



# **Sustainable Transport Strategy 2006 – 2016**

Islington's Local Implementation Plan

## Chapter Seven: Performance Measures



# Chapter 7

## Performance measures

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## 1.0 Introduction

1.1 This chapter sets out the performance measures that will be used to measure Islington Council's progress in achieving the transport objectives and policies outlined in chapter 3. These performance measures consist of a range of targets and performance indicators designed to contribute towards achievement of the Mayor's Transport Strategy as well as the council's transport objectives to make Islington's transport system:

1. Safe
2. Accessible
3. Green
4. Efficient
5. Secure
6. Attractive

Performance measures are the targets and performance indicators that will be used to measure and benchmark the council's progress in implementing this strategy

1.2 These targets and performance indicators can also be used to benchmark Islington's performance against comparable local authorities.

The council will not be reporting on various non-transport related targets during implementation of this strategy. The targets contained within this strategy are designed to complement these targets. Background on these targets, which include the Local Area Agreement (LAA) and Floor Targets, can be found in chapter 3.

## 2.0 Background and Issues

2.1 A number of issues have been addressed in compiling the performance measures for this strategy, as discussed below.

### Definitions: Targets vs. Performance Indicators

2.2 It is important to understand the difference between a target and a performance indicator. A target is a performance measure for which the council has set a date to achieve a specific measurable outcome. A performance indicator, on the other hand, is a performance measure for which the council monitors progress but does not set target dates by which outcomes must be achieved.

Targets are performance measures for which the council has set a date to achieve a specific measurable outcome

Performance indicators are performance measures for which the council monitors progress but does not set target dates by which outcomes must be achieved

2.3 As an example, if the council measures how many of its pedestrian crossings are wheelchair accessible and reports the results on a regular basis, this is a performance indicator. It indicates how well we are performing. However, if

we commit to making all pedestrian crossings wheelchair accessible by a specific date, this is a target.

### **Balancing Priorities and Working in Partnership**

2.4 It is important to understand the following three factors:

1. The targets and performance indicators are **interconnected**. On the whole, a high level of achievement in one area will support achievement in another. However, in some cases a high level of achievement in one area may actually reduce our ability to deliver in another. The conflicting priorities must therefore be carefully balanced in order to create a more effective network overall.
2. The council's ability to deliver improved performance is dependent upon a range of **resource issues**. These issues are common to all London local authorities and are described in detail in chapters 5 and 6.
3. Improved performance is also dependent upon a number of factors outside the council's direct control. These factors include:
  - transport and land use measures implemented in neighbouring boroughs and across London
  - the management of the Transport for London Road Network (TLRN) within Islington and beyond the borough's borders
  - investment by Transport for London and the rail industry in strategic public transport infrastructure improvements

2.5 The council will therefore need to work closely with its external partners to improve performance and deliver shared priorities.

### **Ability to Report on Performance Measures**

2.6 The council's ability to measure its performance against these indicators and targets is dependent on a further range of factors. First, robust and up-to-date data must be available. For many of the measures, the required data is collected and analysed on an annual basis (see first column of table). Where this is the case, progress will be reported annually in the Street Management Annual Business Plan and in Islington's Borough Spending Plan submission. However, the London Area Travel Survey is the only source of data that can be used for monitoring several of the indicators and targets, and it is only carried out every ten years. Census data is also only available every ten years. The council will therefore be able to measure performance in some areas less frequently.

2.7 Another related issue is the slight difference between existing transport performance measures and those required in TfL's LIP guidance. Islington Council is keen to carry out monitoring as efficiently and cost-effectively as possible, so as to be able to focus as much resource as possible on delivering actual transport improvements. The council strongly supports standardised and meaningful transport performance measures, but is hesitant to commit to measuring, let alone set targets against, new or as yet undefined indicators and targets. The council will continue discussions with TfL and other London local authorities to further specify the required indicators and to ensure that robust data is available.

2.8 Finally, local authorities in London are required to monitor and report on a number of different transport-related policies and strategies. But there are a limited number of meaningful and measurable indicators available. This makes it even more important for LIP performance measures to be standardised. Islington Council intends to integrate our monitoring of the implementation of this transport strategy with our monitoring of the Strategic Environmental Assessment of this strategy, the council's network management duty in implementing the Traffic Management Act 2004, and our annual Borough Spending Plan bids. In addition, a Highways PFI would make targets even more important in terms of managing the performance of a private contractor, and could potentially add other measures to existing suites of measures. Clarity and transparency is therefore of utmost importance in the selection of measures.

