

CHAPTER 6: TARGETS

Summary

Targets are set for the achievement outcomes in relation to the objectives for the Plan set in Chapter 3.

The targets and trajectories assume the indicative budget allocation and the programme described in Chapter 5. They will be revised for the final Plan in the light of the revised planning guidelines to be issued by the DfT in December 2005, and in the light of whether funding has been allocated to the Darlington Eastern Transport Corridor.

Target Hierarchy

- 1 Indicators and targets are set according to the following hierarchy:
 - Targets for key outcome indicators – which directly measure the achievement of the Plan’s objectives, and thus the national shared priorities. These are the main indicators to be reported in Annual Progress Reports and against which the success of the Plan will be judged.
 - Targets for intermediate outcomes – which represent proxies or milestones towards key outcome targets. These will also be reported in Annual Progress Reports.
 - Contributory output indicators – which will be collected by the Council, but not necessarily reported.
- 2 Through the Council’s Performance Plus monitoring system (used for the performance management of the whole Community Strategy) these indicators will be linked to the objectives and outcomes to which they contribute in a hierarchical way, and will provide a continuing indication of whether outcomes are likely to be achieved. Indicators nested in this way help to provide early indications of whether corrective action is necessary.
- 3 The Table below shows how the chosen indicators relate to the objectives of this Plan and thus the national shared priorities.

Table 6.146 - Indicators in Relation to Objectives

Shared Priority	Key Outcome Indicators	Intermediate Outcome Indicators	Contributory Output Indicators
Objective A: To provide the environment for sustainable development of new and existing businesses, housing and services in Darlington.			
Accessibility Quality of life	LTP1	BVPI102	% Of Rights of Way that are easy to use
Objective B: To improve access to employment, education, health, fresh food and leisure, particularly for those without access to a private car and for those that have greatest need.			
Accessibility	LTP1	LTP4, LTP5, % of car driver trips	% Of Rights of Way that are easy to use
Objective C: To tackle traffic congestion on key corridors and its potential affects on the economy and environment by making the most effective use of the transport network.			
Congestion Air quality*		LTP2, LTP3, LTP4, Changes in peak period traffic flows, % of car driver trips. % of none car trips for journey to school	Number of School Travel Plans
Objective D: To improve travel safety and security for all by addressing the real and perceived risks.			
Road Safety	BVPI199 (x,y,z)	BVPI196, BVPI197a, BVPI197b, BVPI187	Number of School Travel Plans % of street lamps not working as planned
Objective E: To provide and promote travel choices to all, in particular to reduce the proportion of car driver trips.			
Congestion Accessibility	BV103	LTP2, LTP3, LTP4, LTP 5, BVPI104, Changes in peak period traffic flows	Number of School Travel Plans
Objective F: To improve the health of the community through increasing levels of sustainable travel and improving access to health, leisure and food.			
Quality of life Accessibility	LTP 1, BVPI102, % of walking trips, % of cycling trips.	LTP2, LTP3, LTP4, BVPI102	% Of Rights of Way that are easy to use

* Not required to set Air Quality target

Table 6.217 - Summary of Indicators

Number/Code	Indicator
Key outcome indicators	
LTP1	Accessibility
LTP2	Area wide traffic flows
LTP3	Cycle Flows (Annualised index)
LTP4	Mode Share of Journeys to School (% of none car journeys)
LTP5	Bus punctuality (% of services to depart within 1 minute early or 5 minutes late)
Best Value performance indicators	
BVPI223 (formerly 196)	Principal road condition
BVPI 224a (formerly 197a)	Non- Principal road condition
BVPI 224b (formerly 197b)	Unclassified road condition
BVPI99 (i)	Total killed and seriously injured
BVPI99 (ii)	Child killed and seriously injured
BVPI99 (iii)	Total slight casualties
BVPI102	Public transport patronage
BVPI104	Bus satisfaction
BVPI187	Footway Condition
Local indicators	
BVPI99	Child slight casualties
Changes in peak period traffic flows	
% Of trips by walking (Darlington residents)	
% Of trips as a car driver	
% Of trips by cycling (Darlington residents)	
BVPI103	Public transport information
Number of school travel plans	
% Of street lamps not working as planned	
% Of rights of way that are easy to use by the public	

- 4 Given that congestion is an emerging issue, and Darlington's Sustainable Travel Town demonstration project, the Council would be interested in using the congestion data described in para. 3.22 of the DfT Guidance on Local Transport Plans, when it becomes available, and subsequently setting a target in relation to it.

Targets and Trajectories

- 5 For each of the groups of indicators for which a target is set, a justification is given for the target and the key events which give rise to the trajectory explained.

Key Outcome Indicators and Targets (Transport Shared Priority)

LTP 1 Accessibility Target

Precise indicator and targets to be determined through the development an Accessibility Strategy and submitted with the full LTP document in March 2006

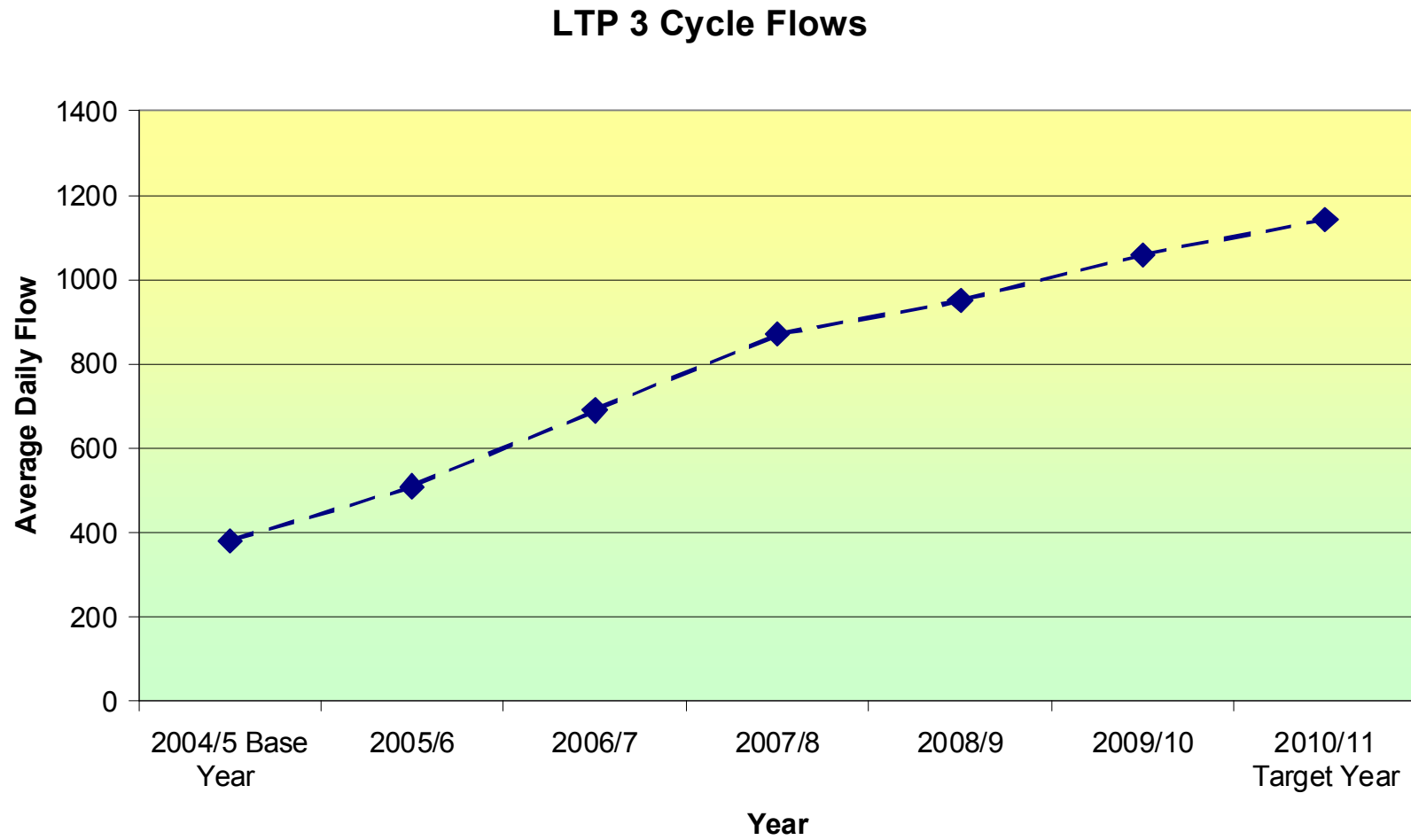
Other key outcome indicators and targets are set out below.

Indicator	2001	2002	2003 Base Year	2004	2005	2006	2007	2008	2009	2010 Target Year
LTP2 Area wide traffic flows (Million Vehicle Kilometres)	812	847	851							
Justification for target	We are waiting for information from the Department for Transport and Tees Valley Joint Strategy Unit before setting a target. Our target will be based upon the expected outcome of our interventions to reduce car driver trips by Darlington residents and the TEMPRO traffic growth forecast for Darlington (8.6% increase on 2005 figures by 2010)									
Events determining trajectory					Individualised Travel Marketing / Travel Plans / Events / General travel awareness marketing Investment in bus lanes, walking and cycling infrastructure.					
Source of data	Area wide road traffic mileage statistics from the National Traffic Census.									

