6571 trips | Treble cycling trips 2000-2010 |
| | Increase the provision of secure cycle parking. | Annual survey. | Increase secure parking by 2002 to: | Secure public cycle parking spaces in Tyne and Wear | National cycling strategy. Council cycling strategy. *Previous figure included school sites unavailable for public use. |
| | | | Gateshead 96 | Authority | |
| | | | Newcastle 100 | Gateshead 48 | 118 |
| | | | North Tyneside 250 | Newcastle No data | 152 |
| | | | South Tyneside 519* | North Tyneside 80 | 325 |
| | | | Sunderland 96 | South Tyneside 36 | 254 |
| | | | Nexus 150 | Sunderland 24 | 522 |
| | | | TOTAL 1211 | Nexus 68 | 125 |
| | | | | TOTAL 256 | 1496 |

Road Safety

| Local Objectives Contained in LTP | Local Performance Indicators Contained in LTP | Source Of Data | Local Targets or Outcomes Contained in LTP | Which National PSA or 10 Year plan target, does the local target/local outcome link to? | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|----------------|--|---|---------------|-------------|-------------|-------------|-------------|-------------|-----|-----|-----|-----|-----|-----|-----|-----------------|-----|-----|-----|-----|-----|-----|----------|-----|-----|----|-----|-----|----|----------|----|----|----|----|----|----|--|---------------|-------------|-------------|-------------|-------------|-------------|-------------|------|------|------|------|------|------|---------------|-----|------|------|------|-----|-----|----------------|------|------|------|------|------|------|----------------|-----|-----|-----|-----|-----|-----|-----------------|-----|-----|-----|-----|-----|-----|-----------------|------|------|------|------|------|------|--|
| 1. Improve road safety and contribute to National Casualty Reduction Strategy. (Reducing accidents) | Number of KSI & slight casualty by category | TADU | <p>2010 Targets and Trends for Tyne & Wear KSI casualties</p> <table border="1"> <thead> <tr> <th>Casualty Type</th> <th>1994-1998 Ave</th> <th>1999 actual</th> <th>2000 actual</th> <th>2001 actual</th> <th>Target 2005</th> <th>Target 2010</th> </tr> </thead> <tbody> <tr> <td>All</td> <td>603</td> <td>516</td> <td>438</td> <td>431</td> <td>462</td> <td>362</td> </tr> <tr> <td>All pedestrians</td> <td>282</td> <td>221</td> <td>169</td> <td>197</td> <td>216</td> <td>169</td> </tr> <tr> <td>Children</td> <td>147</td> <td>133</td> <td>96</td> <td>107</td> <td>104</td> <td>74</td> </tr> <tr> <td>Cyclists</td> <td>50</td> <td>44</td> <td>48</td> <td>37</td> <td>38</td> <td>30</td> </tr> </tbody> </table> <p>2010 Targets and Trends for Tyne & Wear Slight Casualties</p> <table border="1"> <thead> <tr> <th></th> <th>1994-1998 Ave</th> <th>1999 actual</th> <th>2000 actual</th> <th>2001 actual</th> <th>Target 2004</th> <th>Target 2010</th> </tr> </thead> <tbody> <tr> <td>Tyne & Wear</td> <td>4384</td> <td>4527</td> <td>4805</td> <td>4792</td> <td>4129</td> <td>3946</td> </tr> <tr> <td>Gateshead MBC</td> <td>931</td> <td>1042</td> <td>1091</td> <td>1178</td> <td>877</td> <td>838</td> </tr> <tr> <td>Newcastle City</td> <td>1144</td> <td>1184</td> <td>1283</td> <td>1347</td> <td>1087</td> <td>1030</td> </tr> <tr> <td>N Tyneside MBC</td> <td>641</td> <td>679</td> <td>704</td> <td>603</td> <td>604</td> <td>577</td> </tr> <tr> <td>S. Tyneside MBC</td> <td>476</td> <td>457</td> <td>494</td> <td>480</td> <td>448</td> <td>428</td> </tr> <tr> <td>Sunderland City</td> <td>1192</td> <td>1165</td> <td>1233</td> <td>1184</td> <td>1123</td> <td>1073</td> </tr> </tbody> </table> | Casualty Type | 1994-1998 Ave | 1999 actual | 2000 actual | 2001 actual | Target 2005 | Target 2010 | All | 603 | 516 | 438 | 431 | 462 | 362 | All pedestrians | 282 | 221 | 169 | 197 | 216 | 169 | Children | 147 | 133 | 96 | 107 | 104 | 74 | Cyclists | 50 | 44 | 48 | 37 | 38 | 30 | | 1994-1998 Ave | 1999 actual | 2000 actual | 2001 actual | Target 2004 | Target 2010 | Tyne & Wear | 4384 | 4527 | 4805 | 4792 | 4129 | 3946 | Gateshead MBC | 931 | 1042 | 1091 | 1178 | 877 | 838 | Newcastle City | 1144 | 1184 | 1283 | 1347 | 1087 | 1030 | N Tyneside MBC | 641 | 679 | 704 | 603 | 604 | 577 | S. Tyneside MBC | 476 | 457 | 494 | 480 | 448 | 428 | Sunderland City | 1192 | 1165 | 1233 | 1184 | 1123 | 1073 | Reduce the number of people killed or seriously injured in Great Britain in road accidents by 40%, and the number of children killed or seriously injured by 50%, by 2010 compared with the average for 1994-1998. Reduce the slight casualty rate by 10%. |
| Casualty Type | 1994-1998 Ave | 1999 actual | 2000 actual | 2001 actual | Target 2005 | Target 2010 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| All | 603 | 516 | 438 | 431 | 462 | 362 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| All pedestrians | 282 | 221 | 169 | 197 | 216 | 169 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Children | 147 | 133 | 96 | 107 | 104 | 74 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cyclists | 50 | 44 | 48 | 37 | 38 | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1994-1998 Ave | 1999 actual | 2000 actual | 2001 actual | Target 2004 | Target 2010 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tyne & Wear | 4384 | 4527 | 4805 | 4792 | 4129 | 3946 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Gateshead MBC | 931 | 1042 | 1091 | 1178 | 877 | 838 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Newcastle City | 1144 | 1184 | 1283 | 1347 | 1087 | 1030 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N Tyneside MBC | 641 | 679 | 704 | 603 | 604 | 577 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S. Tyneside MBC | 476 | 457 | 494 | 480 | 448 | 428 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sunderland City | 1192 | 1165 | 1233 | 1184 | 1123 | 1073 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



