

CHAPTER 10: MEASURING SUCCESS – TARGETS AND PERFORMANCE INDICATORS

10.1 MEASURING SUCCESS

There will be a need to monitor the effects of the Local Transport Plan to see if the desired outputs are being achieved. This approach reflects the Government's interest in performance measuring of public services. The Plan will be subject to a full review after 12 months, coinciding with a fundamental Best Value Review of transport strategy and implementation during 2001/2002.

There are a number of crucial factors for the success of the plan. Failure in any of these areas will seriously prejudice the Plan's success.

For the Plan to be successful there is a need for partnership at number of levels. For example there are those organisations who directly influence the way the transport system operates such as the rail industry and bus operators. The Police are partners in controlling crime, promoting road safety and enforcing traffic regulation orders. Town and Community Councils are able to work in partnership with the County Council in such areas as the development of traffic calming schemes.

Public support and goodwill is also essential to the success of the Plan. Failure by the community at large to respond to initiatives will undermine the effectiveness of the Plan. Traffic calming schemes, for instance require drivers to accept the changed driving environment.

The Plan includes a programme of schemes and policies. Most of these are dependent on securing the necessary funding.

10.2 PERFORMANCE TARGETS

Targets need to be defined in order to act as benchmarks against which Carmarthenshire's Local Transport Plan can be assessed. The targets will assess whether progress is being made in delivering the objectives set out in Chapter 2. Targets are also necessary to focus the efforts of all parties upon the transport strategy in order to achieve the overall vision, and these are identified below:

Regional Transport Strategies

- Complete the Phase I/1 element of the North Carmarthenshire and Ceredigion Link Road Strategy i.e. Carmarthen to Alltwalis by June 2001.

Network Management

- Complete assessment of bridges on the Strategic Route Network by June 2001.
- Complete assessments of remaining County road bridges by April 2006.
- Commence work on the Bridges Key Economic Access Strategy by September 2001.
- Complete work on the Bridges Key Economic Access Strategy by April 2005.
- Complete strengthening of Strategic Route Network bridges by April 2006.

Network Development

- Commence construction of the Park Street to Pontamman element of the Ammanford Distributor Road by September 2002.
- Complete construction of the Park Street to Pontamman element of the Ammanford Distributor Road by April 2004
- Commence construction of the Cooper's Corner to Park Street element of the Ammanford Distributor Road by April 2003.
- Subject to result of feasibility study commence design on the Pantyffynnon to Llandybie element of the Ammanford Distributor Road by April 2005.
- Complete further technical appraisal and public consultation leading to route selection for the Cwmmawr to Gorslas element of the Gwendraeth Valley Link Road by June 2001.
- Complete 7 Road Safety Improvement Schemes by end of March 2006.
- Complete construction of the Morfa to Berwick Link Road by September 2002
- Complete construction of the Burry Port Southern Distributor Road by March 2004.

- Complete construction of the access road to Ysgol Glan- y -Mor School, Burry Port by September 2001.

Public Transport Strategies

- Complete a network management review of the local bus network by June 2001
- Implement one or more Quality Partnership agreements in each year of the plan period
- Consolidate patronage levels on the strategic bus corridors identified by March 2002 and to achieve an increase of 20% increase in ridership by March 2006
- Implement via the development of Quality Partnership Agreements with bus operators the provision of wheelchair accessible vehicles and passenger facilities on the strategic corridors identified within the bus strategy by March 2006
- Implement through investment partnerships with Railtrack and train operators the creation of barrier free access and the adoption of minimum standards for passenger facilities at all stations within the County by March 2006.
- Subject to service levels achieved as a result of rail franchise replacement to achieve via the development of rail investment partnerships an increase in rail use of 40% by March 2006 .
- Incorporate approved Taxi schemes within the public transport network and the concessionary fares scheme by March 2002.
- Implement a “small scale demand management” community transport pilot scheme as part of SWITCH initiative by March 2002
- Provide support for the development of two community based schemes per annum from April 2002 to March 2006
- Increase the number of journeys made by Country Cars to connect with core bus, coach and rail networks to 40% of the total by March 2006.
- Achieve 10% ridership on core bus routes from car based park and ride journeys with interchange at rural access points.
- Increase user awareness and satisfaction rates for local public transport information provision, measured by survey to 80% satisfaction by March 2002
- Provide web based information and journey planning facilities by March 2002 with evaluation of “real-time” information on core strategic routes by March 2003

- Implement the requirement of the National Assembly for Wales that Local Authorities provide concessionary fare passes without a charge to applicants from April 2001
- Implement the requirement of the NAFW that Local Authorities provide free public transport to concessionary pass holders from April 2000
- Increase take up of the concessionary pass from the current figure of 20% of the eligible population to 50% by March 2003

Integrated Transport Strategies

- Complete Llanelli and Coastal Corridor Sustainable Access Strategy by September 2003.
- Develop Town Traffic Management Strategies for Llandeilo, Llandovery, Burry Port, Whitland and Newcastle Emlyn by April 2003.
- Implement Green Commuter Plan for Council staff by September 2002.
- Aim to encourage other large employers, such as Health Authorities, Colleges and large private sector employers to adopt Green Commuter Plans by April 2006.
- Introduce County wide Parking Strategy by September 2001.
- Complete financial feasibility study into taking on the role of parking enforcement from the Police by September 2001.
- Subject to the results of the feasibility study, take over the role of enforcement with the agreement of the Police and establish a Special Parking Area covering the whole of the County by April 2004.
- Set up a Residents Parking Scheme covering the central residential area of Carmarthen by December 2001.
- Set up Resident Parking Schemes covering the central residential areas in the towns of Llanelli and Ammanford by December 2002.
- Establish a Carmarthenshire Freight Partnership Group by April 2001.
- Increase the proportion of 11-18 year olds cycling/walking to school by 5%.
- Implement a 5 year cycle parking programme in town centres, public buildings and transport interchanges.
- Increase year on year, the number of cycles parked in town centres and other public places
- Meet the National Cycle Strategy targets for

increase in cycle use.