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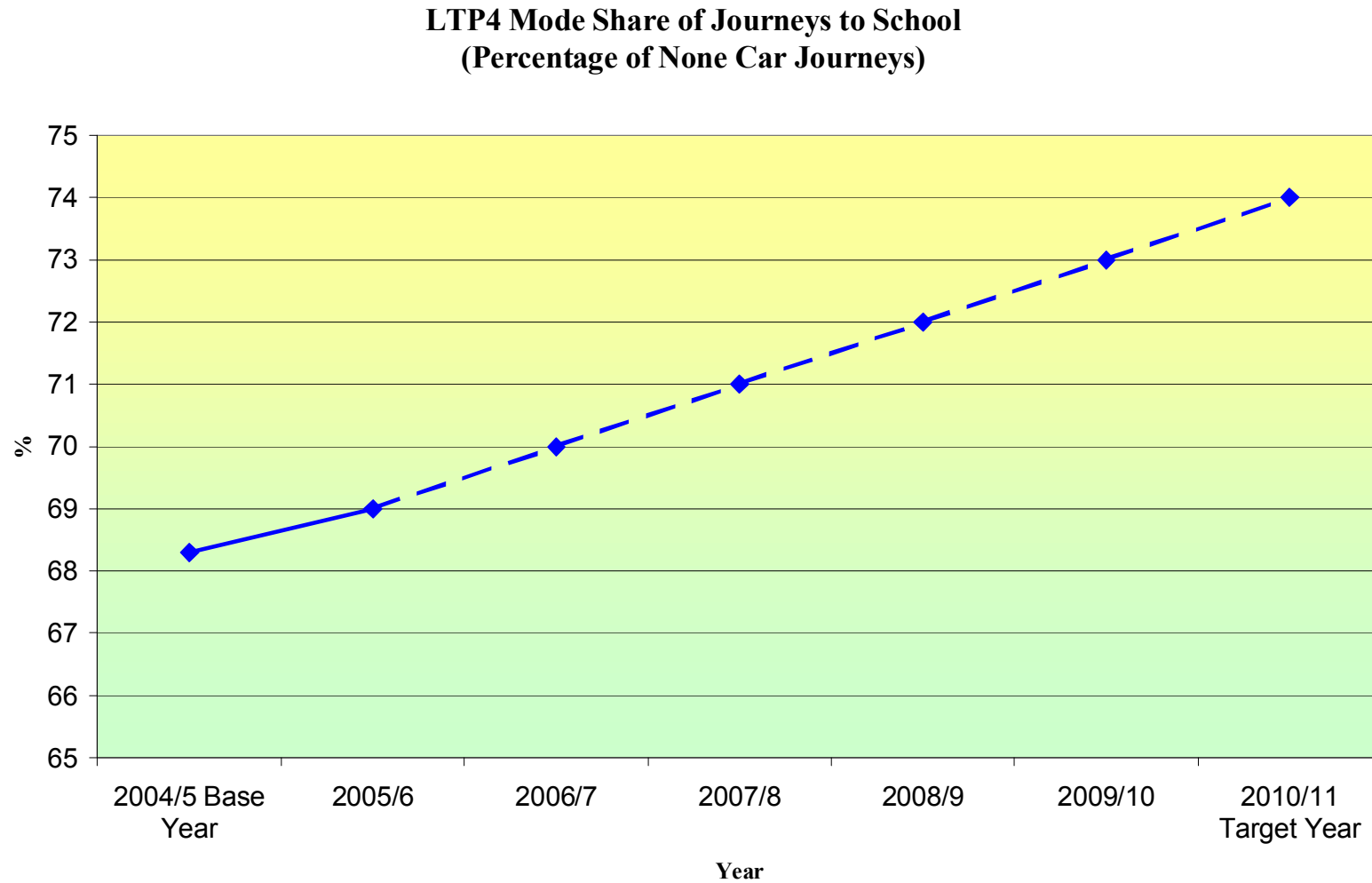
Indicator	2001/2	2002/3	2003/4	2004/5 Base Year	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11 Target Year
LTP3 Cycle Flows	N/a	N/a	N/a	381	510	690	870	950	1060	1143
Justification for target	Data from the Town on the Move baseline travel research completed in the Autumn of 2004 shows that cycling accounts for 1 % of all trips by Darlington residents. Also that that 34 % of car trips in Darlington (16% of all trips) are in principle replaceable by cycling (there are no objective constraints e.g. heavy loads to carry). Our 'stretched' target is based on the expected outcomes of the Town on the Move project, implementing a range of measures to encourage greater levels of cycling. This target matches that for the local indicator - 3 % of all trips by cycle by 2010/11									
Events determining trajectory					Individualised Travel Marketing / Travel Plans / Events / General travel awareness marketing Further investment in cycle infrastructure					
Source of data	An annualised average daily flow combining data from 5 automatic cycle counters, located at Grasmere Rd, West Auckland Rd, Haughton Rd (River Skerne path), Whessoe Rd (North Park), Yarm Road (Near Cummins factory).									

Figure 446.1



Indicator	2001/2	2002/3	2003/4	2004/5 Base Year	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11 Target Year
LTP4 Mode Share of journeys to school. (% Of non car journeys to school)				68.3	69	70	71	72	73	74
Justification for target	Currently around 30% of trips to school are by motorised transport. This 'stretched' target is based on the premise (derived from our knowledge of school travel obtained through the Socialdata travel research and evidence of the effectiveness of School Travel Plans detailed in the DfT Smarter Choices report) that we can encourage a switch from car to a sustainable mode for one fifth of those trips.									
Events determining trajectory				STP's Bike It	ITM STP's Bike It		ITM STP's			
Source of data	School Travel Survey completed as part of School (PLASC) census in January each year.									

Figure 156.2

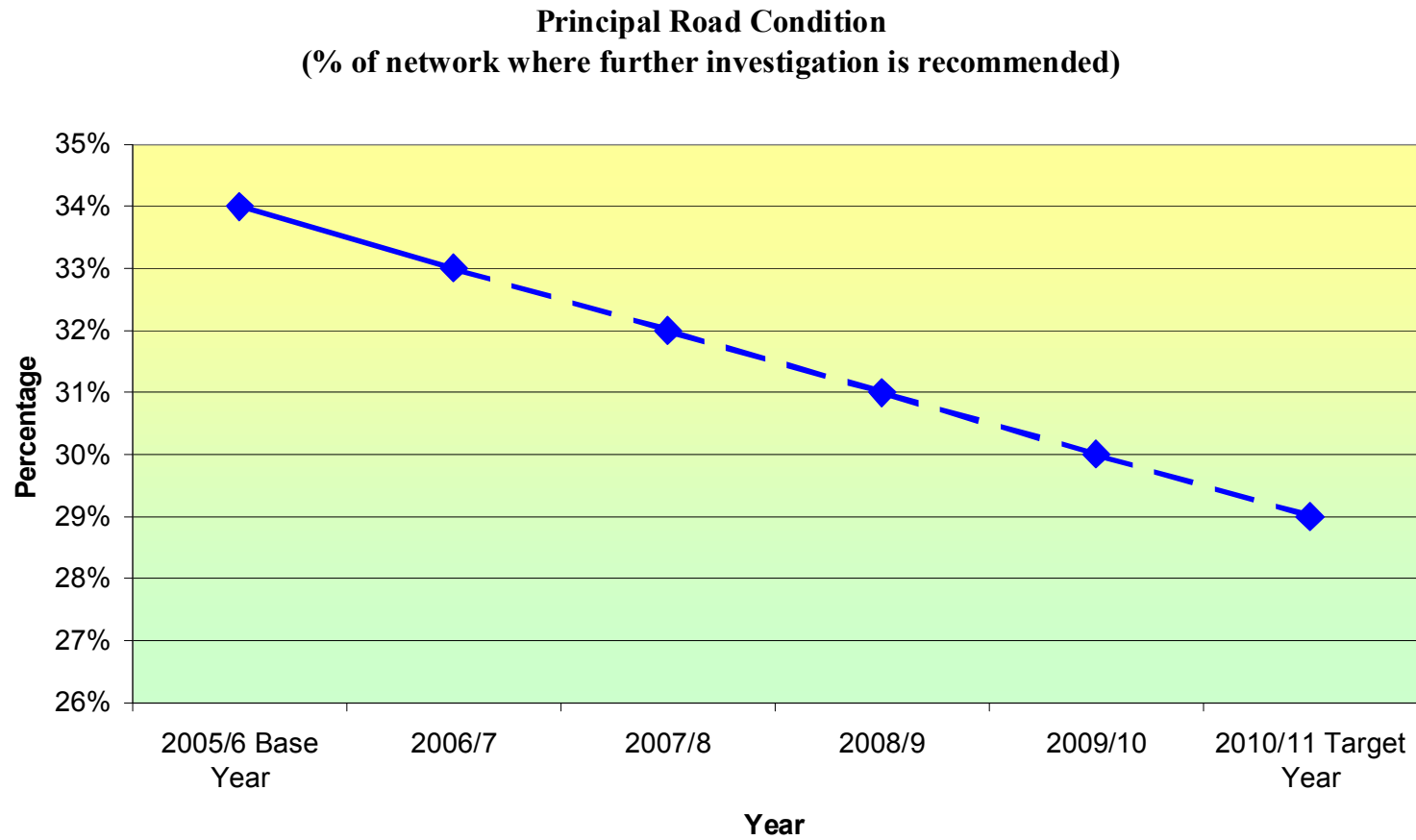


Indicator	2001/2	2002/3	2003/4	2004/5 Base Year	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11 Target Year
LTP5 Bus punctuality (% of services to depart within 1 minute early or 5 minutes late)										
Justification for target	DATA NOT CURRENTLY AVAILABLE – method of collection to be agreed through punctuality improvement partnership.									
Events determining trajectory					Punctuality Improvement Partnership New Bus lanes (Inner ring road / North Road / Yarm Road)					
Source of data	To be collected through a bus punctuality improvement partnership (PIP), bus punctuality surveys and data from the real time information system									