TABLE REPORTING PROGRESS AGAINST LOCAL OBJECTIVES AND TARGETS

Road Safety (continued)

| Local Objectives Contained in LTP | Local Performance Indicators Contained in LTP | Source Of Data | Local Targets or Outcomes Contained in LTP | Progress made in 2000/01 against local targets or outcomes | Which National PSA or 10 Year plan target, does the local target/local outcome link to? | | | | | | | | | | | | | | | | | | | | | |
|--|--|-------------------------------|---|--|---|-------------------|-------------------------------|-----------|----|----|-----------|-----|---------------------|-------------|----|----|-------------|--|--|------------|-----|----|---------------|--|--|--|
| 2. Improving road safety and contribute to National Casualty Reduction Strategy. (Reducing accidents) | Accident reduction from implementation of Local Road Safety Schemes. | Scheme Specific Monitoring | Targets as set within local schemes with an average Tyne and Wear wide reduction in accidents of 25% | | | | | | | | | | | | | | | | | | | | | | | |
| 3. Reduce rate of growth and/or level of traffic on local roads (by encouraging travel to work by walk, cycle, and public transport) | Number of schools with travel plans | Scheme Specific Monitoring | 75% of schools in Tyne and Wear to be involved in development of School Travel Plans, and for these schools a 10% reduction in travel to school by private car and a reduction in accidents | <table border="1"> <thead> <tr> <th></th> <th>Number of schools</th> <th>Number of school Travel Plans</th> </tr> </thead> <tbody> <tr> <td>Gateshead</td> <td>87</td> <td>19</td> </tr> <tr> <td>Newcastle</td> <td>120</td> <td>16 + 27 assessments</td> </tr> <tr> <td>N. Tyneside</td> <td>83</td> <td>24</td> </tr> <tr> <td>S. Tyneside</td> <td></td> <td></td> </tr> <tr> <td>Sunderland</td> <td>133</td> <td>29</td> </tr> <tr> <td>Tyne and Wear</td> <td></td> <td></td> </tr> </tbody> </table> | | Number of schools | Number of school Travel Plans | Gateshead | 87 | 19 | Newcastle | 120 | 16 + 27 assessments | N. Tyneside | 83 | 24 | S. Tyneside | | | Sunderland | 133 | 29 | Tyne and Wear | | | 27 schools assessed in a new rolling programme designed to complete a further 20 plans in 2002/03. |
| | Number of schools | Number of school Travel Plans | | | | | | | | | | | | | | | | | | | | | | | | |
| Gateshead | 87 | 19 | | | | | | | | | | | | | | | | | | | | | | | | |
| Newcastle | 120 | 16 + 27 assessments | | | | | | | | | | | | | | | | | | | | | | | | |
| N. Tyneside | 83 | 24 | | | | | | | | | | | | | | | | | | | | | | | | |
| S. Tyneside | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sunderland | 133 | 29 | | | | | | | | | | | | | | | | | | | | | | | | |
| Tyne and Wear | | | | | | | | | | | | | | | | | | | | | | | | | | |

Environmental Theme

| Local Objectives Contained in LTP | Local Performance Indicators Contained in LTP | Source Of Data | Local Targets or Outcomes Contained in LTP | Progress made in 2000/01 against local targets or outcomes | Which National PSA or 10 Year plan target, does the local target/local outcome link to? | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|--|--|---|------------------------------|-----------------------------------|---------------------|--------------------|---------------------------------|------------------------------|-----------|-----|---|---|---|-----|-----------|-----------|-----|----|---|---|-----|----|-------------|----|---|---|---|----|-----------|-------------|----|---|---|---|----|---|------------|-----|---|---|---|-----|---|-------------|-----|----|----|----|-----|----|---|
| 1. Reduce transport related atmospheric pollution. | Local Air Quality Monitoring for: Benzene 1, 3 - Butadiene Carbon Monoxide Lead Nitrogen Dioxide PM 10 and Black Smoke Fine Particles Sulphur Dioxide | Emissions Inventory & Air Quality Assessment | To achieve the national air quality objectives within the statutory timescales. | The 3rd stage review and assessment of air quality for the Tyne and Wear authorities published in June 2001 showed there are no current breaches of the national objectives and that compliance will continue within the respective statutory timescales. Air quality monitoring data continues to be collected and work is currently beginning on the next review and assessment, which is due to be completed by Decembr 2003. | National air quality objectives. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2. Reduce rate of growth and/or level of traffic on local roads (by encouraging travel to work by walk, cycle and public transport) | As at 1st April number of firms (100+ Staff), colleges and hospitals with travel plans. | Bus operators. Fleet details. Local authority research | Increase by 10% p.a. the number of buses fitted with Euro II specification (or better) engines By 2006: 1) All hospitals, colleges/universities, councils and other employers with 1000+ staff should have Travel Plans 2) Double the number of firms with 100+ staff who have or are developing a Travel Plan. | By the end of the financial year 2001/02 there were 498 buses in Tyne and Wear equipped with Euro 11 / 111 engines, a year on year increase of 20.3%. <table border="1"> <thead> <tr> <th></th> <th>Employers with 100+ staff</th> <th>Employment sites with 1000+ staff</th> <th>Number of hospitals</th> <th>Number of colleges</th> <th>Total number of large employers</th> <th>Number of Green Travel Plans</th> </tr> </thead> <tbody> <tr> <td>Gateshead</td> <td>111</td> <td>4</td> <td>2</td> <td>1</td> <td>114</td> <td>1 new = 6</td> </tr> <tr> <td>Newcastle</td> <td>116</td> <td>12</td> <td>9</td> <td>3</td> <td>178</td> <td>21</td> </tr> <tr> <td>N. Tyneside</td> <td>81</td> <td>5</td> <td>1</td> <td>1</td> <td>83</td> <td>2 new = 8</td> </tr> <tr> <td>S. Tyneside</td> <td>45</td> <td>2</td> <td>2</td> <td>1</td> <td>48</td> <td>3</td> </tr> <tr> <td>Sunderland</td> <td>137</td> <td>7</td> <td>5</td> <td>8</td> <td>150</td> <td>7</td> </tr> <tr> <td>Tyne & Wear</td> <td>540</td> <td>30</td> <td>19</td> <td>14</td> <td>573</td> <td>45</td> </tr> </tbody> </table> | | Employers with 100+ staff | Employment sites with 1000+ staff | Number of hospitals | Number of colleges | Total number of large employers | Number of Green Travel Plans | Gateshead | 111 | 4 | 2 | 1 | 114 | 1 new = 6 | Newcastle | 116 | 12 | 9 | 3 | 178 | 21 | N. Tyneside | 81 | 5 | 1 | 1 | 83 | 2 new = 8 | S. Tyneside | 45 | 2 | 2 | 1 | 48 | 3 | Sunderland | 137 | 7 | 5 | 8 | 150 | 7 | Tyne & Wear | 540 | 30 | 19 | 14 | 573 | 45 | Accelerate take-up of cleaner vehicles to reduce air pollution and CO ₂ emissions. |
| | Employers with 100+ staff | Employment sites with 1000+ staff | Number of hospitals | Number of colleges | Total number of large employers | Number of Green Travel Plans | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Gateshead | 111 | 4 | 2 | 1 | 114 | 1 new = 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Newcastle | 116 | 12 | 9 | 3 | 178 | 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N. Tyneside | 81 | 5 | 1 | 1 | 83 | 2 new = 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S. Tyneside | 45 | 2 | 2 | 1 | 48 | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sunderland | 137 | 7 | 5 | 8 | 150 | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tyne & Wear | 540 | 30 | 19 | 14 | 573 | 45 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