### 3.0 **STS targets and performance indicators**

3.1 Tables 7.1 and 7.2 show the targets and performance indicators that will measure the council's progress in implementing this Sustainable Transport Strategy. To simplify the table, a number of acronyms are used. A full list of abbreviations and their meanings is provided at the beginning of the strategy.

3.2 The targets and performance indicators set out in these tables will also measure the council's performance in terms of the Strategic Environmental Assessment (SEA) of the STS. For the targets and performance indicators in tables 7.1 and 7.2 where the STS policies and SEA objectives (from the SEA Environment Report in the consultation draft of the STS) are shared, they are described as 'SEA policy' in the tables. In addition, table 7.3 describes the SEA specific monitoring measures that relate to the mitigating measures set out in the SEA Environment Report.

The SEA Environment Report was contained in the consultation draft of the STS and is available on the council's website and a draft of the SEA Statement is included in appendix J.

3.3 You will note that the interim and end target columns are shaded for the performance indicators. This is because TfL does not require boroughs to set targets for performance indicators. However, where the council has already committed to a target on some of these measures, the targets have been included. All data is measured in calendar years.

**Table 7.1: Islington’s STS targets**

Target	Target description	Baseline measure	Interim target – 2006/07	Interim target – 2008/09	End target	Islington LIP Objective (SEA policy)	Source of target/PI and data			
<p><b>Road Safety (Target LIP1a-LIP1f):</b> TfL and boroughs (obtaining the support of the Police where appropriate) are to achieve a reduction of 50% in numbers Killed and Seriously Injured (KSI) by 2010 compared with 1994-1998 overall and separately for pedestrians and cyclists; a reduction of 40% for motorcyclists; a reduction of 60% in the number of children killed or seriously injured and a reduction of 25% in the slight casualty rate per 100 million vehicle kilometres.</p>										
Target LIP1a-f	<b>Target</b>		<b>Baseline data</b>			<b>Target</b>			Safe (SEA – SA1)	LIP Guidance Target; data from London Road Safety Unit
			<b>94-98</b>	<b>2003</b>	<b>2004</b>	<b>2006</b>	<b>2008</b>	<b>2010</b>		
	1a	Overall KSI	185.6	162	101	<141	<126	<93 (-50%)		
	1b	Pedestrians KSI	76.0	49	26	<58	<52	<38 (-50%)		
	1c	Cyclists KSI	26.0	25	17	<20	<18	<13 (-50%)		
	1d	Motorcycles and scooters KSI	31.8	46	34	<24	<22	<19 (-50%)		
	1e	Children KSI	18.6	20	4	<13	<11	<7 (-60%)		
	1f	Overall slight casualties <sup>1</sup>	1,113.8	970	807	<947	<891	<835 (25%)		
<i>(Data updated annually)</i>										

<sup>1</sup> The slight casualty target may eventually be measured as a rate per 100 million vehicle kilometres, but until further guidance is received from the DfT slight casualties will be monitored as numbers.

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Target	Target description	Baseline measure	Interim target – 2006/07	Interim target – 2008/09	End target	Islington LIP Objective (SEA policy)	Source of target/PI and data
Target LIP2	Percentage of primary and secondary schools reviewed for school road safety [Boroughs are to review road safety <sup>2</sup> around all primary and secondary schools in London by 2008.] <i>(Data updated annually)</i>	2004/05: 35% 25 out of 72 total  2006/07: 44% 32 out of 72 total	44% (32)	100% (72)	100% (72) by end 2007/08	Safe	LIP Guidance Target; data from LBI
Target LIP3	Bus Excess Waiting Time (High Frequency Routes), minutes per customer <i>(Data updated annually)</i>	2003/04 EWT (minutes): London = 1.4 Islington = 1.37	Where possible, Islington will assist TfL in meeting their target to reduce bus EWT to 1.3 minutes per passenger journey by 2009/10 – no borough-specific target			Efficient	LIP Guidance Target; data from London Buses Quality of Service Indicators

<sup>2</sup> Where the reviews show these to be necessary, 20mph zones or other safety measures must be implemented by 2011 to achieve target reductions in London’s Road Safety Plan.