Key Outcome Indicators and Targets (Best Value Performance)

Indicator	2001/2	2002/3	2003/4	2004/5 Base Year	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11 Target Year
BVP223 Principal Road Condition	21.33% (CVI)	8.95% (CVI)	1.93% (CVI)	34.9% (TTS)	34% (TTS)	33% (TTS)	32% (TTS)	31% (TTS)	30% (TTS)	29% (TTS)
Justification for target	Local public service agreement (LPSA) for BVPI224a/b is conditional on BVPI223 achieving CVI result of 5.9% in 2005/6.									
Events determining trajectory					Ongoing investment in highway maintenance					
Source of data	Course Visual Inspection (CVI) has been replaced by an automated methodology – Tracks types survey (TTS). Figures refer to the percentages of the network where further investigation is recommended.									

Figure 176.3



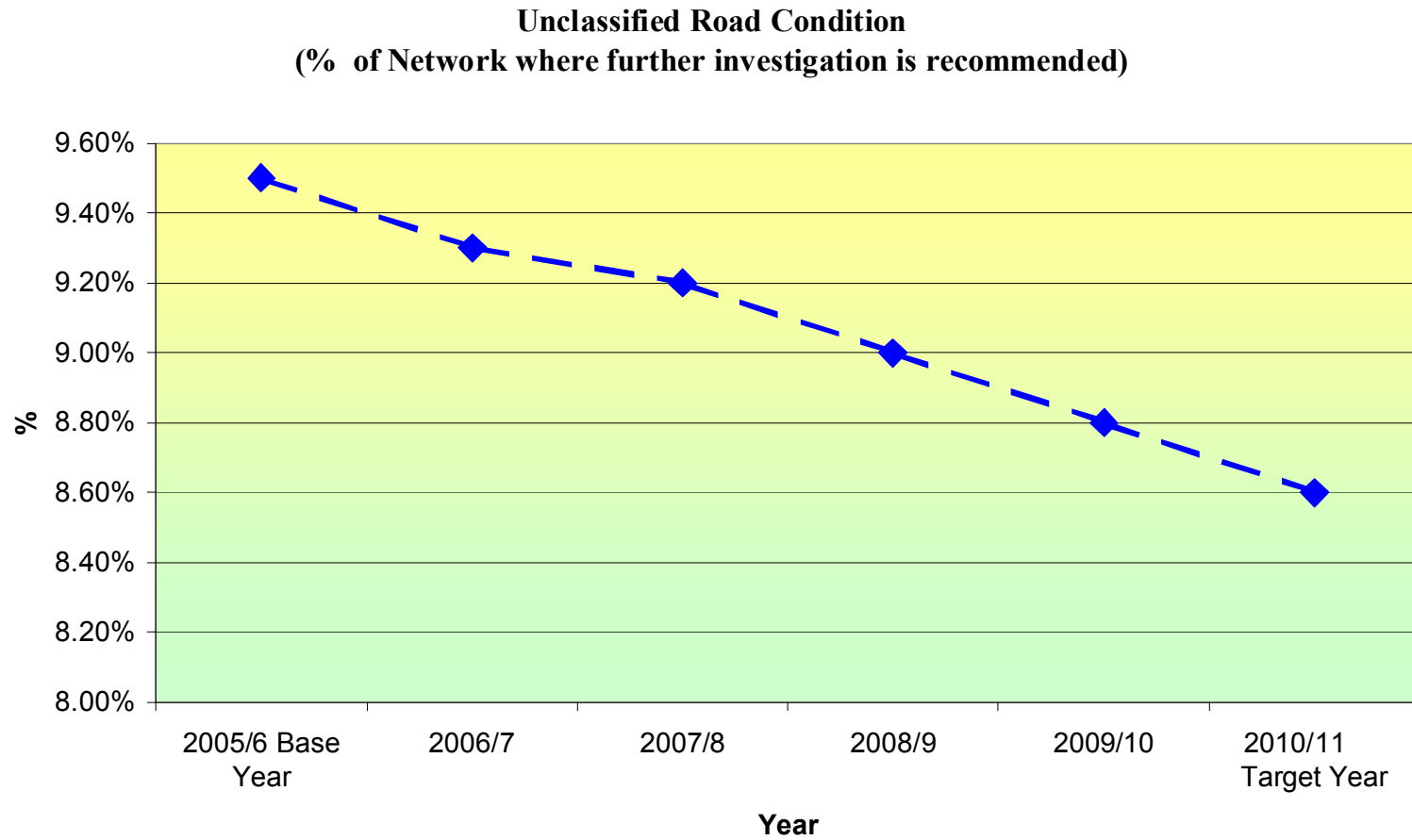
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Indicator	2001/2	2002/3	2003/4	2004/5 Base Year	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11 Target Year
BVPI224a Non-principal Classified Road Condition	37.99%	17.55%	9.62%	8.41% CVI	8.2%	To be replaced by TTS target				
Justification for target	Local public service agreement (LPSA) is 13.4% CVI at the end of 2005/6.									
Events determining trajectory					LPSA					
Source of data	Course Visual Inspection (CVI) is to be replaced by an automated methodology – TRACS type survey (TTS). Until a baseline figure is available it is not possible to set new target based on TTS.									

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Indicator	2001/2	2002/3	2003/4	2004/5 Base Year	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11 Target Year
BVPI224b Unclassified Road Condition	13.47% (CVI)	11.91% (CVI)	11.12% (CVI)	10.17% (CVI)	9.5 % (CVI)	9.3 %	9.2 %	9.0%	8.8%	8.6%
Justification for target	Local public service agreement (LPSA) is 9.5 % CVI at the end of 2005/6.									
Events determining trajectory										
Source of data	Course Visual Inspection (CVI) – this method will be retained until at least 2006/7.									

Figure 186.4



Indicator	Baseline: 1994-8 Average	2003	2004	2005	2006	2007	2008	2009	2010 Target Year
BVPI99(i) Total killed and seriously injured	57	38	45	42	40	38	37	37	36
3 year rolling average									
Justification for target	Targets are based upon national casualty reduction targets to achieve a 20% reduction in all KSI's by 2010 compared with the 2004 value.								
Events determining trajectory									
Source of data	Durham Constabulary.								

Figure 6.519



Indicator	Baseline: 1994-8 Average	2003	2004	2005	2006	2007	2008	2009	2010 Target Year
BVPI99(ii) Child killed and seriously injured	10	1	5	8	7	7	6	6	5
3 year rolling average		3	3	5	7	7	7	6	6
Justification for target	Targets are based upon national casualty reduction targets to achieve a 50% reduction in child KSI's by 2010 compared with 1994-8 average.								
Events determining trajectory					Introduce pedestrian training/extend cycle training to yr 7 pupils				
Source of data	Durham Constabulary Stat 19 accident reporting								

Figure 6.620



Indicator	Baseline: 1994-8 Average	2003	2004	2005	2006	2007	2008	2009	2010 Target Year
BVPI99(iii) Total slight casualties	449	405	426	466	466	466	466	466	466
3 year rolling average		434	431	434	454	467	466	466	466
Justification for target	Targets are based upon national casualty reduction targets to achieve a 10% reduction in the rate of slight casualties by 2010 compared with 1994-8 average. The 2006 – 2010 targets of zero absolute growth in slight casualties are based on the expected growth in vehicle kilometres against a reduction in number of accidents per Million Vehicle Kilometres.								
Events determining trajectory									
Source of data	Durham constabulary.								