TABLE REPORTING PROGRESS AGAINST LOCAL OBJECTIVES AND TARGETS

Environmental Theme (continued)

| Local Objectives Contained in LTP | Local Performance Indicators Contained in LTP | Source Of Data | Local Targets or Outcomes Contained in LTP | Progress made in 2000/01 against local targets or outcomes | Which National PSA or 10 Year plan target, does the local target/local outcome link to? | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------------------|---|--------------------------|--|---|---|-----------------------------------|--|--|--|-----------------------------------|------|-----|-------------|--------|-----------|-----|----|---|---|---------|-----------|-----|----|---|---|---------|-------------|-----|---|---|---|---------|-------------|-----|---|---|---|---------|------------|-----|---|---|---|----------|-------|----|---|---|---|--------|-------------|------|----|---|---|-----------|--|
| | Public transport mode share for travel to Newcastle International Airport | Quarterly Surveys at NIA | Increase use of Public Transport from: 11.8% (2000) to 15% by 2006, 17.7% by 2016 and 19.2% by 2030. | Results from quarterly monitoring reveal the following public transport mode split: Summer 2000 12.2% Autumn 2000 10.8% Winter 2000/1 12.0% Spring 2001 8.4% Summer 2001 9.9% Winter 2001 12.1% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Local Authority Green Vehicle fleet details | Local Authorities | By 2006 100% of council vehicles should operate on green fuel. | <table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="4">Number of Vehicles</th> <th rowspan="2">% of total fleet using Green fuel</th> </tr> <tr> <th>ULSD</th> <th>LPG</th> <th>Electricity</th> <th>Hybrid</th> </tr> </thead> <tbody> <tr> <td>Gateshead</td> <td>443</td> <td>27</td> <td>0</td> <td>0</td> <td>470 100</td> </tr> <tr> <td>Newcastle</td> <td>739</td> <td>56</td> <td>5</td> <td>0</td> <td>800 100</td> </tr> <tr> <td>N. Tyneside</td> <td>400</td> <td>0</td> <td>0</td> <td>0</td> <td>400 100</td> </tr> <tr> <td>S. Tyneside</td> <td>354</td> <td>0</td> <td>1</td> <td>0</td> <td>355 100</td> </tr> <tr> <td>Sunderland</td> <td>492</td> <td>0</td> <td>1</td> <td>0</td> <td>497 99.2</td> </tr> <tr> <td>Nexus</td> <td>79</td> <td>2</td> <td>1</td> <td>0</td> <td>79 100</td> </tr> <tr> <td>Tyne & Wear</td> <td>2507</td> <td>85</td> <td>8</td> <td>0</td> <td>2601 99.8</td> </tr> </tbody> </table> | | Number of Vehicles | | | | % of total fleet using Green fuel | ULSD | LPG | Electricity | Hybrid | Gateshead | 443 | 27 | 0 | 0 | 470 100 | Newcastle | 739 | 56 | 5 | 0 | 800 100 | N. Tyneside | 400 | 0 | 0 | 0 | 400 100 | S. Tyneside | 354 | 0 | 1 | 0 | 355 100 | Sunderland | 492 | 0 | 1 | 0 | 497 99.2 | Nexus | 79 | 2 | 1 | 0 | 79 100 | Tyne & Wear | 2507 | 85 | 8 | 0 | 2601 99.8 | |
| | Number of Vehicles | | | | | % of total fleet using Green fuel | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ULSD | LPG | Electricity | Hybrid | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Gateshead | 443 | 27 | 0 | 0 | 470 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Newcastle | 739 | 56 | 5 | 0 | 800 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N. Tyneside | 400 | 0 | 0 | 0 | 400 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S. Tyneside | 354 | 0 | 1 | 0 | 355 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sunderland | 492 | 0 | 1 | 0 | 497 99.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Nexus | 79 | 2 | 1 | 0 | 79 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tyne & Wear | 2507 | 85 | 8 | 0 | 2601 99.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Maintenance Theme

