8.   Monitoring

This chapter should be read in conjunction with Section 5 – Targets, of the Implementation Plan which details further information on each of the indicators that will be used to show progress in delivering the LTP3 objectives.

Department for Transport (DfT) Local Transport Plan (LTP) Guidance published in 2009 recommended that authorities adopt the relevant transport and non-transport indicators from the National Indicator Set in their LTPs, in particular those indicators reflected as targets in Local Area Agreements. In August 2010 whilst the Coalition Government was reviewing its policy on local Government performance (i.e. on the future of the National Indicator Set and Local Area Agreements), it encouraged local authorities to consider what indicators are most important for their own areas, and to retain the ability to compare themselves against others locally to improve efficiency and effectiveness.

Government has subsequently significantly reduced the numbers of indicators (including those relating to transport) that have to be monitored by local authorities. Whilst this has reduced some of the burden on Councils, it has also removed the consistency of monitoring so that local authorities can compare their performance against similar authorities.

The County Council has determined a series of indicators to be monitored over the LTP3 period. These have been informed by:
- Government guidance concerning indicators and targets
- the Sustainable Community Strategy 2010-2020 and Strategic Plan 2011-2014 for Nottinghamshire
- the transport vision, goals and objectives
- consultation with County Council elected members, the public and stakeholders
- the Strategic Environmental Assessment of the LTP3
- robust analysis of empirical information, and
- the levels of available funding and value for money.

A hierarchy of indicators has been developed which is:
- **key outcome indicators** including targets for the relevant national indicators and any other indicators that directly measure the achievement of transport objectives
- **intermediate outcome indicators** which represent proxies or milestones towards key outcomes and includes targets for some national indicators (e.g. bus punctuality), and
- **contributory output indicators** measuring the delivery of schemes, policies or initiatives that will contribute towards the achievement of targets in the two categories above.

8.1 National indicators

Ten indicators will continue to be monitored nationally, predominantly utilising nationally collected data (as indicated in brackets):

- people killed or seriously injured in reported road traffic accidents (using local authority data)
- children killed or seriously injured in reported road traffic accidents (using local authority data)
- average journey time per mile during the morning peak in the ten largest urban areas, which includes routes into Nottingham city centre (using DfT data)
- principal (A) roads where maintenance should be considered (using local authority data)
- non-principal classified (B & C) roads where maintenance should be considered (using local authority data)
- access to services and facilities by public transport, walking and cycling (using DfT data)
- access to employment by public transport (using DfT data)
- number of local bus and light rail passenger journeys originating in the authority area (potentially using DfT data)
- bus services running on time (using local authority data)
- children travelling to school – usual mode of travel (using DfES data).

Additional casualty data may be required although this will not be clear until the national road safety strategy and associated indicators are published (due in Spring 2011).

8.2 Local indicators

The County Council's local indicators have been selected with a view to ensuring that all aspects of strategy delivery are monitored and reflected in the targets. This ensures that all projects can be justified in terms of their contribution towards achieving the local objectives but also reinforces their contribution to the national objectives. Targets have only been set for local indicators that are directly relevant to the needs and interests of local communities. The local indicators selected by the Council are detailed in table 28 below (with references LTP1 to LTP30). Table 28 details all of the national and local indicators, including how the intermediate and contributory outcome indicators relate to the key outcome indicators.

Additional indicators to those detailed in table 28 may be adopted at a later date. For example, indicators relating to flood management, as well as extra indicators relating to road casualties will be considered at a later date once the strategies relating to these have been finalised. Similarly, Community Safety Partnerships will be moving from thematic crime reduction targets (e.g. violent crime, acquisitive crime etc.) to a geographic 'hot spot' approach, by which targets will be set for 15 specific areas in Nottinghamshire. 'Problem profiles' of these areas are being undertaken and any issues identified as relating to transport will be considered for inclusion as LTP3 indicators.

Detail on the monitoring methodology can be found in the Implementation Plan.

There are also a number of additional output indicators included in the Strategic Environmental Assessment of the LTP3 which will be used to supplement the LTP3 indicators when reviewing the performance and impacts of this LTP3.