Figure 246.7



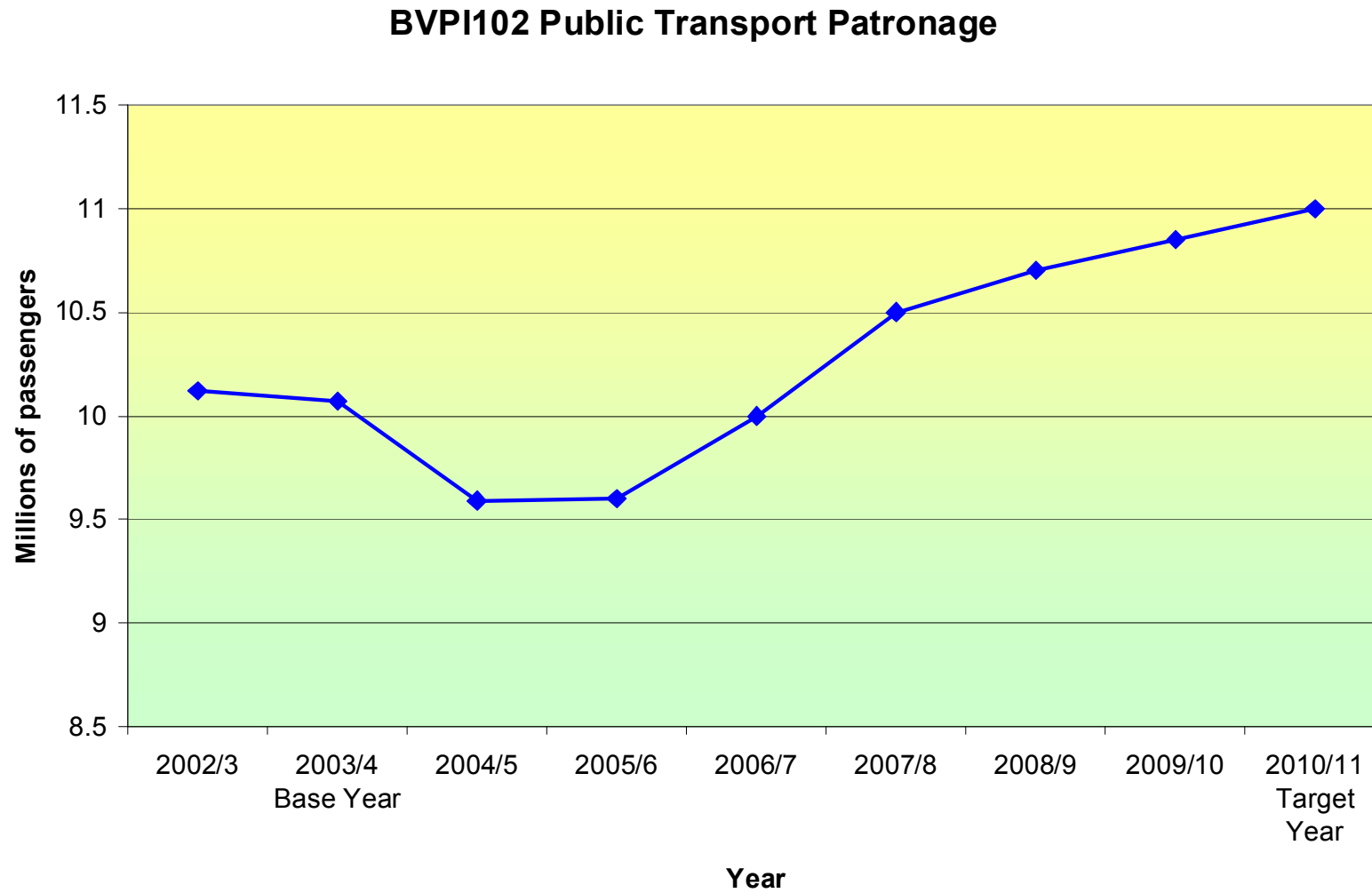
Indicator	2001/2	2002/3	2003/4 Base Year	2004/5	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11 Target Year
BVPI102 Public transport patronage (Millions)	10.222	10.118	10.069	9.591	9.600	10.000	10.500	10.700	10.850	11.000
Justification for target	<p>The stretched 2010/11 target is based on a 7% increase in patronage based on 2003/4 patronage levels and is predicated on an expected reversal in the current decline in bus patronage resulting from the new measures introduced through the Town on the Move project.</p> <p>Note: Data from the Town on the Move baseline travel research completed in the Autumn of 2004 shows that 12% of all trips by Darlington residents are by public transport (predominantly bus). Also that a further 16% % of trips by other modes are in principle replaceable by public transport. Data from the main bus operators shows that 96% of bus trips originate within the borough. This demonstrates that given the right conditions</p>									
Events determining trajectory					Individualised travel marketing/ General travel awareness marketing/PIP/Real time information / joint operator tickets / Bus lanes					
Source of data	Total local public transport journeys per year by bus only – information supplied by bus operators and obtained from ticket sales data.									

Figure [216.8](#)

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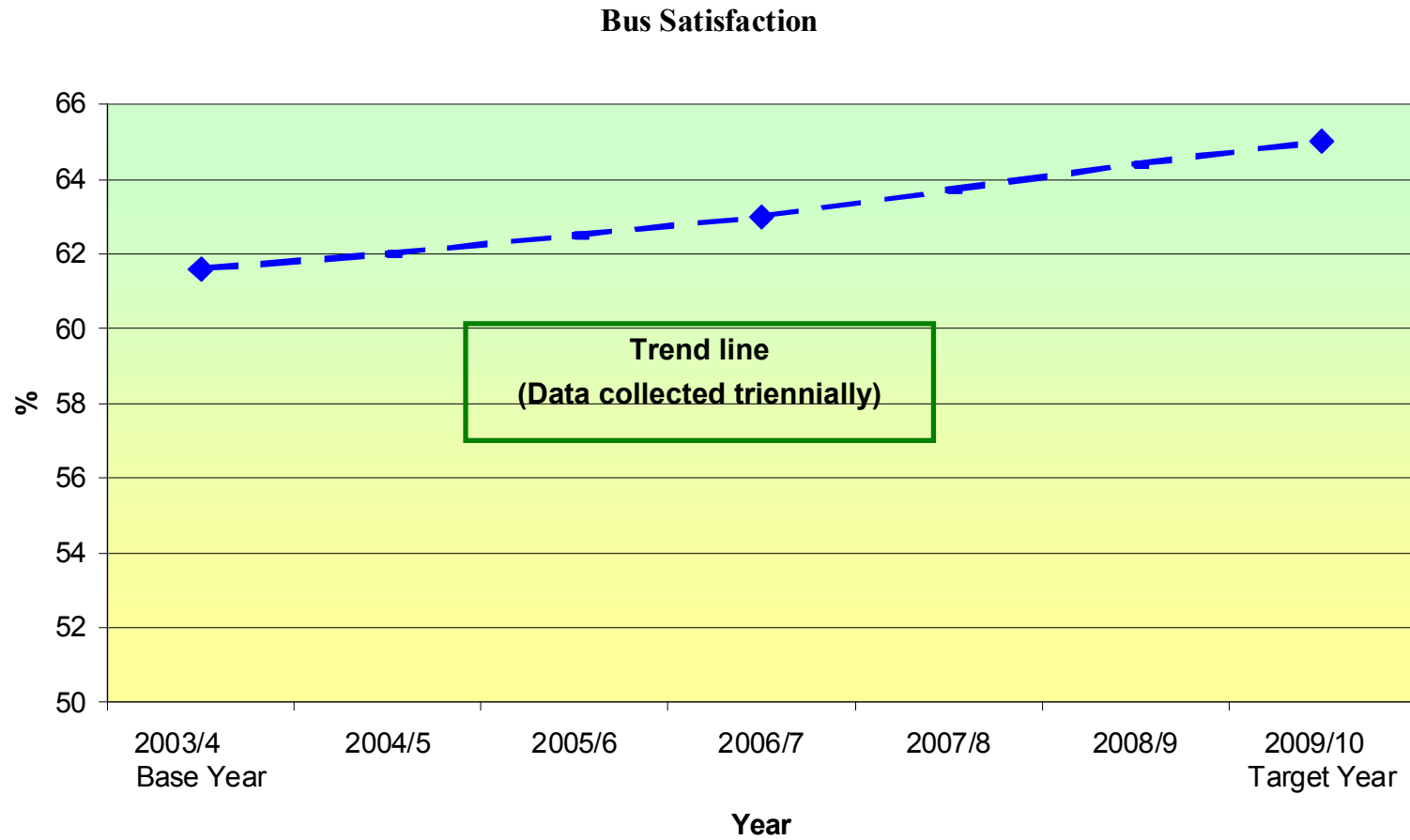
Figure 226.9



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Indicator	2001/2	2002/3	2003/4 Base Year	2004/5	2005/6	2006/7 Report	2007/8	2008/9	2009/10 Target Year	
BVPI104 Bus Satisfaction			61.6			63			65	
Justification for target	Target based on expected improvements in bus reliability following introduction of bus punctuality improvement partnership and bus priority measures.									
Events determining trajectory					Introduction of PIP/Real time information/Bus Stop maintenance programme and stop specific timetables					
Source of data	Information obtained from household surveys. (1000 residents surveyed)									

