

8. Monitoring and Performance Indicators

INTRODUCTION

The Plan Partners previously established arrangements for monitoring the Tyne and Wear Package and the Provisional Local Transport Plan. The outcome of this monitoring was set out in separate reports accompanying the main bid document. In line with Government advice these arrangements have been reviewed and developed. All the requisite indicators and targets are set out in Annex A of this report.

The Plan Partners recognise that the successful implementation of the Local Transport Plan Strategy will require a system of continuous monitoring and evaluation linked to objectives, indicators and targets. Such an approach is essential in order to demonstrate the success of the plan or to highlight those areas where there may be a need to adapt strategies and scheme implementation.

The Plan Partners are now fully committed to Best Value, which came into formal operation on the 1st April 2000. Wherever practical and sensible LTP performance indicators have been incorporated into Local Authority BV Performance Plans. Relevant BV indicators have been included in the APR.

ACCESSIBILITY

Measuring public transport accessibility is a key indicator in determining the success of transport and land use policies - linking to the advice contained in PPG6, PPG11 and PPG13 and the requirements of the Road Traffic Reduction Act. The Plan Partners, together with consultants, are developing a public transport accessibility model, which draws heavily on the existing public transport network program/database.

An initial assessment has been made of accessibility to existing Centres within Tyne and Wear based on single public transport trips. This was reported in last years LTP Monitoring Report. The aim is to be able to calculate the public transport accessibility of any given location in Tyne and Wear for trips involving interchange. This model will be used to guide

land use and transport developments.

As work develops on improving the accessibility program annual re-assessments will be undertaken by re-running the programme. Changes in accessibility indices will reflect changes in land use and the public transport network.

ACCESS FOR ALL

Considerable progress has been made in improving access for the mobility impaired.

A larger number of disabled car parking spaces are now available and an increasing number of pedestrian crossings now meet full disabled criteria.

Substantial numbers of Low Floor Buses continue to be introduced in Tyne and Wear. Around 1/3 of the Tyne & Wear bus fleet is now low floor.

The Plan Partners are to implement a number of walking demonstration projects with the intention of comparing their individual impacts and developing best practice for future scheme implementation. Consultants are to be commissioned to offer independent advice on the outcomes of these demonstration schemes, develop a survey programme to monitor the impacts of each scheme, develop future targets for walking, and advise on best practice.

ENVIRONMENTAL

Air Quality

In line with the national strategy the Local Authorities in Tyne & Wear are working together to determine existing and future air quality in the urban area. The 3rd Stage of an air quality review and assessment exercise has identified that there are no current breaches of national objectives due to traffic and it is believed compliance will continue within the respective statutory timescales. The Plan Partners are developing traffic and air quality monitoring initiatives beyond the Stage 3 Review. The aim is to develop knowledge about traffic generated car pollution locally.

Noise

Within Tyne & Wear to date there has been little examination and quantification of ambient noise levels. Guidance on noise mapping is limited and local resources have been concentrated on assessing and reviewing air quality. Any progress will be reported in future years.

Travel Plans

An assessment has been undertaken on those major employers and travel generators in the area who have voluntarily adopted a Travel Plan. So far development of Travel Plans in Tyne and Wear has been modest. Apart from public institutions such as Councils, Government Departments and Hospitals, most private sector Travel Plans have been developed in Newcastle and North Tyneside. These have been negotiated as part of planning agreements at major sites. Provision of Travel Plans will become a standard feature of major new developments. The Plan Partners have set challenging targets to develop Travel Plans amongst existing employers.

Low Emission Vehicles

Details have been collected on the number of low emission buses operating in Tyne & Wear and alternate fuel vehicles in Local Authority fleets. Low emission buses (Euro II engine or better) comprise 36% of the existing bus fleet. Virtually all Council vehicles operate on ultra low sulphur diesel. Fleet managers have been introducing alternative powered vehicles running on LPG and electricity. The Plan Partners aim to investigate the potential of alternative green fuels and then set targets for local authority fleets.

Newcastle International Airport Surface Access

The Airport Surface Access Forum has established targets for public transport mode split to the Airport. Data on mode choice for travel to the Airport is collected quarterly.