Target	Target description	Baseline measure	Interim target – 2006/07	Interim target – 2008/09	End target	Islington LIP Objective (SEA policy)	Source of target/PI and data
Target LIP4	Borough Bus Target [Boroughs are to reduce, or maintain at 2005 levels, bus journey times on London Bus Initiative (LBI) bus routes.]					Efficient	LIP Guidance Target
	<b>Average journey times (mins) and bus speeds (km/h) along LBI routes in Islington</b>						
		<b>Baseline data 2005</b>		<b>Target</b>			
	<b>Peak period</b>	<b>Mean bus journey time (mins)</b>	<b>Mean bus speed (km/h)</b>	<b>Target is to reduce, or maintain at 2005 levels</b>			
	Am peak period (Mon-Fri 0700 -1000)	12.62	12.5				
Inter-peak period (Mon-Fri 1000-1600)	12.52	12.5					
PM peak period (Mon-Fri 1600-1900)	13.28	11.9					
Target LIP5	Volume of traffic in Islington [TfL and boroughs are to achieve, between 2001 and 2011, an absolute reduction in weekday traffic of 15% in central London, zero growth	1994: 489 million vehicle kilometres (mvk) 2001: 485 mvk 2004: 471 mvk	478 mvk	474 mvk	470.5 mvk (3% reduction between 2001 and 2011)	Efficient	LIP Guidance Target; DfT National Road Traffic Survey

Target	Target description	Baseline measure	Interim target – 2006/07	Interim target – 2008/09	End target	Islington LIP Objective (SEA policy)	Source of target/PI and data
	across the rest of inner London, and a reduction in growth in outer London by a third, from 7.5% to 5%, with the aim of achieving zero growth in outer London town centres.] <i>(Data updated annually)</i>		[This target is based on 15% reduction in weekday traffic in the parts of Islington that fall within 'central London' (as defined in the council's UDP) between 2001 and 2011, and zero growth across the rest of the borough, despite 10% population growth in Islington during the same period.]				
Target LIP6	General traffic journey time reliability [TfL and boroughs are to ensure disruption and variability of journey times for general traffic on 'A' Roads and Busy Bus Routes is reduced, or not increased, year on year.  Until a new DfT ITIS survey is in place, progress against this target will be measured for the TLRN, a.m. peak only. The process of monitoring borough roads will be discussed with boroughs once survey data is available.]	N/A				Efficient	LIP Guidance Target



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Target	Target description	Baseline measure	Interim target – 2006/07	Interim target – 2008/09	End target	Islington LIP Objective (SEA policy)	Source of target/PI and data
Target LIP8	Percentage of schools where review of travel has been completed [Boroughs are to work with schools and groups of schools to review travel to all schools by March 2008, with significant progress having been made by March 2006] <i>(Data updated annually)</i>	2004/05: 3% 2 out of 72 total  2006/07: 61% 44 out of 72 total	60% (43)	100% (72)	100% (72) by end 2007/08	Green, Safe	LIP Guidance Target; data from LBI
Target LIP9	Parking compliance [Boroughs are to achieve improvements in compliance with parking and loading regulations from a baseline to be agreed between boroughs and TfL.]	N/A				Efficient	LIP Guidance Target

Target	Target description	Baseline measure	Interim target – 2006/07	Interim target – 2008/09	End target	Islington LIP Objective (SEA policy)	Source of target/PI and data
<b>Access (Target LIP10a-LIP10c):</b> TfL and boroughs are to achieve year on year improvements in the proportion of trips made by equality and inclusion target groups under-represented in the public transport travel market.							
Target LIP10a	Number and rate of trips <sup>3</sup> made by disabled people (all disabilities aggregated, all day)		[Data not available until 2011]		2011 rate: 2.3 2011 trips: 44,000	Accessible	LIP Guidance Target; data from LATS 2001 Household Survey
	<b>Number and rate of trips made by residents of Islington by mode and whether they are disabled, 2001</b>						
	<b>Main mode</b>	<b>Disabled (number)</b>	<b>Disabled (rate)</b>	<b>All people</b>			
	Public transport	12,319	0.7	148,551 (0.9)			
	Walk and cycle	16,158	0.9	186,285 (1.2)			
	Car and motor-cycle	6,957	0.4	96,584 (0.6)			
	Taxi	1,395	0.1	10,283 (0.1)			
	Other	305	0.0	2,056 (0.0)			
	All modes	37,134	2.1	443,757 (2.8)			

<sup>3</sup> A **trip** is a complete one-way movement from origin to destination by one person for a single purpose.