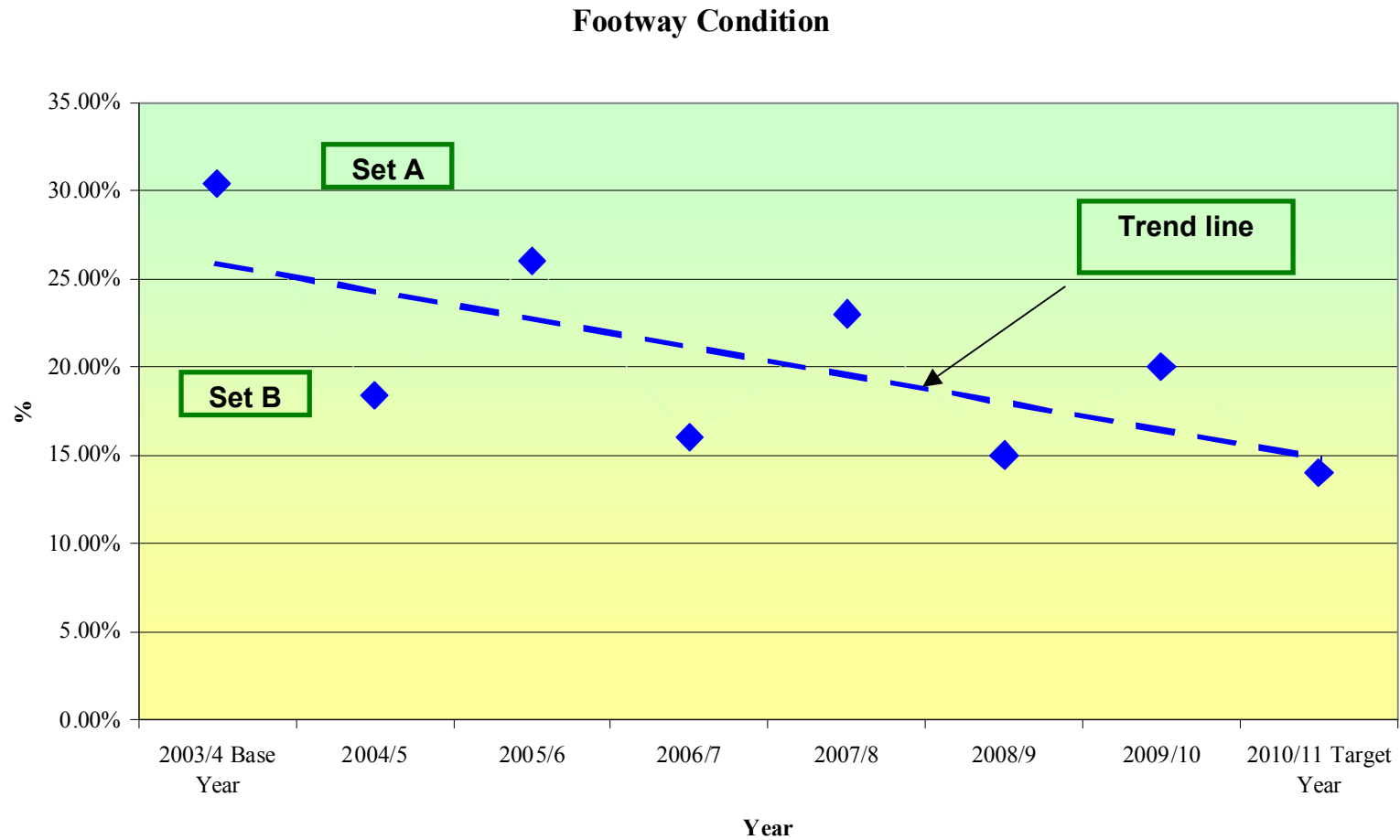
Figure 236.9



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Indicator	2001/2	2002/3	2003/4 Base Year	2004/5	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11 Target Year
BVPI187 Footway Condition	New PI	35.7%	30.41% (Set a)	18.4% (Set b)	26.0% (Set a)	16.0% (Set b)	23.0% (Set a)	15.0% (Set b)	20.0% (Set a)	14.0% (Setb)
Justification for target	Targets are based on the expected outcomes of investment in footway improvement works									
Events determining trajectory										
Source of data	Annual detailed visual inspection (DVI) survey of 50% (set a or set b) of category 1 & 2 footways. % of footways that require remedial work. Targets reflect the differing baseline condition of the geographically distinct survey areas.									