- Increase the % of households within 2 Km of a dedicated cycleway network by 5% by 2006.
- Develop and implement a County Walking Strategy by April 2004

Road Safety Strategies

- Develop a Road Safety Plan for Carmarthenshire in partnership with Dyfed - Powys Police by April 2001.
- Reduce the number of fatal and seriously injured road accident casualties by 24% by April 2006.
- Reduce the number of children killed or seriously injured by 30% by April 2006.
- Reduce the rate of slightly injured road accident casualties by 6% by April 2006.
- Aim to have at least 1300 school children in the 9 to 11 year age group, successfully completing the Safe Cycling Scheme per annum.
- Develop and implement, in partnership with passenger transport operators, a Transport and the Environment Educational Partnership Programme in a primary and a secondary school by April 2002
- Assess and develop the Programme for implementation Countywide by April 2003.

Road Traffic Reduction Strategies

- Reduce the rate of traffic growth by 10% by April 2006 in urban areas, during morning and evening peak hour periods.
- Reduce rate of single occupancy car trips to County council establishments by 15% by April 2006.
- Reduce number of car borne journeys to and from schools in urban areas, i.e. Ammanford, Llanelli, Carmarthen, Burry Port, Newcastle Emlyn, by 10%.

Table 10/1 Performance Indicators - Network Management, Street Lighting, Public Rights of Way

Ref	Target Indicator	Best Value Ref. (Where Applicable)	Indicators/Targets				
			01/02	02/03	03/04	04/05	05/06
NM1	Cost of Highway Maintenance per 100 kilometres travelled by a vehicle on principal roads.	BV93	£0.34	£0.32	£0.32	£0.32	£0.32
NM2	No. of days temporary traffic controls or road closure on traffic sensitive roads caused by local authority road works per km of traffic sensitive roads.	BV100	0	0	0	0	0
NM3	Damage to roads and pavements:-	BV105					
	% of repairs to dangerous damage made safe within 24 hrs on roads		98%	98%	98%	98%	98%
	% of repairs to dangerous damage made safe within 24 hrs on pavements.		100%	100%	100%	100%	100%
NM4	% Pedestrian crossings with facilities for the disabled.	-	100%	100%	100%	100%	100%
NM5	Expenditure on Highways Maintenance per km per year.	-	2199	2199	to be developed		
NM6	Condition of principal roads	BV96	to be developed				
NM7	% of streetlights not working as planned.	BV98	1%	1%	1%	1%	1%
NM8	% of footpaths and other rights of way which were signposted where they leave the road.	-	21%	22%	23%	24%	25%
NM9	% of footpath and other rights of way "easy use" by members of the public	-	56%	57%	58%	59%	60%
NM10	Cost of public rights of way per km per annum.	-	£26	£26	to be developed		
NM11	Average cost of maintaining Street Lights.	BV95	£48.89				

Table 10/2

Performance Indicators - Public Transport

Ref	Target Indicator	Best Value Ref. (Where Applicable)	Indicators/Targets				
			01/02	02/03	03/04	04/05	05/06
PT1	Cost per passenger Kilometre of subsidised bus services.	BV94	to be developed				
PT2	Local Bus Services (Veh. Km. per year)	BV101					
PT3	Local Bus Services (Passenger journeys per year)	BV102					
PT4	Percentage of users satisfied with local provision of public transport information	BV103					
PT5	Percentage of users satisfied with local bus services	BV104					
PT6	Number of passenger journeys on supported services	-	753,714	768,788	784,164	799,847	815,844
PT7	Spend per head of population on public transport provision and co-ordination	-	£7.79	£7.79	£7.79	£7.79	£7.79
PT8	Subsidy per passenger journey	-	£1.51	£1.45	£1.38	£1.30	£1.25
PT9	Revenue as a % of cost on supported services – average	-	40%	42%	44%	46%	48%
PT10	No. of concessionary fares passes in circulation	-	16,000	16,800	17,600	18,500	19,500
PT11	Spread per head of population on concessionary fares	-	£2.37	£2.49	£2.62	£2.75	£2.88
PT12	Spend per pass holder	-	£24.72	£25.00	£25.15	£25.12	£25.03

Table 10/3

Performance Indicators - Road Safety

Ref	Target Indicator	Best Value Ref. (Where Applicable)	Indicators/Targets				
			01/02	02/03	03/04	04/05	05/06
RS1	Fatal and seriously injured casualties per 100,000 population	BV99	.00092	.00088	.00084	.00080	.00074
	Slightly injured casualties per 100,000 population	BV99	.00389	.00385	.00381	.00377	.00373
RS2	Fatal and serious accidents per 1,000,000 miles travelled by a vehicle on principal roads	P2B	To be developed				
RS3	Cost of School Crossing service per 1,000 of population (£)	-	1,700	1,650	1650	1650	1650
RS4	% of manned School Crossing Patrols as a percentage of total approved sites	-	98	98	98	98	98
RS5	Number of School population, 9-11 years, who have participated in the Safe Cycling Scheme	-	1300	1300	1300	1300	1300