Target	Target description	Baseline measure	Interim target – 2006/07	Interim target – 2008/09	End target	Islington LIP Objective (SEA policy)	Source of target/PI and data
Target LIP10c	Number and rate of trips made by women travelling between 19.00-07.00 hrs		[Data not available until 2011]		2011 rate: 0.5 2011 trips: 44,000	Accessible	LIP Guidance Target; data from LATS 2001 Household Survey
	<b>Number and rate of trips made by residents of Islington between 19.00-07.00 by gender, 2001</b>						
	<b>Main mode</b>	<b>Women (number)</b>	<b>Women (rate)</b>	<b>All people at night</b>			
	Public transport	24,219	0.3	44,983 (0.3)			
	Walk and cycle	7,725	0.1	15,186 (0.1)			
	Car and motor-cycle	6,718	0.1	16,449 (0.1)			
	Taxi	1,484	0.0	2,245 (0.0)			
	Other	77	0.0	806 (0.0)			
	All modes	40,223	0.5	79,669 (0.5)			

Target	Target description	Baseline measure	Interim target – 2006/07	Interim target – 2008/09	End target	Islington LIP objective (SEA policy)	Source of target/PI and data															
Target LIP11	<p>Taxicard service quality [Boroughs to ensure that their Taxicard scheme conforms to an agreed all-London standard in terms of service quality, eligibility assessment and entitlement.] <i>(Data updated annually)</i></p> <p><b>Taxicard service quality data</b></p> <table border="1"> <thead> <tr> <th>Taxi arriving</th> <th>Monthly average (2003/04)</th> <th>Monthly average (2004/05)</th> </tr> </thead> <tbody> <tr> <td>Within 30 minutes (ASAP)</td> <td>93.53%</td> <td>88.95%</td> </tr> <tr> <td>Within 30 minutes (ASAP +10 minutes)</td> <td>96.62%</td> <td>98.22%</td> </tr> <tr> <td>Within 10 minutes of advanced booking time</td> <td>88.29%</td> <td>88.94%</td> </tr> <tr> <td>Average performance</td> <td>92.81%</td> <td>92.04%</td> </tr> </tbody> </table>	Taxi arriving	Monthly average (2003/04)	Monthly average (2004/05)	Within 30 minutes (ASAP)	93.53%	88.95%	Within 30 minutes (ASAP +10 minutes)	96.62%	98.22%	Within 10 minutes of advanced booking time	88.29%	88.94%	Average performance	92.81%	92.04%		Islington is unable to set delivery targets until an all-London standard is agreed. Current target is to stay above 90% on all measurements.			Accessible	LIP Guidance Target; data from ALG
Taxi arriving	Monthly average (2003/04)	Monthly average (2004/05)																				
Within 30 minutes (ASAP)	93.53%	88.95%																				
Within 30 minutes (ASAP +10 minutes)	96.62%	98.22%																				
Within 10 minutes of advanced booking time	88.29%	88.94%																				
Average performance	92.81%	92.04%																				