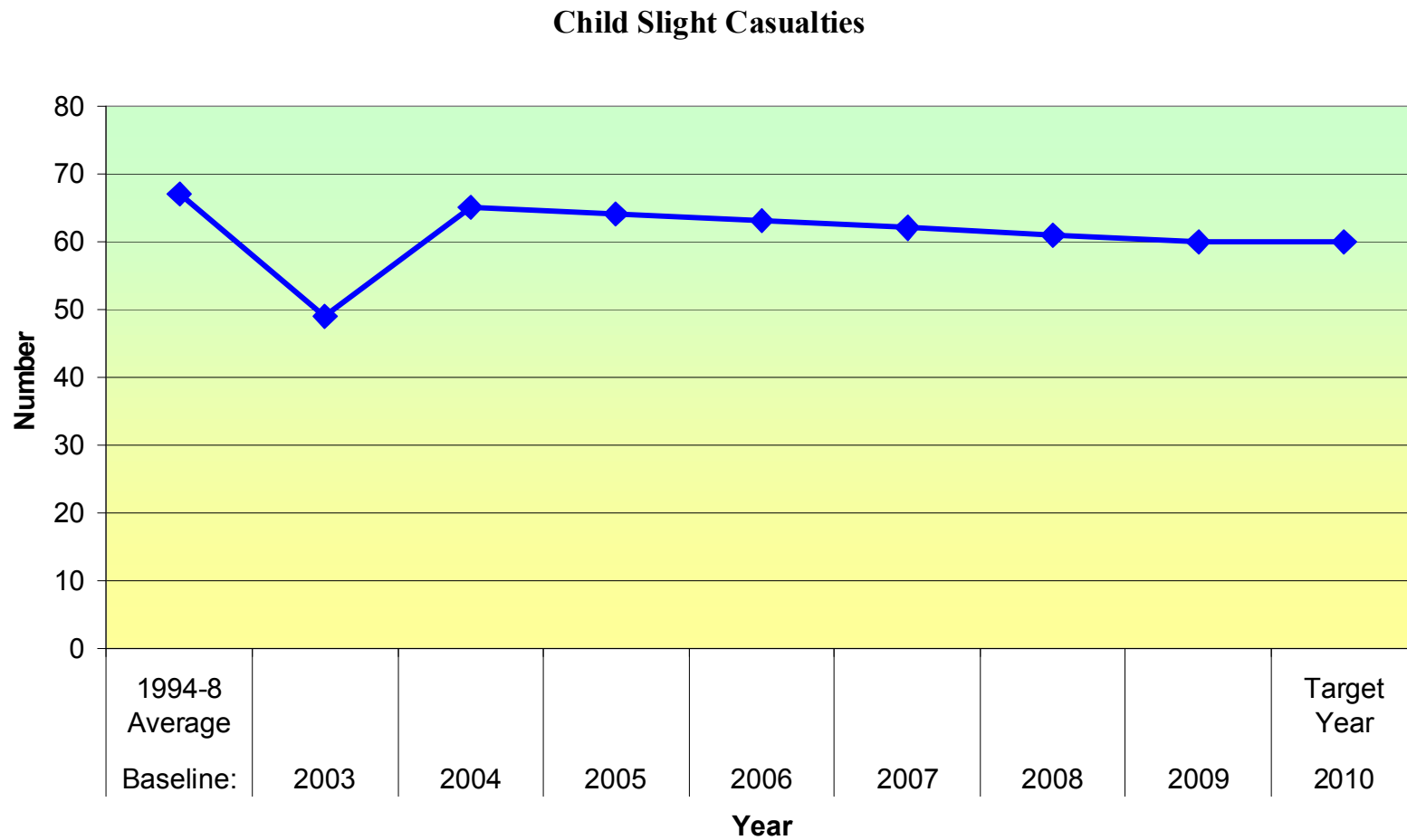
Figure 6.1024



Local Indicators and Targets

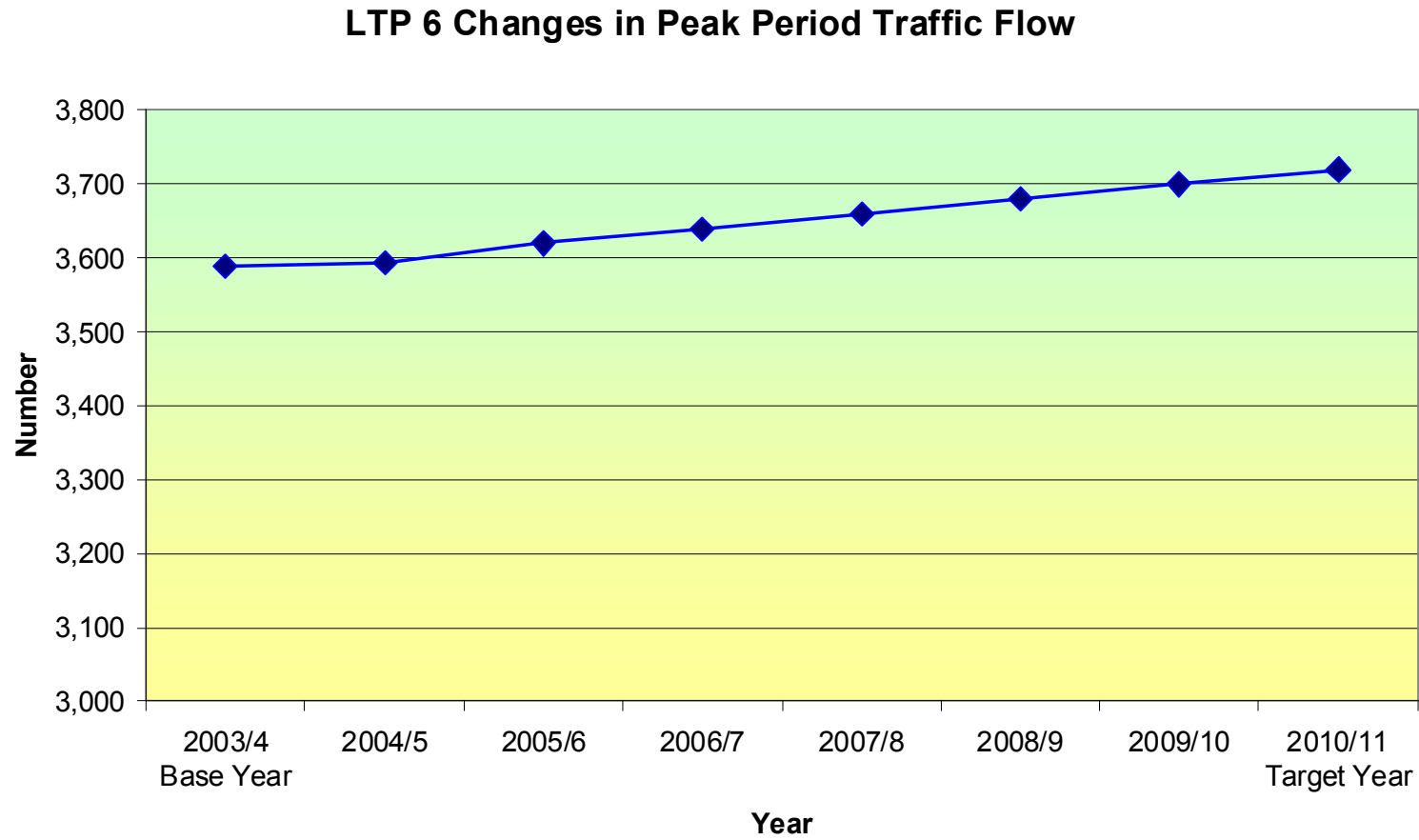
Indicator	Baseline: 1994-8 Average	2003	2004	2005	2006	2007	2008	2009	2010 Target Year
BVPI99 Child slight casualties	67	49	65	64	63	62	61	60	60
Justification for target	Target based on national targets to reduce slight casualties by 10%.								
Events determining trajectory					Cycle and pedestrian training	Introduction of 20mph zones Cycle and pedestrian training			
Source of data	Durham Constabulary Stat 19 accident reporting								

Figure 6.1125



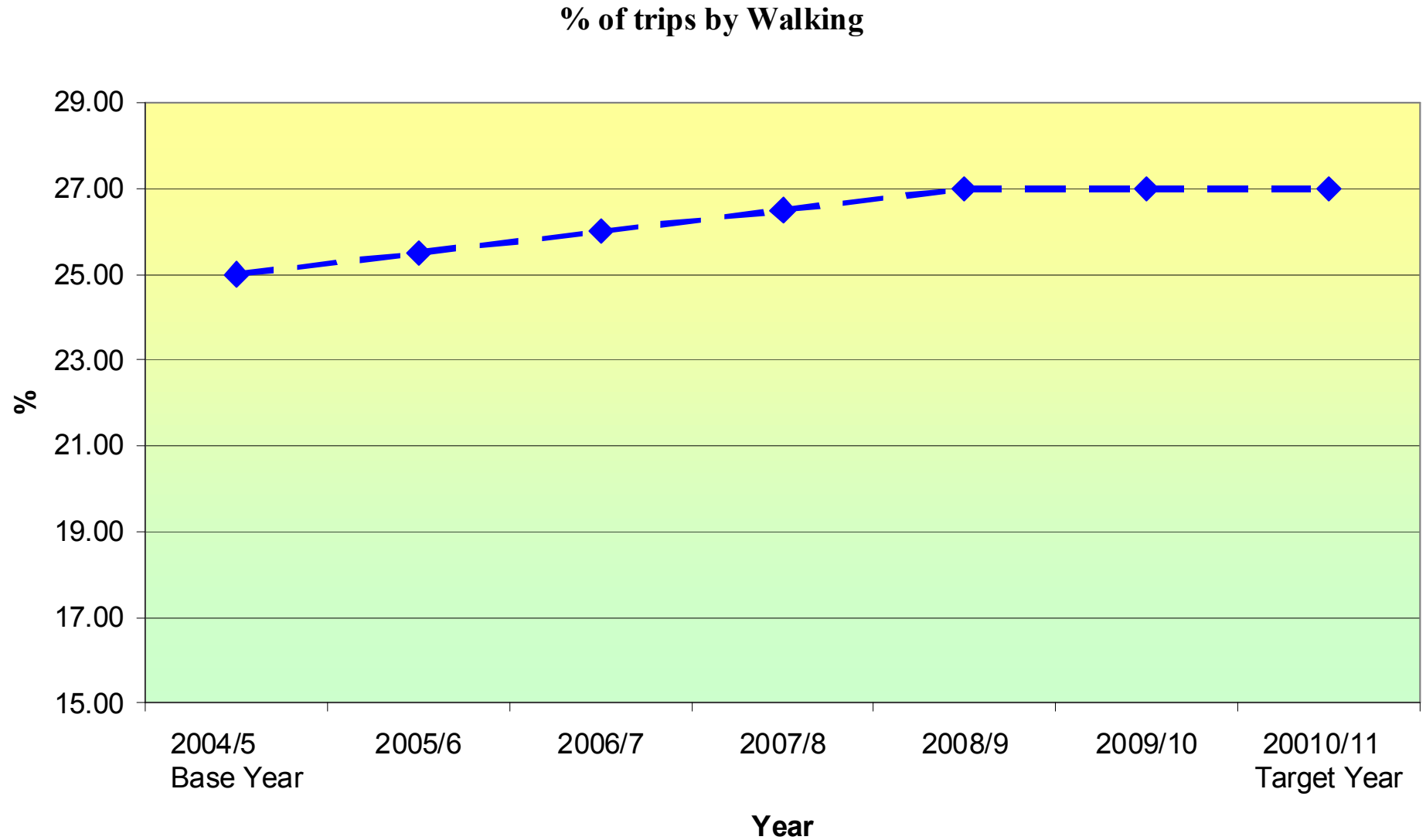
Indicator	2001/2	2002/3	2003/4 Base Year	2004/5	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11 Target Year
Changes in peak period traffic flows. (Average of combined weekday peak hour flow)			3,589	3,594	3,620	3,675	3,686	3,697	3,708	3,720
Justification for target	<p>This target of 3% overall traffic growth compares to the 8.6% TEMPRO low growth forecast for Darlington. This stretched target is based upon the expected outcomes of the Town on the Move project, reducing by 10% car driver trips by Darlington residents and the affect this will have on peak hour traffic, explanation below.</p> <p>This local indicator is identical to the statutory LTP6, but is presented in this section since Darlington has a smaller urban area than the 100,000 population threshold for LTP6. A local target has been presented for this indicator, which is more appropriate to local circumstances as outlined below.</p> <p>Note: Census data indicates that 29,000 (50% of work trips start and finish in Darlington, 13,750 (23%) workers commute out of Darlington and 15,700 (27%) commute into Darlington.</p> <p>Data from the Socialdata travel research shows that 7.3 % and 36% of Darlington residents car trips to work are less than 1 KM and 3KM respectively, also that 56% of all car trips in Darlington could reasonably be undertaken using a sustainable travel mode. Assuming that most peak hour traffic is generated by the trip to work and to school (where we have set a target reducing car trips by 5%) and that we can reduce local (within Darlington) car trips to work by Darlington residents by 10% we have arrived at our target of 3% overall traffic growth. (That is we will reduce locally generated peak hour trips by 5.5 % against a background of overall traffic growth of 8.6%). We recognise that 'external' factors such as cost of fuel will influence future traffic growth and will review this target against future changes in the TEMPRO traffic growth forecast for Darlington.</p>									
Events determining trajectory					<p>Individualised Travel Marketing / Travel Plans / Events / General travel awareness marketing</p> <p>Investment in bus lanes, walking and cycling infrastructure.</p>					
Source of data	Automatic traffic counters (permanently operational) on principle radial roads approaching the inner urban area.									