| Local Objectives Contained in LTP | Local Performance Indicators Contained in LTP | Source Of Data | Local Targets or Outcomes Contained in LTP | Progress Made In 2000/01 against Local targets or outcomes | Which National PSA or 10 Year plan target, does the local target/local outcome link to? | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|--|--|---|--|----------------|-----------|---------------------|-----------|---------------------|----------------|-------|----------------|----------------|------|------------|------------|-------|---------------------------|--|-------|-----------|-----------|--|----------------|----------------|-------|----------------|----------------|-------|----------------|------------|--------|----------------|------------|---------------|------------|------------|-------|--|
| 1. Reduce the fear of accidents and crime associated with all modes of transport. (By maintaining adequate street lighting) | By Local Authority Area Percentage of streetlights working at any time. | BVPI (National target). | As set in Annual Performance Plans | North Tyneside 98% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2. Support economic growth, promote regeneration, and improve prosperity. (By Maintaining Roads to high standard) | Best Value Performance Indicators Define BV96 + 97 | Annual Road condition surveys (i.e. UKPMS, CVI Surveys & Deflectograph Surveys) | To be determined following the re-appraisal of UKPMS Rules & Parameters (3rd quarter 2001) | <table border="1"> <thead> <tr> <th colspan="2">Principal Road (BV96)</th> <th>2001/02 values</th> </tr> </thead> <tbody> <tr> <td>Gateshead</td> <td>Newcastle</td> <td>0%</td> </tr> <tr> <td>North Tyneside</td> <td>South Tyneside</td> <td>9.17%</td> </tr> <tr> <td>North Tyneside</td> <td>South Tyneside</td> <td>3.1%</td> </tr> <tr> <td>Sunderland</td> <td>Sunderland</td> <td>26.2%</td> </tr> <tr> <td>Non Principal Road (BV97)</td> <td></td> <td>25.5%</td> </tr> <tr> <td>Gateshead</td> <td>Newcastle</td> <td></td> </tr> <tr> <td>North Tyneside</td> <td>South Tyneside</td> <td>1.05%</td> </tr> <tr> <td>North Tyneside</td> <td>South Tyneside</td> <td>0.31%</td> </tr> <tr> <td>South Tyneside</td> <td>Sunderland</td> <td>26.49%</td> </tr> <tr> <td>South Tyneside</td> <td>Sunderland</td> <td>Not Available</td> </tr> <tr> <td>Sunderland</td> <td>Sunderland</td> <td>25.5%</td> </tr> </tbody> </table> | Principal Road (BV96) | | 2001/02 values | Gateshead | Newcastle | 0% | North Tyneside | South Tyneside | 9.17% | North Tyneside | South Tyneside | 3.1% | Sunderland | Sunderland | 26.2% | Non Principal Road (BV97) | | 25.5% | Gateshead | Newcastle | | North Tyneside | South Tyneside | 1.05% | North Tyneside | South Tyneside | 0.31% | South Tyneside | Sunderland | 26.49% | South Tyneside | Sunderland | Not Available | Sunderland | Sunderland | 25.5% | Provide sufficient resources to local authorities to halt the deterioration in the condition of local roads by 2004 and to eliminate the backlog by the end of the Plan Period |
| Principal Road (BV96) | | 2001/02 values | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Gateshead | Newcastle | 0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| North Tyneside | South Tyneside | 9.17% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| North Tyneside | South Tyneside | 3.1% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sunderland | Sunderland | 26.2% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Non Principal Road (BV97) | | 25.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Gateshead | Newcastle | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| North Tyneside | South Tyneside | 1.05% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| North Tyneside | South Tyneside | 0.31% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| South Tyneside | Sunderland | 26.49% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| South Tyneside | Sunderland | Not Available | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sunderland | Sunderland | 25.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Bridge Maintenance Programme | Bridge Records | Undertake bridge inspections General 100% 2 years Principal 100% 6 years | <table border="1"> <thead> <tr> <th colspan="2">Inspections completed (T&W)</th> </tr> </thead> <tbody> <tr> <td>2000/01</td> <td>2001/02</td> </tr> <tr> <td>Generals 379 (100%)</td> <td>316 (99%)</td> </tr> <tr> <td>Principals 65 (54%)</td> <td>140 (97%)</td> </tr> </tbody> </table> | Inspections completed (T&W) | | 2000/01 | 2001/02 | Generals 379 (100%) | 316 (99%) | Principals 65 (54%) | 140 (97%) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Inspections completed (T&W) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2000/01 | 2001/02 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Generals 379 (100%) | 316 (99%) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Principals 65 (54%) | 140 (97%) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Inspection Records | Reduce bridge maintenance backlog | <table border="1"> <thead> <tr> <th colspan="2">Average bridge condition index</th> </tr> </thead> <tbody> <tr> <td>2000/01</td> <td>2001/02</td> </tr> <tr> <td>Value 5.63*</td> <td>5.87</td> </tr> </tbody> </table> <p>*Deterioration due to underfunding of maintenance programme</p> | Average bridge condition index | | 2000/01 | 2001/02 | Value 5.63* | 5.87 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Average bridge condition index | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2000/01 | 2001/02 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Value 5.63* | 5.87 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