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Target	Target description	Baseline measure	Interim target – 2006/07	Interim target – 2008/09	End target	Islington LIP objective (SEA policy)	Source of target/PI and data
Target LIP12	Volume and rate per person of walking trips per annum [TfL and boroughs are to achieve an increase of at least 10% in journeys made on foot per person in London between 2001 and 2015. A 15% population growth has been factored into 2015 rate target.]	2001 baseline: Number of walking trips per day in Islington – 175,731 Trips per person per day – 0.977  <i>(Data updated every 10 years)</i>	Trips per day – 190,000 Trips per person per day – 1.000	Trips per day – 200,000 Trips per person per day – 1.030	By 2015: 25% increase in trips per day – 220,000 10% increase in trips per person per day – 1.075	Green (SEA – SA7)	LIP Guidance Target; data from LATS 2001 Household Survey database; population from census
Target LIP13	Volume and rate per person of cycling trips per annum [TfL and boroughs are to achieve an increase of at least 80% in cycling in London between 2001 and 2011. A 10% population growth has been factored into 2011 rate target.]	2001 baseline: Number of cycling trips per day in Islington – 10,554 Trips per person per day – 0.059  <i>(Data updated every 10 years)</i>	Trips per day – 15,000 Trips per person per day – 0.070	Trips per day – 17,000 Trips per person per day – 0.0830	By 2011: 80% increase in trips per day – 19,000 63% increase in trips per person per day – 0.096	Green	LIP Guidance Target; data from LATS 2001 Household Survey database; population from census
Target LIP14	Proportion of Borough Principal Road Network (BPRN) carriageway lower than score of 70 from UKPMS [TfL and boroughs are to bring all 'A' Roads and Busy Bus Routes up to serviceable standard.]  <i>(Data updated annually)</i>	2003/04: 26.55% 2004/05: 16.97%  NB. Using CVI	13%	7%	0% (end 2010)	Efficient	LIP Guidance Target; data to be provided by LBI and TfL

**Table 7.2: Islington’s STS performance indicators**

PI	Performance Indicator description	Baseline measure	Islington LIP Objective (SEA policy)	Source of target/PI and data			
PI LIP15a	Number of casualties (killed or seriously injured, and slight) for all vehicle classifications <i>(Data updated annually)</i>		Safe	LIP Guidance Target; data from London Accident Analysis Unit			
	<b>All casualties – Baseline and targets by vehicle classification</b>						
					<b>Baseline data</b>		
	<b>Mode</b>				<b>1994-98</b>	<b>2003</b>	<b>2004</b>
	Pedestrians				335.4	262	182
	Pedal cycles				203.8	181	167
	Motorcycles and scooters				253.2	258	225
	Cars				381.8	310	212
	Taxi				16.2	12	8
	Bus/coach				78.2	84	96
Goods vehicles	25.8	21	11				
Other	5	4	7				
<b>Total</b>	<b>1299.4</b>	<b>1,132</b>	<b>908</b>				

PI	Performance Indicator description	Baseline measure	Islington LIP Objective (SEA policy)	Source of target/PI and data	
PI LIP15b	Number of pedestrian injuries by ethnic group <i>(Data updated annually)</i>		Safe	LIP Guidance Target; data from TfL	
	Islington 2003/04 Pedestrian Casualties by Ethnic Group				
	<b>Ethnic Group</b>	<b>2003</b>			<b>2004</b>
	White-skinned European	138			97
	Dark-skinned European	14			17
	Afro-Caribbean	47			21
	Asian	5			4
	Oriental	5			5
	Arab	1			5
Not Known	52	32			
<b>Sum</b>	<b>262</b>	<b>181</b>			
PI LIP16	Percentage of primary and secondary schools with school road safety schemes implemented <i>(Data updated annually)</i>	2004/05: 31% 19 out of 72 total  2006/07: 44% 32 out of 72 total	Safe	LIP Guidance PI; data from LBI	

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PI	Performance Indicator description	Baseline measure	Islington LIP Objective (SEA policy)	Source of target/PI and data
PI LIP17	Total bus lane kilometre/hours in operation per borough	2006: 140,201.1  NB. This is calculated by multiplying the total length of bus lane, by the total hours in operation, by the total days in operation for all bus lanes in Islington.	Efficient	LIP Guidance PI
PI LIP18	Number of bus priority junctions in operation	Not to be reported against as this is the sole responsibility of TfL	Efficient	LIP Guidance PI
PI LIP19	Number and percentage of bus stops with clearways per borough	Not to be reported on independently as it is considered to be one measure for addressing the accessibility of bus stops	Efficient	LIP Guidance PI