Table 28:   Key, intermediate and contributory outcome indicators

Theme	Reference	Key outcome indicators	Reference	Intermediate outcome indicators	Reference	Contributory output indicators
Economy	NI167 and LTP1	Average journey time per mile during the morning peak on the urban centre networks in the county	LTP6	Traffic flows into town centres	LTP21	Number of registered car sharers on nottinghamshare
	LTP2	Changes in areas wide traffic mileage (vehicle kilometres travelled)	LTP7	Organisations with a travel plan	LTP22	Public satisfaction with passenger transport information
			NI177	Number of local bus and light rail passenger journeys originating in the authority area	LTP23	Public satisfaction with driver behaviour
			NI178	Bus services running on time		
			LTP8	Public satisfaction with local bus services		
Safety	NI47	People killed or seriously injured in reported road traffic accidents			LTP24	Rates of cycle theft
	NI48	Children killed or seriously injured in reported road traffic accidents				
Resilience of the network	NI168	Principal (A) roads where maintenance should be considered	LTP9	Unclassified roads where maintenance should be considered		
	NI169	Non-principal classified (B & C) roads where maintenance should be considered	LTP10	Footways where maintenance should be considered		
			LTP11	Condition of bridges and other structures		
			LTP12	Rights of Way improvements for all road users		
Active travel	LTP3	Child obesity levels	LTP13	Cycling levels	LTP25	Number of children undertaking cycle training
			LTP14	Footfall in market towns and district centres	LTP26	Length of shared or segregated cycle lane or path
			NI198	Children travelling to school – usual mode of travel		
Accessibility	NI176	Access to employment by public transport	LTP15	Access to training by public transport	LTP27	Number of fully accessible buses
			LTP16	Access to health care by public transport	LTP28	Provision of information at bus stops
			LTP17	Access to hospitals by public transport	LTP29	Provision of real-time information
			LTP18	Access to retail centre or local shops by public transport	LTP30	Take-up of concessionary fare passes
			LTP19	Accessibility to public transport services		
Environmental factors	LTP4	Number of air quality management areas (AQMAs) on County Council managed roads	LTP20	Particulate levels in air quality management areas (AQMAs)		
	LTP5	CO_2 emissions from road transport				

8.3 Links to the local transport objectives

Nottinghamshire's transport goals and local transport objectives for Nottinghamshire are set out in Chapter 2 of this Plan. The delivery of these objectives has been reflected in the strategy contained within this document; the proposed measures detailed within the 2011/12-2014/15 Implementation Plan; and in the development of the indicators to measure the success of the LTP3.

Several of the indicator's however, relate to more than one of the transport goals and transport objectives. Table 29 below therefore highlights how the indicators relate to each of the twelve local transport objectives.

Table 29:   Relationship between the selected indicators and the transport objectives

Major link	Significant link	Minor link	No link

Colour key: Major link = darkest green, Significant link = medium green, Minor link = light/bright green, No link = white.