Figure 6.12



Indicator	2001/2	2002/3	2003/4	2004/5 Base Year	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11 Target Year
% Of trips by walking (Darlington residents)	No data	No data	No data	25%	25.5	26.0	26.5	27.0	27.0	27.0
Justification for target	Data from the Town on the Move baseline travel research completed in the Autumn of 2004 shows that walking accounts for 25% of all trips by Darlington residents. Also that 21% of car trips in Darlington (10% of all trips) are in principle replaceable by walking (there are no objective constraints e.g. heavy loads to carry). Our 'stretched' target is based on the expected outcomes of the Town on the Move project, implementing a range of measures to encourage greater levels of walking.									
Events determining trajectory					Town on the Move: Individualised travel marketing Travel Plans / General Travel Marketing				Smarter Choices measures	
Source of data	Information obtained from household surveys. (Minimum sample size 1000 residents surveyed)									

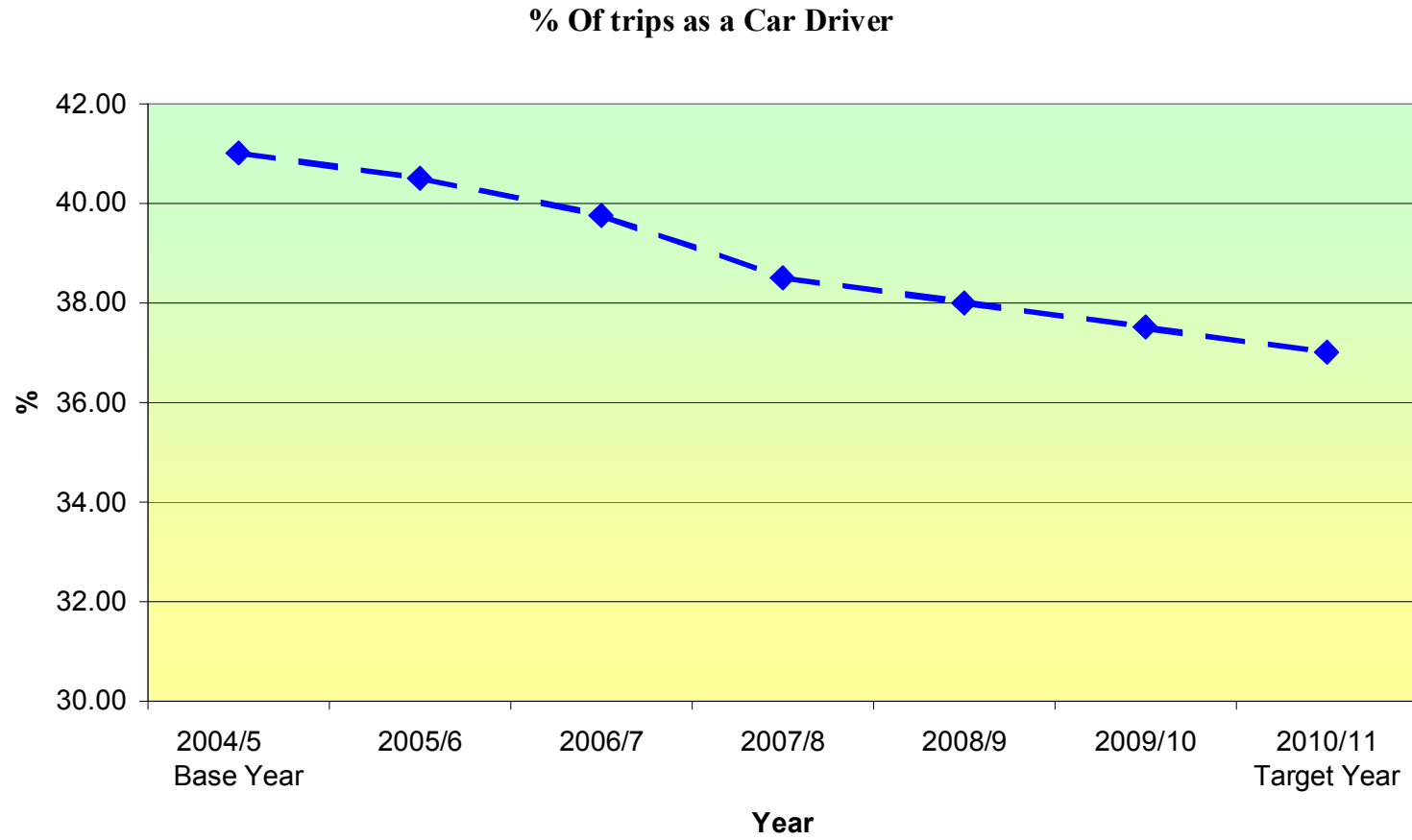
Figure 6.1326



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Indicator	2001/2	2002/3	2003/4	2004/5 Base Year	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11 Target Year
% Of trips as a car driver (by Darlington residents)	No data	No data	No data	41%	40.5	39.5%	38.5	38%	37.5	37%
Justification for target	Target based on expected outcome of the Town on the Move Sustainable Travel Demonstration Town project. 10% reduction is equivalent to a modal shift from car to sustainable travel mode of an average of one journey per week per resident.									
Events determining trajectory					Town on the Move: Individualised travel marketing Travel Plans / General Travel Marketing				Smarter Choices measures	
Source of data	Information obtained from household surveys. (Minimum sample size 1000 residents surveyed)									