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PI	Performance Indicator description	Baseline measure	Islington LIP Objective (SEA policy)	Source of target/PI and data
PI LIP20	Number and percentage of accessible bus stops per borough	<p>2005/06: 14 bus stops made accessible</p> <p>2006/07: works on 20 bus stops planned</p> <p>Total number of bus stops on borough roads: 270</p> <p>NB. The exact number of accessible bus stops is not known. However, there is an ongoing programme to make all bus stops on borough roads accessible. TfL is planning to undertake an accessibility audit of bus stops in the borough.</p>	Accessible	LIP Guidance PI
PI LIP20.1	Percentage of schools where a school travel plan is deemed necessary and is developed <i>(Data updated annually)</i>	<p>2004/05: 3% 2 out of 72 total</p> <p>2006/07: 61% 44 out of 72 total</p>	Green, Safe	LIP Guidance PI; data from LBI

PI	Performance Indicator description	Baseline measure	Islington LIP Objective (SEA policy)	Source of target/PI and data														
PI LIP20.2	Percentage of schools that have implemented a school travel plan <i>(Data updated annually)</i>	2004/05: 3% 2 out of 72 total  2006/07: 61% 44 out of 72 total	Green, Safe	LIP Guidance PI; data from LBI														
PI LIP21	Proportion of non-mechanised school trips (i.e. all walking and cycling trips) <i>(Data updated every 10 years)</i>	2001 non-mechanised trips: 47%	Green	LIP Guidance PI; data from LATS 2001 Household Survey														
PI LIP22	Proportion of non-mechanised work trips (i.e. all walking and cycling trips) <i>(Data updated every 10 years)</i>	2001 non-mechanised trips: 25%	Green	LIP Guidance PI; data from LATS 2001 Household Survey														
PI LIP23	Business satisfaction with fairness of enforcement of parking and loading regulations [PI under development by TfL]	N/A	Efficient	LIP Guidance PI														
PI LIP24a	Change in parking supply for Angel Town Centre  <b>Car parking in Angel Town Centre, Mar 04</b> <table border="1" data-bbox="315 981 983 1264"> <thead> <tr> <th>Type</th> <th>No of spaces</th> </tr> </thead> <tbody> <tr> <td>Multi-storey car parks</td> <td>110</td> </tr> <tr> <td>Surface car parks</td> <td>120</td> </tr> <tr> <td>Short term charging car parks</td> <td>230</td> </tr> <tr> <td>Long term charging car parks</td> <td>40</td> </tr> <tr> <td>On-street car parking</td> <td>30</td> </tr> <tr> <td>Disabled car parking spaces</td> <td>15</td> </tr> </tbody> </table>	Type	No of spaces	Multi-storey car parks	110	Surface car parks	120	Short term charging car parks	230	Long term charging car parks	40	On-street car parking	30	Disabled car parking spaces	15	<i>(Data available on an ad-hoc basis)</i>	Efficient	LIP Guidance PI
Type	No of spaces																	
Multi-storey car parks	110																	
Surface car parks	120																	
Short term charging car parks	230																	
Long term charging car parks	40																	
On-street car parking	30																	
Disabled car parking spaces	15																	

PI	Performance Indicator description	Baseline measure	Islington LIP Objective (SEA policy)	Source of target/PI and data
PI LIP24b	Change in parking supply for Nag's Head Town Centre	No data available	Efficient	LIP Guidance PI
PI LIP25 (BV 165)	Percentage of pedestrian crossings with facilities for disabled people <i>(Data updated annually)</i>  To comply with BV165, the crossing must have tactile paving, dropped kerbs that are flush, and if necessary (based on local residents and on-site surveys), audible pips and/or rotating cones.	2004/05: 100%	Accessible (SEA – AC4)	LIP Guidance PI; data from LBI PFS
PI LIP 26 (BV 187)	Proportion of footway in poor condition (categories 1, 1a and 2) <i>(50% of these footways are surveyed annually)</i>  BV187 measures the condition of categories of footway: <ul style="list-style-type: none"> <li>• <b>Cat 1a</b> footways are 'prestige walking zones'</li> <li>• <b>Cat 1</b> are 'primary walking routes' in busy shopping and business areas</li> <li>• <b>Cat 2</b> footways are 'secondary walking routes' – medium usage routes through local areas</li> </ul>	2004/05: 29.58%  NB. This PI measures the percentage of these footways that need repair	Accessible (SEA – AC4 and E5)	LIP Guidance PI; data from LBI PFS and BVPP
PI BV89	Percentage of resident satisfaction with street cleansing service <i>(Data updated biannually)</i>	2003/04: 55%	Attractive (SEA – AT2)	LBI; PFS Review
PI BV96	Percentage of principal roads with negative residual life derived from deflectograph, UKPMS CVI or DVI surveys ( $\geq 70+$ defect score) <i>(Data updated annually)</i>	2004/05: 72.60%  NB. Using scanner	Efficient (SEA – E5)	LBI; PFS Review & BVPP
PI BV97a	Percentage of non-principal classified roads with negative residual life derived from UKPMS survey <i>(Data updated annually)</i>	2004/05: 27.81%	Efficient	LBI; PFS Review & BVPP