TABLE REPORTING PROGRESS AGAINST LOCAL OBJECTIVES AND TARGETS

Sustainable Distribution Theme

| Local Objectives Contained in LTP | Local Performance Indicators Contained in LTP | Source Of Data | Local Targets or Outcomes Contained in LTP | Progress Made in 2000/01 against Local targets or outcomes | Which National PSA or 10 Year plan target, does the local target/local outcome link to? |
|--|---|---|--|--|--|
| 1. Provide efficient links for the transport of freight. | <ul style="list-style-type: none"> a) Development of Freight Quality Partnership. b) HGV flows across cordon lines in Tyne and Wear. c) Tonnage of rail freight through Port of Tyne and Port of Sunderland. | <ul style="list-style-type: none"> b) Manual traffic counts c) Port of Tyne and Port of Sunderland. | <ul style="list-style-type: none"> 1. Continue the downward decline in the number of HGV's crossing Tyne and Wear Cordon Lines. 2. Develop Tyne & Wear Freight Quality Partnership by 2001/02. 3. Implement FQP in each Tyne and Wear district by the end of the plan period (Note: Freight Quality Partnership to further define targets). 4. Increase % of rail born freight to/ from Port of Tyne and Sunderland. | <ul style="list-style-type: none"> 1. HGV flows across cordon lines in Tyne & Wear have decreased by 29.7% between 1990 and 2001. Over the same period LGV flows have increased by 7.1%. 2. All partners agreed in principle to FQP. 3. Revised Sustainable Distribution Strategy prepared for submission in APR. | 80% growth in rail freight nationally. SRA, increase rail freight market share by 7-10%. |
| | Complete the bridge assessment programme | Bridge records | Complete the bridge assessment programme by 2005/06 and strengthen bridges to an appropriate standard | Outstanding assessments 1990/2001 2000/01 District 26 24 Railtrack 37* 17 Private 7# 5 Total 70 46 *Although no Railtrack assessments have yet been finalised, most are well advanced and the first completed assessments are expected soon. #Consultation with private bridge owners is ongoing. | |
| | Complete the bridge strengthening programme | Bridge records | Strengthen bridges to appropriate standard | Number of weak structures 2000/01 2001/02 Strengthening req. 43 103 Weight restricted 25 25 Total sub-standard 66 187 | |

Traffic and Demand Management Theme

| Local Objectives Contained in LTP | Local Performance Indicators Contained in LTP | Source Of Data | Local Targets or Outcomes Contained in LTP | Progress made in 2000/01 against local targets or outcomes | Which National PSA or 10 Year plan target, does the local target/local outcome link to? | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|---|--|---|---|-----------|--|-------------|-----------------|-----------------|-----------|----------|--------|---------|-----------|--------|--------|---------|-------------|---------|--------|---------|-------------|---------|---------|--------|------------|--------|---------|---------|----------------------|---------|---------|---------|---|--------|--------|--------|---------|---------|--------|--------|--------|---------|---------|--------|--------|--------|--|--|--|--|---------|--|
| 1. Reduce rate of growth and/or level of traffic on local roads | Total vehicle kilometres on principal roads. | Automatic Traffic Counts | Target for 2006 is to limit growth to 2.524 billion vehicle kilometres from a base figure of 2.274 billion in 1996/7 | 2000/01 data is unavailable until October 2001 2000/01 data for principal roads <table border="1"> <thead> <tr> <th rowspan="2">Daily</th> <th colspan="2">MPH group</th> <th rowspan="2">Grand Total</th> </tr> <tr> <th>≤40 (Daily Kms)</th> <th>≥40 (Daily Kms)</th> </tr> </thead> <tbody> <tr> <td>Gateshead</td> <td>574846</td> <td>634449</td> <td>1209295</td> </tr> <tr> <td>Newcastle</td> <td>999160</td> <td>566868</td> <td>1566028</td> </tr> <tr> <td>N. Tyneside</td> <td>909048</td> <td>349500</td> <td>1258548</td> </tr> <tr> <td>S. Tyneside</td> <td>379395</td> <td>348985</td> <td>728381</td> </tr> <tr> <td>Sunderland</td> <td>756571</td> <td>963406</td> <td>1719977</td> </tr> <tr> <td>Tyne & Wear (Annual)</td> <td>3619020</td> <td>2863208</td> <td>6482228</td> </tr> </tbody> </table> | Daily | MPH group | | Grand Total | ≤40 (Daily Kms) | ≥40 (Daily Kms) | Gateshead | 574846 | 634449 | 1209295 | Newcastle | 999160 | 566868 | 1566028 | N. Tyneside | 909048 | 349500 | 1258548 | S. Tyneside | 379395 | 348985 | 728381 | Sunderland | 756571 | 963406 | 1719977 | Tyne & Wear (Annual) | 3619020 | 2863208 | 6482228 | Reduce congestion on the inter-urban trunk road network and in large urban areas in England below current levels by 2010. | | | | | | | | | | | | | | | | | | | |
| Daily | MPH group | | Grand Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ≤40 (Daily Kms) | ≥40 (Daily Kms) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Gateshead | 574846 | 634449 | 1209295 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Newcastle | 999160 | 566868 | 1566028 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N. Tyneside | 909048 | 349500 | 1258548 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S. Tyneside | 379395 | 348985 | 728381 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sunderland | 756571 | 963406 | 1719977 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tyne & Wear (Annual) | 3619020 | 2863208 | 6482228 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2. Reduce rate of growth and/or level of traffic on local roads (by encouraging travel to major centres by cycle, walk and public transport) | The level of car trips into main centres. | Annual Cordon Counts (Newcastle and Sunderland) | Maintain 2000 levels. | <table border="1"> <thead> <tr> <th colspan="4">Newcastle City Centre (Average daily flows – 2 year rolling average)</th> </tr> <tr> <th></th> <th>Cars</th> <th>Cycles</th> <th>H.G.V.'s</th> <th>Buses</th> </tr> </thead> <tbody> <tr> <td>1994/95</td> <td>83969.0</td> <td>1481.5</td> <td>9354.5</td> <td>3993.0</td> </tr> <tr> <td>1995/96</td> <td>82882.5</td> <td>1321.0</td> <td>9405.5</td> <td>3820.0</td> </tr> <tr> <td>1996/97</td> <td>84361.5</td> <td>1260.0</td> <td>9137.5</td> <td>3714.0</td> </tr> <tr> <td>1997/98</td> <td>82911.0</td> <td>1188.5</td> <td>8929.5</td> <td>3564.5</td> </tr> <tr> <td>1998/99</td> <td>82823.5</td> <td>1359.0</td> <td>9459.5</td> <td>2958.5</td> </tr> <tr> <td>1999/00</td> <td>80097.0</td> <td>1290.7</td> <td>9194.3</td> <td>2689.3</td> </tr> <tr> <td>2001/01</td> <td>79540.0</td> <td>1332.3</td> <td>9568.7</td> <td>2242.0</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>10017.3</td> </tr> </tbody> </table> | Newcastle City Centre (Average daily flows – 2 year rolling average) | | | | | Cars | Cycles | H.G.V.'s | Buses | 1994/95 | 83969.0 | 1481.5 | 9354.5 | 3993.0 | 1995/96 | 82882.5 | 1321.0 | 9405.5 | 3820.0 | 1996/97 | 84361.5 | 1260.0 | 9137.5 | 3714.0 | 1997/98 | 82911.0 | 1188.5 | 8929.5 | 3564.5 | 1998/99 | 82823.5 | 1359.0 | 9459.5 | 2958.5 | 1999/00 | 80097.0 | 1290.7 | 9194.3 | 2689.3 | 2001/01 | 79540.0 | 1332.3 | 9568.7 | 2242.0 | | | | | 10017.3 | |
| Newcastle City Centre (Average daily flows – 2 year rolling average) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Cars | Cycles | H.G.V.'s | Buses | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1994/95 | 83969.0 | 1481.5 | 9354.5 | 3993.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1995/96 | 82882.5 | 1321.0 | 9405.5 | 3820.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1996/97 | 84361.5 | 1260.0 | 9137.5 | 3714.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1997/98 | 82911.0 | 1188.5 | 8929.5 | 3564.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1998/99 | 82823.5 | 1359.0 | 9459.5 | 2958.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1999/00 | 80097.0 | 1290.7 | 9194.3 | 2689.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2001/01 | 79540.0 | 1332.3 | 9568.7 | 2242.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 10017.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