Nottinghamshire's local transport objectives

Indicator		Tackle congestion and make journey times more reliable	Improve connectivity to inter-urban, regional and international networks, primarily by public transport	Address the transport impacts of planned housing and employment growth	Encourage people to walk, cycle and use public transport through promotion and the provision of facilities	Support regeneration	Reduce transport's impact on the environment	Adapt to climate change and the development of a low-carbon transport system	Improve levels of health and activity by encouraging active travel instead of short car journeys	Address and improve personal safety when walking, cycling or using public transport	Improve access to employment and other key services, particularly from rural areas	Provision of an affordable, reliable, and convenient public transport network	Maintain the existing transport infrastructure
NI167 and LTP1	Average journey time per mile during the morning peak on the urban centre networks in the county	Major	Significant	Major	Major	Minor	Major	No	Major	Minor	Major	Major	Minor
LTP2	Changes in areas wide traffic mileage (vehicle kilometres travelled)	Major	Major	Major	Major	No	Major	No	Major	Minor	Minor	Major	No
NI47	People killed or seriously injured in reported road traffic accidents	Minor	No	No	Minor	No	No	No	Minor	Major	Minor	No	Minor
NI48	Children killed or seriously injured in reported road traffic accidents	Minor	No	No	Minor	No	No	No	Minor	Major	Minor	No	Minor
NI168	Principal (A) roads where maintenance should be considered	Minor	Significant	No	Minor	Significant	Significant	No	No	No	No	Minor	Major
NI169	Non-principal classified (B & C) roads where maintenance should be considered	Minor	Significant	No	Minor	Significant	No	No	Minor	Minor	No	No	Major
LTP3	Child obesity levels	Minor	No	Minor	Major	No	No	No	Major	Significant	Minor	No	No
NI176	Access to employment by public transport	Major	Major	Significant	Major	Major	No	Minor	No	No	Major	Major	Minor
LTP4	Number of air quality management areas on County Council managed roads	Significant	Minor	Major	Minor	No	Major	No	Major	Minor	Minor	Major	No
LTP5	CO$_2$ emissions from road transport	Major	Significant	Major	No	No	Major	Significant	Major	No	Minor	Major	No
LTP6	Traffic flows into town centres	Major	Significant	No	Minor	Major	Significant	No	Major	No	Minor	Minor	No
LTP7	Organisations with a travel plan	Major	Minor	Major	Major	Major	Minor	Major	Major	No	Major	No	No
NI177	Number of local bus and light rail passenger journeys originating in the	Major	Major	Significant	Major	No	Minor	Significant	No	Minor	Major	Major	No

		Nottinghamshire's local transport objectives											
	Indicator	Tackle congestion and make journey times more reliable	Improve connectivity to inter-urban, regional and international networks, primarily by public transport	Address the transport impacts of planned housing and employment growth	Encourage people to walk, cycle and use public transport through promotion and the provision of facilities	Support regeneration	Reduce transport's impact on the environment	Adapt to climate change and the development of a low-carbon transport system	Improve levels of health and activity by encouraging active travel instead of short car journeys	Address and improve personal safety when walking, cycling or using public transport	Improve access to employment and other key services, particularly from rural areas	Provision of an affordable, reliable, and convenient public transport network	Maintain the existing transport infrastructure
	authority area	▓	▓	▒	▓		░	▒		░	▓	▓	
NI178	Bus services running on time	▓	▓		▓		░	░			▒	▓	
LTP8	Public satisfaction with local bus services	▓	▓	░	▓		░	░		▒	▒	▓	
LTP9	Unclassified roads where maintenance should be considered				░	▒	▒		░	░			▓
LTP10	Footways where maintenance should be considered	▓	▒	░	▓	▓	▒	▒	▓	▓	▓	▓	▓
LTP11	Condition of bridges and other structures		░			░	▒	░	░		░	░	▓
LTP12	Rights of Way improvements for all road users	▒	░	░	▓	░		▒	▓	▒	▒		▓
LTP13	Cycling levels	▓	░	░	▓		░	▓	▓	▓	▒		▒
LTP14	Footfall in market towns and district centres	░	░		▓	▓			▓	▓		░	▒
NI198	Children travelling to school – usual mode of travel	▓		▒	▓			▒	▓	▓	▒	▒	
LTP15	Access to training by public transport	▓	▒	▒	▓	▓	░	▒			▓	▓	
LTP16	Access to health care by public transport	▒		▒	▓		░	▒			▓	▓	
LTP17	Access to hospitals by public transport	▒		▒	▓		░	▒			▓	▓	
LTP18	Access to retail centre or local shops by public transport	▒	▒	▒	▓	▓	░	▒			▓	▓	
LTP19	Accessibility to public transport services	▓	▓	▓	▓	▓	░	▓			▓	▓	