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PI	Performance Indicator description	Baseline measure	Islington LIP Objective (SEA policy)	Source of target/PI and data
PI BV97b	Percentage of non-principal unclassified roads with negative residual life derived from UKPMS survey <i>(Data updated annually)</i>	2004/05: 12.80%	Efficient	LBI; PFS Review & BVPP
PI BV100	Number of days temporary traffic controls or road closure on traffic sensitive roads caused by local authority road works per km of traffic sensitive road <i>(Data updated annually)</i>	2004/05: 1.41	Efficient	LBI; BVPP
PI BV199a	Local street and environmental cleanliness – Local Environmental Quality Survey score (LEQS) <i>(Data updated annually)</i>	2003/04: 36% 2004/05: 32%	Attractive (SEA – AT2)	LBI; BVPP
PI BV99ai	Number of people killed or seriously injured (KSI) in road traffic collisions <i>(Data updated annually)</i>	94-98: 185.6 03/04: 174 04/05: 162	Safe	LBI; BVPP
PI BV99aia	Percentage change in the number of people killed or seriously injured (KSI) in road traffic collisions since the previous year <i>(Data updated annually)</i>	03/04: -23.35% 04/05: -6.90%	Safe	LBI; BVPP
PI BV99aib	Percentage change in the number of people killed or seriously injured (KSI) in road traffic collisions since the 1995-98 average (185.6) <i>(Data updated annually)</i>	03/04: -6.25% 04/05: -12.72%	Safe	LBI; BVPP
PI BV99bi	Number of children (aged under 16 years) killed or seriously injured (KSI) in road traffic collisions <i>(Data updated annually)</i>	03/04: 16 04/05: 20	Safe	LBI; BVPP
PI BV99bia	Percentage change in the number of children (aged under 16 years) killed or seriously injured (KSI) in road traffic collisions since the previous year <i>(Data updated annually)</i>	03/04: -30.43% 04/05: -25%	Safe	LBI; BVPP

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PI	Performance Indicator description	Baseline measure	Islington LIP Objective (SEA policy)	Source of target/PI and data
PI BV99biii	Percentage change in the number of children (aged under 16 years) killed or seriously injured (KSI) in road traffic collisions since the 1994-98 average (18.6) <i>(Data updated annually)</i>	03/04: -13.99% 04/05: -7.53%	Safe	LBI; BVPP
PI BV99ci	Number of people slightly injured in road traffic collisions <i>(Data updated annually)</i>	94-98: 1113.8 03/04: 1081 04/05: 970	Safe	LBI; BVPP
PI BV99cii	Percentage change in the number of people slightly injured in road traffic collisions since the previous year <i>(Data updated annually)</i>	03/04: -7.13% 04/05: -10.27%	Safe	LBI; BVPP
PI BV99ciii	Percentage change in the number of people slightly injured in road traffic collisions since the 1994-98 average <i>(Data updated annually)</i>	03/04: -2.94% 04/05: -12.91%	Safe	LBI; BVPP