TABLE REPORTING PROGRESS AGAINST LOCAL OBJECTIVES AND TARGETS

Traffic and Demand Management Theme (continued)

| Local Objectives Contained in LTP | Local Performance Indicators Contained in LTP | Source Of Data | Local Targets or Outcomes Contained in LTP | Progress made in 2000/01 against local targets or outcomes | Which National PSA or 10 Year plan target, does the local target/local outcome link to? |
|---|--|--------------------------|--|--|---|
| 3. Reduce adverse environmental impacts of traffic, particularly road traffic. | Total vehicle kilometres on principal roads with a 40mph speed limit. | Automatic Traffic Counts | Reduce from the base year the growth trend of vehicle kilometres on principal roads with speed limit of 40mph or less. | 2000/01 data for principal roads with ≤40 mph speed limit District Gateshead 574846 Newcastle 999160 N. Tyneside 909048 S. Tyneside 379395 Sunderland 756571 Tyne & Wear (Annual) 3619020 | |
| 4. Reduce rate of growth and/or level of traffic on local roads (by discouraging commuting by car). | Percentage of parking incidents exceeding four hours – in sampled car parks. | Car Park TIM Data | Reduce the level of publicity available long-stay parking spaces in centres. | Total number of parking incidents Number exceeding four hours % of parking incidents exceeding four hours Gateshead 289651 225201 77.74% Newcastle 2,368,475 344,556 14.55% N. Tyneside 1,291,700 645,850 50% S. Tyneside 687,572 91,517 13.31% Sunderland 1,454,960 139,094 9.6% | |

Traffic and Demand Management Theme (continued)

| Local Objectives Contained in LTP | Local Performance Indicators Contained in LTP | Source Of Data | Local Targets or Outcomes Contained in LTP | Progress made in 2000/01 against local targets or outcomes | Which National PSA or 10 Year plan target, does the local target/local outcome link to? |
|--|--|----------------|--|---|---|
| 5. Reduce the fear of (accidents and) crime associated with all modes of transport. | Number of secure car park spaces (secure defined as either CCTV coverage or permanently patrolled during the working day). Off street, council run in main centres and park & ride only | Annual survey. | All park and ride and off street public car parks deemed to be secured by 2006 | Number of car parking spaces Number of secure parking spaces % of parking spaces deemed secure Gateshead 552 256 46.4% Newcastle 6810 6201 91.1% N. Tyneside 1653 1653 100% S. Tyneside 1263 1038 82.18% Sunderland 2601 2200 84.6% Metro Park & Ride 1065 1065 100% Tyne & Wear 13944 12413 89% | Improve safety and security at, and on routes to, car parks, airports, bus and railway stations. |
| 6. Improve accessibility for people with particular mobility problems (Encourage access for all) | Percentage of fully accessible pedestrian crossings. | Annual survey | To achieve 100% crossings fully accessible by 2006 | Number of pedestrian crossings Number of fully accessible pedestrian crossings % of parking spaces deemed secure Gateshead 72 65 90% Newcastle 225 192 85% N. Tyneside 120 105 88% S. Tyneside 55 54 98.2% Sunderland 116 102 87.9% Tyne & Wear 588 518 88% | Sunderland figures include Zebra Crossings, if not included, BVPI Indicator figures are 76 64 84.2% |