CYCLING

In line with the National and local Cycling Strategies, the Plan Partners are working together to provide conditions which encourage more trips in Tyne and Wear to be made by cycle. The LTP identifies a number of key measures that should benefit cyclists and encourage a growth in cycle trips to meet the target of tripling usage by 2010.

Historically the monitoring of cycle trips has been minimal, so in order to establish a consistent indicator of cycle trips, a 4-year rolling average of counts from cordons and bridge crossing counts is used. The rolling average smooths out the variation in the counts arising from the sample size, effects of the weather and seasonal variations. Over the next five years the sample size will be increased as the Partners install the necessary equipment and it is hoped that an accurate trend can be indicated. Based on the current data, there has been a small but steady increase of 11.4% in the average number of cycle trips between 1990 and 2000. So while it is accepted that greater efforts will be required to fulfil the LTP target, the Partners are encouraged by the increase.

The provision of secure cycle parking is a major incentive in encouraging cycle use. The current provision of 1051 spaces represents a 311% increase over the 1996 base of 256 spaces. The Plan Partners are confident that they will meet the 2002 target of 1211. More challenging targets will be set for the end of the plan period following 2002.

MAINTENANCE

Highway Maintenance

The Plan Partners recognise the benefits of basing pavement rehabilitation decisions on the basis of a structured Pavement Management System, and have adopted a joint approach towards the appraisal of highway maintenance schemes within Tyne & Wear using a UKPMS strategy. The development of this strategy will, by 2002/03, give a needs based ranking of schemes based on condition, projection and economic prioritisation. It will also provide the ability to project and monitor historic and future network condition trends and enable the

optimisation of spending to minimise the whole life cost of network maintenance.

The first UKPMS Coarse Visual Inspection (CVI) of the Principal Road Network was completed in July 2000 and is to be repeated on an annual basis. This will be used to calculate BVPI 96 by the 3rd quarter of 2001. CVI surveys of "Other Classified Roads" are being completed by July 2001 and will be used to calculate BVPI 97a. BVPI 97b applying to "Unclassified Roads" has just been announced as a requirement for 2001/02. It is likely that the BVPI 97a & 97b surveys will be carried out on a 4 year rolling programme.

Bridge Assessment

District assessments are proceeding satisfactorily and the 70 outstanding assessments are expected to be completed by the end of March 2002. Although few Railtrack assessments have been finalised, most are well advanced and it is hoped that they will be finalised by March 2003. Consultations are taking place with the various owners of private bridges and again it is hoped that they will be finalised by March 2003. The retaining wall assessment programme is expected to continue until March 2004.

Bridge Strengthening

There are 66 bridges within Tyne & Wear which at present cannot carry the 40 tonne assessment loading. 25 of these are currently weight restricted and 43 require strengthening. The bridge strengthening programme will proceed based upon priority criteria for the strengthening of bridges as established in the Local Transport Plan.

Bridge Maintenance

Principal inspections have been undertaken on about 50% of the 65 bridges within Tyne & Wear. This is less than planned, the shortfall being due to a shortage of suitably qualified staff and other commitments. It is intended that the shortfall will be made up during the forthcoming year. Based on the inspections, the overall condition index for bridges within Tyne and Wear has been calculated to be 5.63. This represents a general

deterioration when compared with last year's figure of 5.90 and is a consequence of an underfunding of the maintenance programme.

PUBLIC TRANSPORT

Overall

The decline in public transport patronage continues, with a 5% decrease between 1999/2000 and 2000/1. The target to increase public transport use by 2% by 2005 is challenging but it is believed the extension of Metro to Sunderland, implementation of the bus strategy, and introduction of bus based major schemes will stimulate demand for public transport.

Bus

Primarily due to rapidly increasing car ownership, bus patronage declined significantly by 6.1% between 1999/2000 and 2000/1. The national ten-year target to increase bus patronage by 10% is challenging for Tyne & Wear because bus use has declined by 35% in the previous ten years. The decline can be attributed to a number of factors including increases in car ownership (and usage), changes in employment sites and travel patterns disfavours bus travel, historically fares rising faster than inflation, and a reduction in concessionary travel as the concessions available have diminished.