**Table 7.3 SEA specific performance indicators and targets**

Target / PI	Target / Performance Indicator description	Baseline measure	Islington LIP Objective (SEA policy)	Source of target/PI and data
Target SEA1	<p>Levels of NO<sub>2</sub> and PM<sub>10</sub> pollution:</p> <ul style="list-style-type: none"> <li>a. annual mean objectives for NO<sub>2</sub> of 40ug/m<sup>3</sup> by the end of each year</li> <li>b. hourly mean objective for NO<sub>2</sub> of 18 allowed exceedences of 200ug/m<sup>3</sup> a year by the end of each year</li> <li>c. daily mean objective for PM<sub>10</sub> of 50ug/m<sup>3</sup> not to be exceeded more than 35 times a year</li> </ul> <p><i>(Data updated annually)</i></p>	<p>a) 2005: NO<sub>2</sub> annual mean = 45.1ug/m<sup>3</sup> at Background site i.e. Fails the objective 2005: NO<sub>2</sub> annual mean = 71.8ug/m<sup>3</sup> at Roadside site i.e. Fails the objective</p> <p>b) 2005: NO<sub>2</sub> hours in excess of 200ug/m<sup>3</sup> = 0 (zero) at Background site i.e. Pass 2005: NO<sub>2</sub> hours in excess of 200?g/m<sup>3</sup> = 14 at Roadside site i.e. Pass</p> <p>c) 2005: PM<sub>10</sub> days in excess of 50ug/m<sup>3</sup> = 4 at Background site i.e. Pass PM<sub>10</sub> days in excess of 50ug/m<sup>3</sup> = 34 at Roadside site i.e. Pass</p>	Green (G4 and G5)	Islington's Air Quality Action Plan; Environment Report PI; data from LBI

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Target / PI	Target / Performance Indicator description	Baseline measure	Islington LIP Objective (SEA policy)	Source of target/PI and data
PI SEA2	Monitor noise levels using the London Road Traffic Noise Map (especially around sensitive receptors, e.g. hospitals, schools and nature reserves) <i>(The DEFRA have produced the London Noise Map (that currently contains noise information for road traffic but excluding industry, rail and aircraft noise).</i>	2004 Map	Green (G3)	Environmental Report, map generated by DEFRA
PI SEA3	Percentage of recycled / secondary aggregates used in all transport schemes <i>(Data updated annually)</i>	Not previously measured	Green (G9)	Environmental Report, mitigating measure. Data from LBI
PI SEA4	Percentage of reused or recycled paving materials <i>(Data updated annually)</i>	Not previously measured	Green (G9)	Environmental Report, mitigating measure. Data from LBI
PI SEA5	Number of owners of 1400cc or less engine vehicles (including cleaner-fuel vehicles) who purchase residential parking permits at a discount each year <i>(Data updated annually)</i>	Jan 05 and Feb 06 (13 months): Green permits (£75): 33% of all permits (2228 permits issued)	Green (G1)	Environmental Report, LBI

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Target / PI	Target / Performance Indicator description	Baseline measure	Islington LIP Objective (SEA policy)	Source of target/PI and data
PI SEA6	Number of crime incidents at transport interchanges (crime categories include violence, sexual, criminal damage, serious route, less serious route, theft (passenger) vehicles, robbery, theft (commercial) serious public disorder, less serious public disorder, serious fraud, less serious fraud, drugs, serious other, less serious other) <i>(Data updated annually)</i>	Total number of offences at specific interchange stations in Islington for 2005: Angel - 125 Highbury and Islington Mainline – 107 Highbury and Islington LU – 281 Kings Cross mainline – 937 Kings Cross LU – 1064 Kings Cross Thames Link – 308 Finsbury Park LU – 345 Finsbury Park mainline - 231	Secure (SE1)	Environmental Report. Data from British Transport Police
PI SEA7	Number of bicycle thefts in Islington <i>(Data updated annually)</i>	Theft of cycles 2004-05: 1326 2003-04: 1669 2002-03: 890	Secure (SE4)	Environmental Report, PI. Data from Metropolitan Police
PI SEA9	The number of items of street clutter removed per year <i>(Data updated annually)</i>	2005/06: 1850 (April to January)	Attractive	Environment Report, Mitigating measure. Data from LBI
PI SEA10	The number of complaints received by the council regarding advertising A-boards on the footway	Not previously measured	Attractive	Environment Report. Data from LBI

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Target / PI	Target / Performance Indicator description	Baseline measure	Islington LIP Objective (SEA policy)	Source of target/PI and data
PI SEA11	Number of street trees <i>(Data updated bi-annually)</i> <i>Asset Management Plan – street trees</i>	Baseline measure available Aug 2006	Attractive	Environment Report. Data from LBI

4.0 **Conclusion**

4.1 The performance measures outlined in this chapter will guide implementation of this strategy and will allow Islington Council's performance to be benchmarked against other authorities and from year to year. The final two chapters of the strategy focus on specific geographical areas of Islington, starting with the A1 Borough Strategy.