TABLE REPORTING PROGRESS AGAINST LOCAL OBJECTIVES AND TARGETS

Public Transport Theme

| Local Objectives Contained in LTP | Local Performance Indicators Contained in LTP | Source Of Data | Local Targets or Outcomes Contained in LTP | Baseline data | Progress Made in 2000/01 against Local targets or outcomes | On track/not on track to meet targets | Which National PSA or 10 Year plan target, does the local target/local outcome link to? | | | | | | | | | | | | | | | |
|---|---|--|--|--|--|--|---|-------|-------|-------|------------|------|------|--------------|-------|------|------------|-------|------|--|--|--|
| 1. Reduce the fear of (accidents and) crime associated with all modes of transport. | CCTV coverage in PT Infrastructure. Customer satisfaction regarding perceptions of personal security on Metro. | Nexus two yearly Interchange Audit Nexus Customer satisfaction surveys. | 75% of high usage interchanges to be covered by CCTV by 2005. To improve personal security satisfaction by 10% by 2005 (Nexus BVPI) | 2001 Interchange Audit: 45% of High Usage Interchanges covered by CCTV. 10% of Medium Usage Interchanges covered by CCTV. 4% of Low Usage Interchanges covered by CCTV. Metro On-station and On-train survey results (the difference between the importance and satisfaction ratings) <table border="1"> <thead> <tr> <th>Financial Year</th> <th>On station</th> <th>On train</th> </tr> </thead> <tbody> <tr> <td>99/00</td> <td>00/01</td> <td>00/01</td> </tr> <tr> <td>Importance</td> <td>93.4</td> <td>94.9</td> </tr> <tr> <td>Satisfaction</td> <td>47.45</td> <td>51.8</td> </tr> <tr> <td>Difference</td> <td>45.95</td> <td>47.1</td> </tr> </tbody> </table> | Financial Year | On station | On train | 99/00 | 00/01 | 00/01 | Importance | 93.4 | 94.9 | Satisfaction | 47.45 | 51.8 | Difference | 45.95 | 47.1 | As audit undertaken every two years no update on progress until 2002/03. | As audit undertaken every two years no update until 2002/03. | |
| Financial Year | On station | On train | | | | | | | | | | | | | | | | | | | | |
| 99/00 | 00/01 | 00/01 | | | | | | | | | | | | | | | | | | | | |
| Importance | 93.4 | 94.9 | | | | | | | | | | | | | | | | | | | | |
| Satisfaction | 47.45 | 51.8 | | | | | | | | | | | | | | | | | | | | |
| Difference | 45.95 | 47.1 | | | | | | | | | | | | | | | | | | | | |
| 2. Improve links between local transport networks (Improve Interchange) | Scores for designated interchange points, by type, against criteria for design, information and ticketing issues. | Nexus two yearly Interchange Audit | All designated interchanges to score at least 75% against set criteria by 2005. | 2001 Interchange Audit: 14% of High Usage Interchanges score greater than or equal to 75% against set criteria. 0% of Medium Usage Interchanges score greater than or equal to 75% against set criteria. | As audit undertaken every two years no update on progress until 2002/02. | As audit undertaken every two years no update until 2002/03. | | | | | | | | | | | | | | | | |

Public Transport Theme (continued)

| Local Objectives Contained in LTP | Local Performance Indicators Contained in LTP | Source Of Data | Local Targets or Outcomes Contained in LTP | Baseline data | Progress Made in 2000/01 against Local targets or outcomes | On track/not on track to meet targets | Which National PSA or 10 Year plan target, does the local target/local outcome link to? | | | | | | | | | | | | | | | | | | |
|---|---|--|--|--|--|---------------------------------------|---|----------------|---------------|---------|---|---|----|---|-----|-----|------------------------|-------------|------------|-----|-----------|-------------|---|--|--|
| 3. Improve links between local transport networks (Improve P&R Interchange) | Usage of Park & Ride Sites. | Heworth: Total annual tickets sales. Callerton and Kingston Park: Manual count of parked cars in February. | Increase the number of cars using Park & Ride spaces. | Figures for Callerton, Kingston Park, Four Lane Ends and Regent Centre car parks are given as February averages for each year. The Heworth figures are given as the daily average over the whole year. <table border="1"> <thead> <tr> <th></th> <th>Callerton</th> <th>Kingston Park</th> <th>Four Lane Ends</th> <th>Regent Centre</th> <th>Heworth</th> </tr> </thead> <tbody> <tr> <td>(Daily average in Feb)</td> <td>122</td> <td>85</td> <td>-</td> <td>172</td> <td>367</td> </tr> <tr> <td>(Daily average in Feb)</td> <td>132 (+6.2%)</td> <td>90 (+5.9%)</td> <td>127</td> <td>80 (-53%)</td> <td>386 (+5.2%)</td> </tr> </tbody> </table> | | Callerton | Kingston Park | Four Lane Ends | Regent Centre | Heworth | (Daily average in Feb) | 122 | 85 | - | 172 | 367 | (Daily average in Feb) | 132 (+6.2%) | 90 (+5.9%) | 127 | 80 (-53%) | 386 (+5.2%) | Callerton had a daily average number of cars of 156 in February 2002, an increase of 27.9% from Feb 2000. Kingston Park had a daily average number of cars of 95 in February 2002, an increase of 11.8% from Feb 2000. Four Lane Ends had a daily average number of cars of 133 in February 2002, an increase of 4.7% from Feb 2001. Regent Centre had a daily average number of cars of 162 in February 2002, a decrease of 5.8% from Feb 2000. The daily average number of patrons using Heworth car park was 397 in financial year 2001/02. An increase of 8.2% from the 1999/2000 figure. | Park and ride usage has risen at 4 of the 5 sites. | |
| | Callerton | Kingston Park | Four Lane Ends | Regent Centre | Heworth | | | | | | | | | | | | | | | | | | | | |
| (Daily average in Feb) | 122 | 85 | - | 172 | 367 | | | | | | | | | | | | | | | | | | | | |
| (Daily average in Feb) | 132 (+6.2%) | 90 (+5.9%) | 127 | 80 (-53%) | 386 (+5.2%) | | | | | | | | | | | | | | | | | | | | |
| 4. Improve access to enhance opportunities for employment, education, leisure. (Improve public transport) | Annual patronage | Continuous monitoring of PT use (scaled up from 0.5% sample of all PT journey | Increase total public transport patronage by 2% to 198 million by 2005 from a baseline of 194.1 million in 1999/2000. (Nexus BVPI) | Financial Year Patronage (Millions) % change <table border="1"> <tbody> <tr> <td>1999/2000</td> <td>194.1</td> <td>-</td> </tr> <tr> <td>2000/2001</td> <td>184.5</td> <td>-5%</td> </tr> </tbody> </table> | 1999/2000 | 194.1 | - | 2000/2001 | 184.5 | -5% | Total public transport patronage in the financial year 2001/02 was 183.2 million, a decrease of 0.7% from the 2000/01 figure. | There has been an overall decrease from base year to present of 5.6%, therefore we are not on track to meet the target for 2005. There has been a significant slowing in the rate of decline. | | | | | | | | | | | | | |
| 1999/2000 | 194.1 | - | | | | | | | | | | | | | | | | | | | | | | | |
| 2000/2001 | 184.5 | -5% | | | | | | | | | | | | | | | | | | | | | | | |