Total annual bus patronage will continue to be a local performance indicator. Given the historic trend of declining bus use and local contributory factors to a decline in bus use (including the extension of Metro to Sunderland) the Plan Partners believe it is unrealistic to achieve a significant overall growth in bus travel thus the area-wide target is to reverse the decline in bus use and contribute towards achieving the national target

The LTP identifies a number of key bus corridors in Tyne and Wear which will be upgraded to Core Network status. The Plan Partners believe investment in improving the quality of the bus travel experience on each corridor will deliver a 10% growth in patronage following completion of the quality upgrade.

Ensuring that bus services are operated reliably and punctually will be a major factor in encouraging a modal switch to public transport. The Governments' 10 Year Plan seeks to secure improvements in the punctuality and reliability of bus services whilst the Bus Summit (November 1999) set an industry target that by June 2001 no more than 0.5% of services would be cancelled for reasons within the operators control (this target is being reviewed).

The continuing implementation of bus priority onto main corridors and at congestion "hot spots" in Tyne and Wear will assist the operators in delivering an improved bus service for passengers. Individual bus operators within Tyne and Wear record the reliability of the services they operate. For the year 2000/01 operators report that the percentage of scheduled bus mileage operated is within the range 98.0% to 99.2%.

Measuring the punctuality of services is more difficult. Around 400 bus services operate in Tyne & Wear covering some 81 million miles per annum. However Nexus has been working in partnership with the other northern PTE's to produce a common and agreed procedure for monitoring bus punctuality. Utilising this common approach it is believed it is possible to monitor around 10% of all scheduled bus journeys. Consistent monitoring across northern PTE areas will allow for area comparisons and benchmarking to be undertaken.

It is intended to adopt the Traffic Commissioners' Punctuality Target for local bus services in Tyne & Wear with 95% of services to operate to timetable (services are deemed to operate to timetable if they are within the range +1minute 59 seconds to minus 5minutes 59 seconds). Punctuality monitoring has commenced and outcomes will be reported in future APR's.

Metro

In contrast to the 5% overall decrease, Metro patronage declined by 0.75% between 1999/2000 and 2000/1. In addition Metro reliability and punctuality targets were achieved.

Rail

Patronage on the local Newcastle to Sunderland Rail service increased by 9.3% between 1999/2000 at the same time as punctuality on the line suffered from the impacts of extreme weather (flooding and land slips) during late 2000.

No target has been set for increasing local rail patronage as the extension of Metro to Sunderland in early 2002 will significantly reduce the level of local rail services on this line. Nexus will seek to gain improvements in patronage on other local lines in negotiation with the SRA , TOC's and adjacent County Councils.

Interchange

An audit has been undertaken of both formal and informal interchange facilities within Tyne and Wear. Existing facilities have been evaluated using a simple scoring system based on usage (high, medium and low) and the quality of facilities. This audit has revealed significant work is required to improve those existing interchange facilities which score poorly. Investment to improve facilities will be revealed by improved scores in future years.

Usage of Metro Park & Ride has increased at 3 sites. It has not been possible to collect meaningful data on Metro Park & Ride at two additional sites due to a change in use at one and lack of historical data at another. The aim will be to effectively monitor use of all sites over time.

Personal Safety

The Partners have initiated surveys to monitor attitudes towards personal safety and reported personal security incidents when travelling. The surveys will identify user and non-user concerns and steer investment to address these concerns. These will be available in future monitoring reports.

ROAD SAFETY

The Plan Partners recognise the benefits of a

comprehensive and target driven approach to casualty reduction in line with the lead taken by Central Government. As such the monitoring systems have been fully developed to track progress towards our casualty reduction goals and demonstrate the outcome of our efforts.

The Plan Partners, together with other stakeholders in the community can be satisfied in contributing to the significant reduction in killed and serious casualty figures that have been achieved by last year. These reductions of 69% and 57% respectively are better than the targets set. In Tyne and Wear over the last ten years in excess of 300 of the Safety Schemes have been completed resulting in a saving of over 4000 casualties.