Indicator		Tackle congestion and make journey times more reliable	Improve connectivity to inter-urban, regional and international networks, primarily by public transport	Address the transport impacts of planned housing and employment growth	Encourage people to walk, cycle and use public transport through promotion and the provision of facilities	Support regeneration	Reduce transport's impact on the environment	Adapt to climate change and the development of a low-carbon transport system	Improve levels of health and activity by encouraging active travel instead of short car journeys	Address and improve personal safety when walking, cycling or using public transport	Improve access to employment and other key services, particularly from rural areas	Provision of an affordable, reliable, and convenient public transport network	Maintain the existing transport infrastructure
LTP20	Particulate levels in air quality management areas (AQMAs)	■		■	■		■	■	■	■	■	■	
LTP21	Number of registered car sharers on nottinghamshare	■	■	■			■	■		■	■		
LTP22	Public satisfaction with passenger transport information	■	■	■	■		■	■			■	■	
LTP23	Public satisfaction with driver behaviour	■	■	■			■	■		■	■	■	
LTP24	Rates of cycle theft	■	■	■	■	■	■	■	■	■	■		
LTP25	Number of children undertaking cycle training	■	■		■		■	■	■	■	■		
LTP26	Length of shared or segregated cycle lane or path	■	■	■	■	■	■	■	■	■	■		■
LTP27	Number of fully accessible buses	■	■	■	■		■	■	■		■	■	
LTP28	Provision of information at bus stops	■	■	■			■	■	■		■	■	
LTP29	Provision of real-time information at bus stops	■	■	■			■	■	■		■	■	
LTP30	Take-up of concessionary fare passes	■	■	■			■	■	■		■	■	

8.4 Targets

Targets will be set for each of the indicators based on what is expected to be achieved with the indicative financial allocations allotted by DfT.

These targets are 'numeric'; i.e., they consist of a final goal rather than set a target to increase by a given amount per year. In addition to this, trajectories will be set for each target so that performance can be monitored as progress is made through the lifetime of the Implementation Plan. The targets and trajectories (i.e. the annual milestones expected to be reached between the start and end of the Plan period) are the measures by which the success of the LTP3 will be judged and these are contained within the Implementation Plan and will be reviewed annually as part of the review process.

The Council has a strong track record in integrated transport delivery. The targets contained within the Implementation Plan aim to build upon this and are highly challenging, based on the current position and the highest level of improvement realistically achievable from the investment planned during the Implementation Plan period. The targets have been devised with reference to:

- **links to transport objectives** – to ensure the targets reflect the objectives detailed within this Plan (see Section 8.3 – Links to local transport objectives, above)
- **links between input (cost) and outcome** – to ensure the targets reflect the range of integrated transport measures to help deliver the objectives, and that the measures offer value for money
- **national trends** – the growth in traffic and decline in public transport use, together with other national trends, such as increasing car ownership are pertinent issues which have been factored into the development of local targets
- **past trends** – over the course of LTP1 and LTP2, significant progress was made against targets. This local progress has been factored into the development of targets
- **surveys and monitoring** – the Council undertakes extensive monitoring of the road network, perception surveys etc. to understand how and why people travel in the way they do. Other countywide surveys have also factored in, such as MORI surveys
- **comparison with other authorities** – the Council has sought to benchmark itself against other authorities which share similar transport characteristics in devising the targets within the Plan
- **local priorities** – the priorities of local residents has played a significant part in the development of the targets. This does not necessarily accord to current or past areas of poorest performance but has been factored into the process
- **wider context** – consideration has been given to changes in future land use patterns across the conurbation in devising the targets. This may obviously have consequences for related indicators and has been factored in accordingly
- **actions required by partners** – consideration has been given to partnership arrangements and any key activities required by partners to ensure delivery of the set targets
- **risks** – the risks associated with achieving the targets have been taken into account in the development of future trajectories, and
- **realism and ambition** – consideration has been given to all of the factors detailed above to ensure that a good balance between ambition and realism has been reached in setting the targets.

A review of the targets included in the LTP3 will be undertaken throughout the Plan period to constantly ensure they are sufficiently ambitious and realistic. Where appropriate, targets will be reviewed during the Plan period to either stretch them or review trajectories to ensure they are met. It should be noted that where there is one year's data (a number of the indicators), targets will be set in light of trend data as and when it becomes available. This will be carried out through the Implementation Plan review process.