TABLE REPORTING PROGRESS AGAINST LOCAL OBJECTIVES AND TARGETS

Public Transport Theme (continued)

| Local Objectives Contained in LTP | Local Performance Indicators Contained in LTP | Source Of Data | Local Targets or Outcomes Contained in LTP | Baseline data | | | Progress Made in 2000/01 against Local targets or outcomes | On track/not on track to meet targets | Which National PSA or 10 Year plan target, does the local target/local outcome link to? |
|--|---|---|--|---|----------------------|----------|---|--|--|
| 5. Improve access to enhance opportunities for employment, education, shopping and leisure. (Improve bus travel) | Annual Patronage. | Continuous monitoring of PT use (scaled up from 0.5% sample of all PT journeys) | Reverse the decline in bus patronage in Tyne and Wear and increase patronage on Quality Bus Corridors (PUBR) by 10% after full scheme implementation | Financial Year | Patronage (Millions) | % change | Total bus patronage in the financial year 2001/02 was 147 million, a decrease of 1.1% from the 2000/01 figure. Patronage change on PUBR will be reported in future year's once schemes are fully implemented. | There has been an overall decrease from base year to present of 7.1%. However there has been a significant slowing in the decline. | 10% increase in bus passenger journeys by 2010, while at the same time securing improvements in punctuality and reliability. |
| | | | | 1999/2000 | 158.2 | - | | | |
| | | | | 2000/2001 | 148.6 | 6.1% | | | |
| Annual Reliability (percentage of secured mileage operated). | Nexus monitoring. | The target for financial year 2001/02 was 99.9%. | The target for financial year 2001/02 was 99.9%. | Actual/estimated | | | Reliability for the financial year 2001/02 was 99.8%. Target not met for this year. However the target for previous years was 99.8%. | No more than 0.5% services cancelled for reasons within operators control. | |
| | | | | 1999/2000 | 99% | | | | |
| Accessible Vehicles (Annually percentage of bus fleet low floor vehicles) | Bus operators. | To increase the number of low floor buses by 10% p.a. (Nexus BVPI) | To increase the number of low floor buses by 10% p.a. (Nexus BVPI) | Low Floor Buses | % change | | The number of low floor buses operating in Tyne & Wear increased 12.5% from 417 in 2000/01 to 469 in 2001/02. | On target for financial year 2001/02. | |
| | | | | 1999/2000 | 351 | - | | | |
| Journey times. | Journey time studies. | Reduce peak hour journey times on key corridors (PUBR) by at least 10% on completion of scheme. | Reduce peak hour journey times on key corridors (PUBR) by at least 10% on completion of scheme. | Previous post scheme monitoring has shown peak hour bus journey timesavings within range of between 4% & 16%. | 18.8% | | Peak hour journey times on PUBR will be reported in future years once schemes are fully implemented. | | |
| | | | | 2000/2001 | 417 | | | | |

Public Transport Theme (continued)

| Local Objectives Contained in LTP | Local Performance Indicators Contained in LTP | Source Of Data | Local Targets or Outcomes Contained in LTP | Baseline data | | | Progress Made in 2000/01 against Local targets or outcomes | On track/not on track to meet targets | Which National PSA or 10 Year plan target, does the local target/local outcome link to? |
|--|---|------------------------------------|--|------------------|-------|--|--|---------------------------------------|---|
| 6. Improve access to enhance opportunities for employment, education, shopping and leisure. (Improve Metro travel) | Percentage of scheduled train kilometres operated. | Metro system continuous monitoring | 98.5% (Nexus BVPI) | Actual/estimated | | | 98.27% of scheduled trains operated in 2001/02 (the target in 2001/02 was 98.5%). | Annual target not met | Double light rail use (passenger journeys) by 2010. |
| | | | | 1999/2000 | 99% | | | | |
| | | | | 2000/2001 | 98.7% | | | | |
| Percentage of trains operated within 3 minutes of timetable. | Metro system continuous monitoring | 92.5% (Nexus BVPI) | 92.5% (Nexus BVPI) | Actual/estimated | | | 91.47% of trains in 2001/02 were operated within 3 minutes of timetable (in 2000/01 the target was 92.5%). | Annual target not met | |
| | | | | 1999/2000 | 92.5% | | | | |
| | | | | 2000/2001 | 92.1% | | | | |
| Increase in Peak Patronage. | Continuous monitoring of PT use (scaled up from 0.5% sample of all PT journeys) | 6.6m (2001/02) (Nexus BVPI) | 6.6m (2001/02) (Nexus BVPI) | Actual/estimated | | | Estimated peak patronage level for 2001/02 was 6.7 million, the target was 6.6 million. | Annual target met | |
| | | | | 1999/2000 | 6.4m | | | | |
| | | | | 2000/2001 | 6.5m | | | | |
| % of train kilometres operated. | Arriva Trains. | Minimum target of 98%. | Minimum target of 98%. | Actual/estimated | | | 97.7% of train services were operated in financial year 2001/02. | Annual target not met | 50% increase in rail use (passenger kilometres) by 2010, while at the same time securing improvements in punctuality and reliability. |
| | | | | 1999/2000 | 99.2 | | | | |
| | | | | 2000/2001 | 98.3 | | | | |
| % of trains operated within 3 mins of timetable. | Arriva Trains. | Minimum target of 85%. | Minimum target of 85%. | Actual/estimated | | | 78.5% of train services ran within 3 minutes of timetable in financial year 2001/02. | Annual target not met | |
| | | | | 1999/2000 | 87 | | | | |
| | | | | 2000/2001 | 81.5 | | | | |
| % of trains operated within 5 mins of timetable. | Arriva Trains. | Minimum target of 95%. | Minimum target of 95%. | Actual/estimated | | | 87.5% of train services ran within 5 minutes of timetable in financial year 2001/02. | Annual target not met | |
| | | | | 1999/2000 | 93.7 | | | | |
| | | | | 2000/2001 | 90 | | | | |