The Plan Partners do acknowledge that the efforts made towards the slight casualty figures reductions have not proved successful. However, set against the increase in traffic volumes in recent years the slight accident rate increase is not as significant. During the Plan period the Partners will seek to reverse this trend through existing successful measures and developing new initiatives such as Speed Management Plans.

To demonstrate this commitment challenging new targets for 2010 will be declared. In last years' LTP submission Partners were unable to set Slight Casualty Rate Targets for 2010. Advice was sought from DETR representatives at a regional meeting last summer. It was envisaged that guidance would be provided last winter to enable the Plan Partners to set new targets for the rate, but to date, unfortunately this advice has not been forthcoming. Consequently, at this stage, the Plan Partners are not in a position to set targets for 2005 and 2010 for the Slight Casualty Rate. It is hoped that this will be undertaken as soon as clear guidance is provided from the DTLR.

As part of the Safer Routes to School initiative a number of schools in Tyne and Wear have been selected by the Plan Partners to take part in the scheme and to develop School Travel Plans. School Travel Plans aim to help individual

schools to initiate practical steps to improve safety on journeys to school. It includes road safety education, engineering measures and sustainable transport options for children and their carers. To date 20% of schools in Tyne and Wear either have or are developing a School Travel Plan.

SUSTAINABLE DISTRIBUTION

The Plan Partners are seeking to firstly develop a Freight Quality Partnership (FQP) for Tyne and Wear and this to lead to the implementation of a FQP in each District by the end of the plan period. Targets to encourage sustainable distribution will be established within these FQP's.

The monitoring of freight movement within Tyne and Wear is represented by the reporting of the number of HGV's (and for comparison LGV) crossing cordon lines and total rail freight movement through the two ports in Tyne and Wear. HGV flows across cordon points continue to show a decline whilst LGV flows are increasing. Rail freight movement through the Port of Tyne and Port of Sunderland will be reported as a percentage change in future years.

TRAFFIC & DEMAND MANAGEMENT

A traffic reduction target is required by the Road Traffic Reduction Act 1997. As part of the development of the full LTP, an analytical study of future traffic growth was carried out, taking into account UDP land use projections, increases in car ownership and committed infrastructure projects. The Plan Partners chose to adopt these traffic projections as targets for the principal road network only. This gives a target of 2.524 billion vehicle-km for 2006. Monitoring shows 2.333 billion vehicle-km for 1998/99 a growth of 2.6% over the 1996/97 base (2.272 billion vehicle-km). Continued growth at this rate would exceed the target, however the Plan Partners are hopeful that the full effects of the integrated transport programme will limit future growth and enable the target to be met.

A target for the level of car trips into the main

centres (Newcastle and Sunderland) will be developed following evaluation of the current trend.

The Plan Partners are seeking to reduce the adverse environmental impact of traffic and as an indicator of this they are monitoring traffic on environmentally sensitive roads. This is based on a target of reducing the growth trend of vehicle kilometres on principal roads with a speed limit of 40 m.p.h. or less. The 1998/99 total of 1.302 billion vehicle-km represents a growth of 2.3% over the 1996/97 base. While the growth is greater than the Partners had hoped for this is a lower rate than growth on all principal roads (2.6%) reflecting some progress on this target. Again, it is hoped that the full effects of the integrated transport programme will limit future growth and enable the target to be met.

Information is being collected on the level of parking incidents exceeding four hours in the main area centres in order to assess the trend against the target of reducing the level of long-stay car parking available to the public. Monitoring reveals that there is currently a wide variation across the Tyne and Wear authorities (between 9.5% and 55.0% of incidents). This wide variation and the differing characteristics (employment, shopping facilities, leisure activities etc) of the centres mean that further analysis of the data will be required to develop a meaningful target.

As part of seeking to reduce the fear of crime associated with all modes of transport, the Plan Partners have set a target that all park & ride and off-street public car parks in the main centres should be deemed secure by the end of the plan period. For this purpose secure is defined as having CCTV coverage or being constantly patrolled during the working day. The low percentage of secure car parks on North Tyneside arises from the high number of small car parks where dedicated CCTV and permanent patrol is not viable.