

PERFORMANCE MONITORING

RECOMMENDATION

1. To consider the information.

SUPPORTING INFORMATION

2.1 Earlier decisions taken by the Commission regarding performance monitoring were that attention should be focussed on the two National Indicators falling within in the Local Area Agreement. Data is now available for the second quarter of 2009/10 which is the halfway point in the three year agreement.

Recent commentaries on the Performance Eye system are set out below.

- 2.2 **National Indicator 47 (LAA 27) People killed or seriously injured in road traffic accidents.** This is an annual indicator but quarterly data is shown on Performance Eye. At the end of the first full year, the out turn for 2008/09 was yellow with a downward trend arrow.
- 2.3 This commentary, added to Performance Eye on 25 June 2009, was previously available to the Commission in July.

The target for 2008/09 has been met. The LAA target is however based on a 3 year rolling average so in order to achieve the final target in 2011 we will need to achieve 62 or less KSI's in the whole of 2009. Previous years totals of between 100 and 133 suggest that it is extremely unlikely that we could achieve this target. The Local Safety & Accessibility Improvements strategy area of the Highways & Transportation Work Programme places great emphasis on reducing our KSI's, with a number of investigations and schemes targeting known accident sites. In addition various educational & training projects are programmed including child pedestrian training for infant age pupils – based on schools (28) in wards with highest KSI totals; PASS Plus Extra and CBT Plus – subsidised driver training for young drivers & motorcyclists recently taken their test.

- 2.4 Commentary added on 20 July 2009

As previously stated, because this target is based on a 3 year rolling average, we need to achieve 62 or less KSI's in the whole of 2009. Previous years totals of 100 and 133 suggest that we are extremely unlikely to meet this very ambitious target.

Accident investigations and remedial schemes identified and included in the Highways and Transportation Work Programme are progressing as are various educational and training initiative. We have also been developing a cycling infrastructure improvement work programme with priority being given to sites with identified cyclist casualties.

2.5 Commentary added to Performance Eye on 16 October 2009

Quarter 2. As previously stated, we needed to achieve 62 or less KSI's in the whole of 2009 to meet this target, as of end of July 64 KSI's had been recorded on Derby's roads. We have, therefore failed to meet this extremely ambitious target. There were 113 KSI's in 2008 and up to the end of August there have been 76 in 2009. If the current trend continues then 114 KSI's are estimated for the whole of 2009.

Progress continues on accident investigations and remedial schemes included in this year's Highways and Transport Work Programme.

As part of the Derby and Derbyshire Road Safety Partnership a number of education and training schemes aimed at improving road skills and behaviour amongst younger drivers and motor cyclists are being supported. We continue to offer pedestrian and cycle training in schools and organise the twice yearly "Think Bike" poster campaign, regular child seat checking sessions throughout the City and with some financial support from neighbourhood boards to offer a localised poster campaign and pedestrian training in 5 extra primary schools.

We are currently developing the Work Programme for 2010/11; once again the highest priority will be placed on sites with identified accidents.

2.5 **National Indicator 178 (LAA 11) Bus Services running on time.** This too is an annual indicator but quarterly data is shown on Performance Eye. At the end of the first full year, the out turn for 2008/09 was yellow with no trend arrow. The commentaries at paragraphs 2.6 to 2.8 were available to the Commission in July, that at paragraph 2.9 is new.

2.6 Commentary added on 28 April 2009

The real time information data has not yet been received for this indicator, therefore we cannot provide an exact figure for bus services running on time. In Q3, the average for the year to date was 85.3%. Our target in 2008/09 is for 86% of buses running on time however we do not expect to meet this and expect the figure to remain around 85% due to adverse weather conditions and emergency Severn Trent works on Green Lane that significantly affected bus services around the Spot. Data for this indicator should be available early May.

2.7 Added 28 May

2008-09 Out turn Confirmation. The real time information data has been analysed and the figure for bus services running on time in Q4 is 82.71 bringing our average

for the year to date to 84.46. Our target in 2008/09 is for 86% of buses running on time therefore we have not met our target. We believe this is due to adverse weather conditions and emergency Severn Trent works on Green Lane that significantly affected bus services around the Spot.

2.8 Added 10 July

Quarter 1. The % of buses running within the required tolerance of between 1 min early and 5 mins late increased in quarter 1 to 85.29%.

2.9 Commentary added 16 October

Quarter 2. The percentage of buses running on time during the sample week in quarter 2 rose to 92.27%. Much of this improvement over quarter 1 is probably due to the reduced traffic volumes experienced in the summer period.

The proposals to install bus priority measures on Kedleston Road as part of wider improvements on the corridor are due to be discussed by council cabinet at the end of October. Should the cabinet approve the project it is planned that the works will be carried out before the end of this financial year.

Work to implement the traffic management proposals around the Spot which will make it easier for bus services passing through the area are still being developed. Temporary measures in the interim to restrict parking and stop cars going the wrong way down the one way road of St Peters should be implemented prior to Christmas.

2.10 If you would like to have an appropriate officer attend the meeting to discuss one or both issues please let the co-ordination officer know by 5 pm on xxxxxxxx 2009.

For more information contact:	Rob Davison 01332 255596 e-mail rob.davison@derby.gov.uk
Background papers:	None
List of appendices:	Appendix 1 – Implications

IMPLICATIONS

Financial

1. None arising from this report.

Legal

2. None arising from this report.

Personnel

3. None arising from this report.

Equalities impact

4. Effective scrutiny will benefit all Derby people.

Corporate Priorities

5. This report links with Council's priorities for 2008-11.