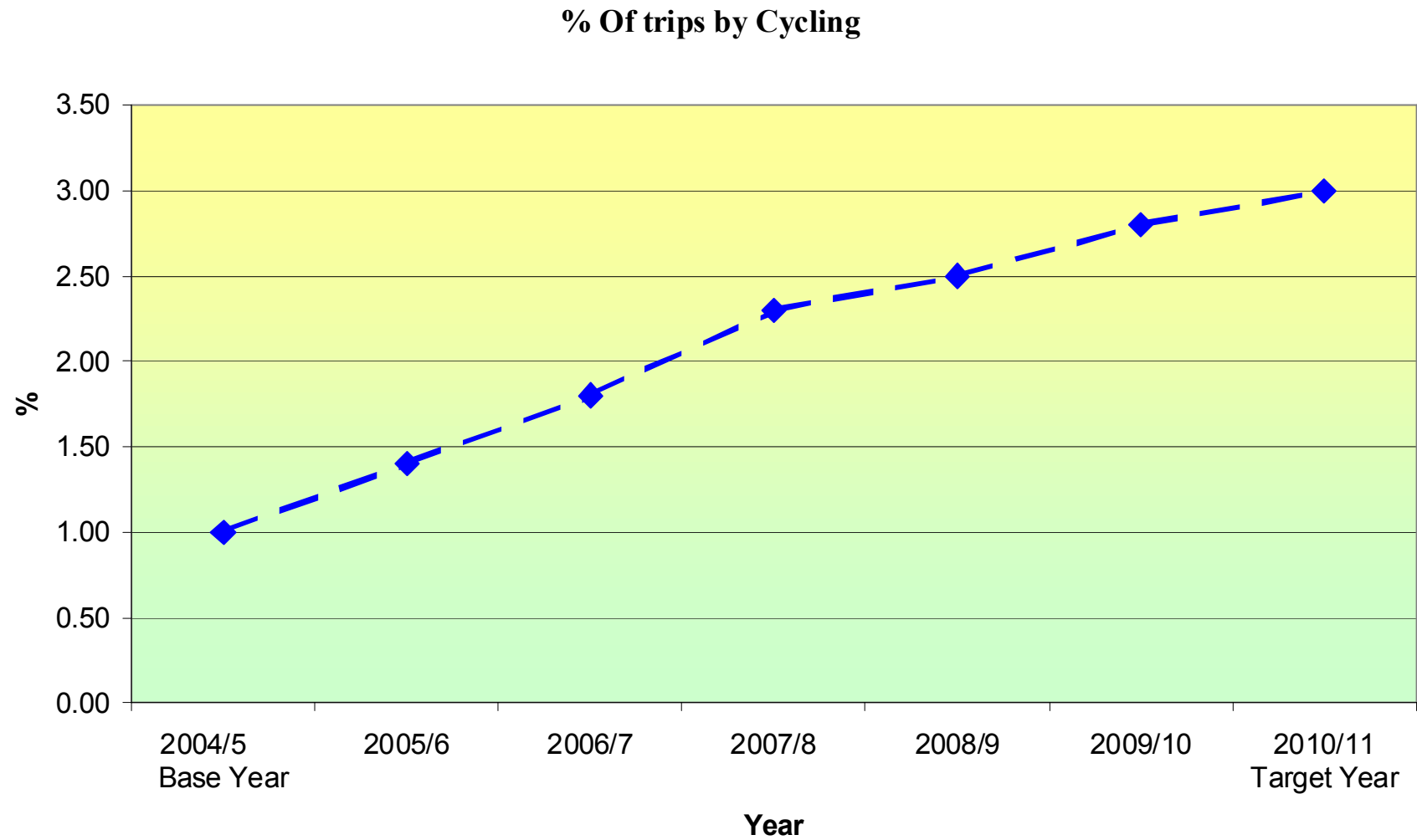
Figure 6.1427



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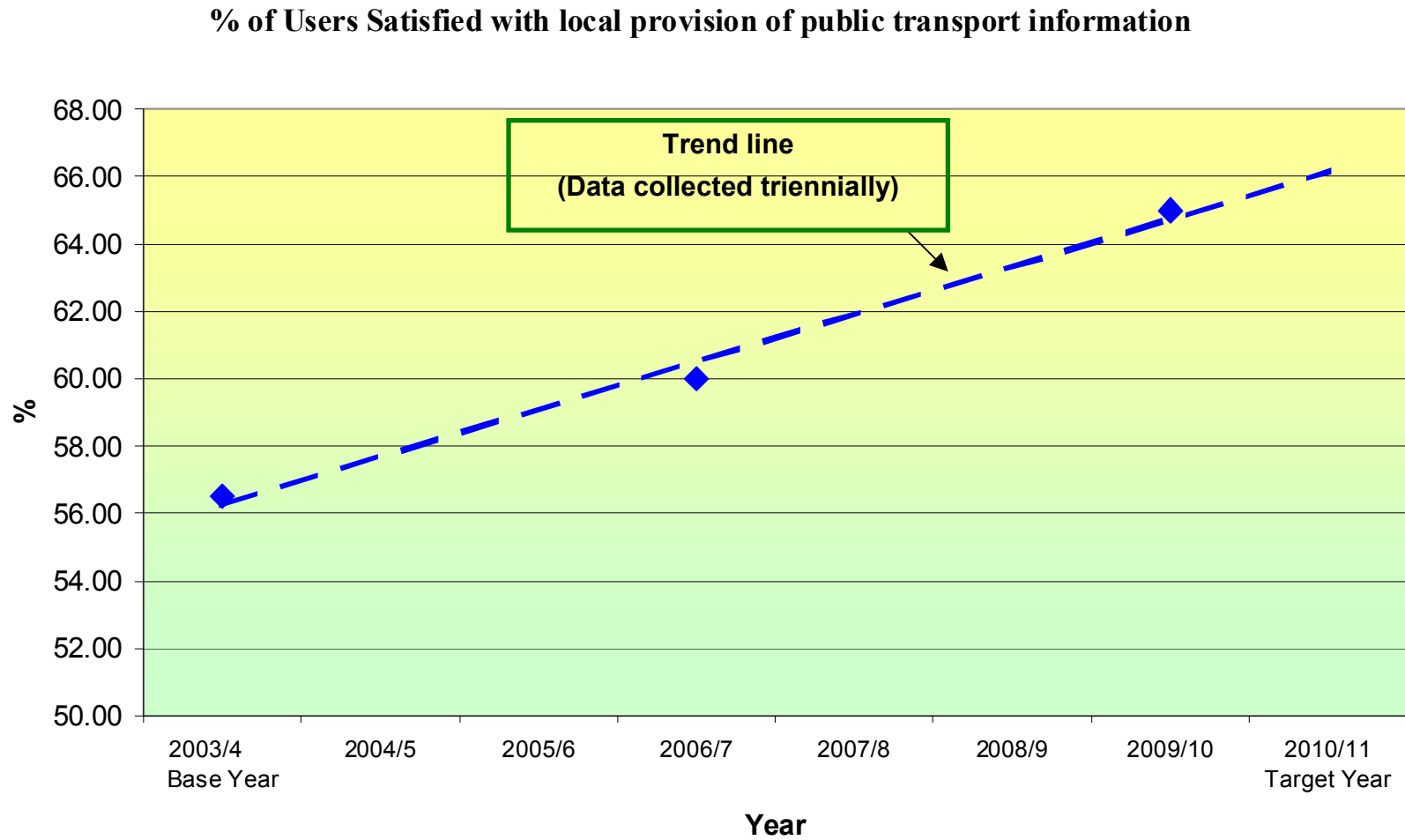
Indicator	2001/2	2002/3	2003/4	2004/5 Base Year	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11 Target Year
% Of trips by Cycle (by Darlington residents)	No data	No data	No data	1 %	1.4	1.8	2.3	2.5	2.8	3.0%
Justification for target	Data from the Town on the Move baseline travel research completed in the Autumn of 2004 shows that cycling accounts for 1 % of all trips by Darlington residents. Also that that 34 % of car trips in Darlington (16% of all trips) are in principle replaceable by cycling (there are no objective constraints e.g. heavy loads to carry). Our 'stretched' target is based on the expected outcomes of the Town on the Move project, implementing a range of measures to encourage greater levels of cycling.									
Events determining trajectory					Town on the Move: Individualised travel marketing Travel Plans / General Travel Marketing				Smarter Choices measures	
Source of data	Information obtained from household surveys. (Minimum sample size 1000 residents surveyed)									

Figure 6.15



Indicator	2001/2	2002/3	2003/4 Base Year	2004/5	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11 Target Year
BV103 % Of users satisfied with local provision of public transport information			56.5%			60%			65%	
Justification for target	Target based on planned improvements to the provision of public transport information, for example stop specific bus timetables, real time information, and web-based information.									
Events determining trajectory					Bus stop specific timetables Bus Network guides Individualised travel marketing					
Source of data	Information obtained from household surveys. (Minimum sample size 1000 residents surveyed)									

Figure 6.1629

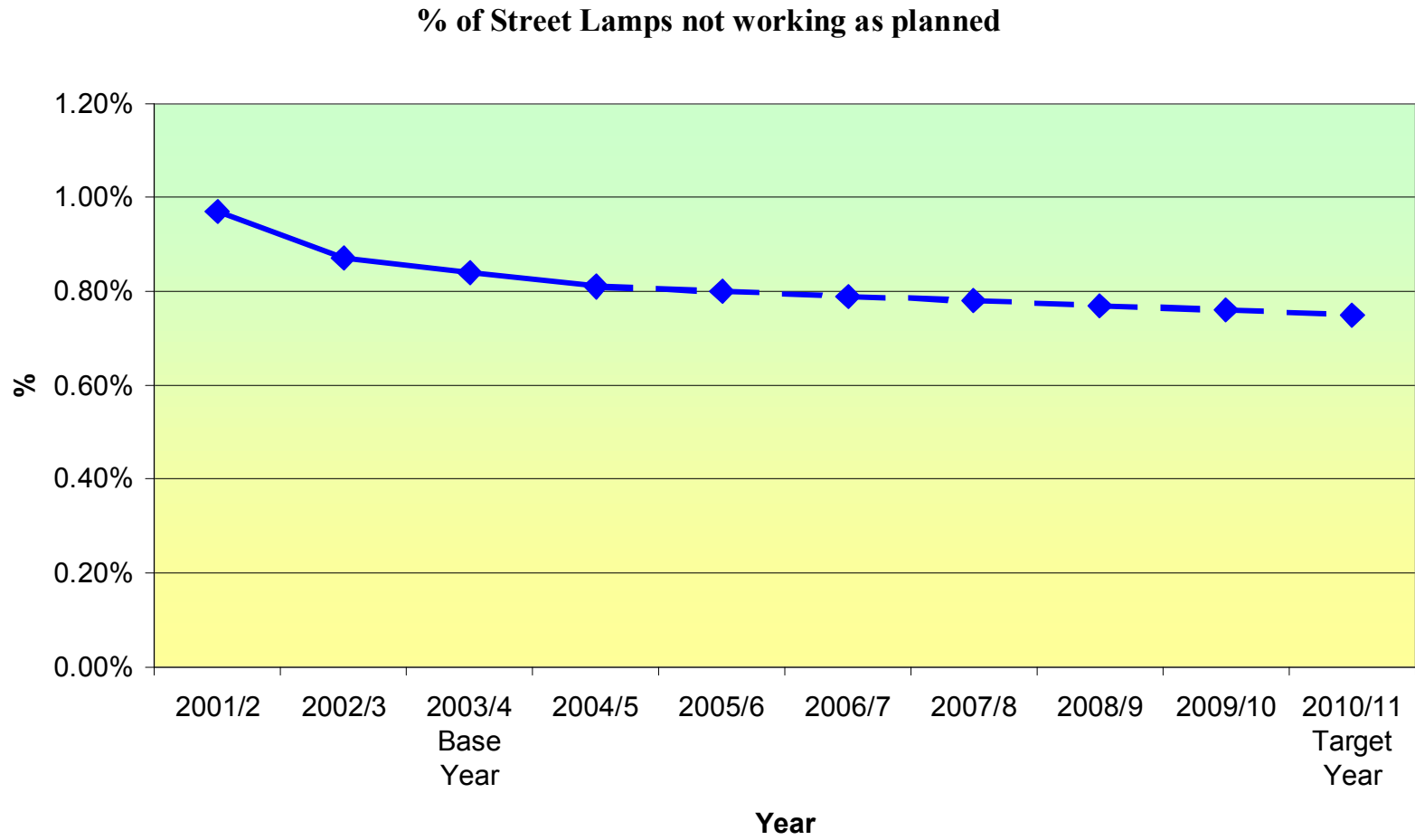


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Indicator	2001/2	2002/3	2003/4 Base Year	2004/5	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11 Target Year
Number of School Travel Plans	0	0	5	11	18	24	30	35	38	38
Justification for target	In September 2004 Darlington Borough Council employed a full time School Travel Plan Officer tasked with working with schools on the development of travel plans. We are setting a realistic trajectory based on completion of between 5 and 7 travel plans per year, up to 2008/9, with all Darlington Borough Council schools expected to have a travel plan by 2010.									
Events determining trajectory				STP Officer in post						
Source of data										

Indicator	2001/2	2002/3	2003/4 Base Year	2004/5	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11 Target Year
% of street lamps not working as planned (DE06)	0.97%	0.87%	0.84%	0.81%	0.80%	0.79%	0.78%	0.77%	0.76%	0.75%
Justification for target	Formerly BV98, targets are based on expected outcome of further investment in maintaining and improving street lighting.									
Events determining trajectory										
Source of data	Darlington Borough Council Street Lighting asset database									

Figure 6.1730



Indicator	2001/2	2002/3	2003/4 Base Year	2004/5	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11 Target Year
BV 178 % Of Rights of Way that are easy to use by the public	N/A	82.5%	82.33%	80%	82%	85%	87%	90%	92%	95%
Justification for target	Target based on planned improvements to the rights of way network.									
Events determining trajectory										
Source of data	Twice yearly visual survey using a national standard methodology.									

Figure 6.1831

% of Rights of Way that are easy to use by the public

