

9. Performance Indicators

- 9.1 This chapter deals with **Performance Indicators (PI)** and their related Targets. TfL have indicated 8 priority areas and 14 specific targets that are to be addressed over the next few years and which all Boroughs will be monitored against.
- 9.2 There are two types of PI to be considered:
- Those that indicate how well the outcomes are being achieved; and
 - Those that measure how well a borough is doing in implementing the measures that are intended to achieve the desired outcomes.
- 9.3 Table 9.1 overleaf presents the targets and related PI's, alongside baseline data and indicative dates for achieving these targets. A majority of the targets have related PI's; however a number of them are still currently under development by TfL.
- 9.4 The baseline year and figures for each target have been determined primarily from TfL sources, and are aimed to provide the baseline against which target progress is recorded and monitored.
- 9.5 Targets have been set to indicate the pace of delivery of the MTS that the Mayor expects. Achievement of these targets will require input from both TfL and boroughs. These targets are not solely for boroughs to achieve and, indeed, could not be achieved by boroughs alone. The targets are set, with further details about the background and their current position, in Transport Strategy Implementation Targets, available from the GLA and TfL17.

Target 14 – Condition of A Roads and Busy Bus routes

- 9.6 Repairing roads and pavements is one of the Council's key priorities. Our commitment in this regard applies to all roads and pavements in the borough and we have already achieved considerable success in meeting LPSA stretch targets for the condition of classified and unclassified non-principal roads, as well as national targets for principal roads.
- 9.7 Although 'A' roads and busy bus routes are vital for the distribution of goods and people, they rarely form the entirety of any journey. Journeys start the moment we step outside our front doors, and especially if pedestrian and cycle journeys are to be encouraged it is vital that this local infrastructure is also in good condition.
- 9.8 We have considered carefully the introduction of an appropriate target for the condition of 'A' roads and busy bus routes, and have concluded that a target of 100% of these roads with a UKPMS score of 70 or below is not a practical proposition.

- 9.9 Between annual surveys the network will inevitably deteriorate due to wear and tear, changes in traffic volumes and patterns, and excavations principally by utilities which may have yet to be reinstated permanently or defects repaired. It is estimated that this level of deterioration is approximately 4% per year, although lack of detailed structural condition data makes it difficult to make accurate predictions about the future condition of the network and individual roads. Therefore in practice, although all of the principal road network may be in a serviceable condition, with a UKPMS score of below 70 at some point during 2010, a survey at any time is likely to record 4% of roads as not meeting this level.
- 9.10 There would be no value in introducing extraordinary measures to artificially achieve a 100% score at a single point in time; it is important that the target when met should be maintainable. However the level of investment that would be necessary to achieve and subsequently maintain virtually 100% by 2010 (it is likely that there would still be some stretches of road that deteriorate exceptionally) would be around ten times that required to achieve 96% (£10-12M pa until 2010 against the £1-1.3M pa included in Chapter 12). This is out of all proportion to the additional benefit achieved. Consequently a target of 96% of principal roads having a UKPMS score at or below 70 is included, which effectively represents all principal roads being in serviceable condition.
- 9.11 Barnet has adopted a slightly lower target of 92% across all classified non-principal roads by 2010, however of the 'A' roads and busy bus routes in Barnet, the vast majority form part of the principal road network (only the B550 Colney Hatch Lane, and part of the A5100 Hale Lane are 'A' roads or busy bus routes but not part of the principal road network or the TLRN).

Table 9.1 - Performance Indicators and Targets

Priority Area	Target	Performance Indicator	Source	BASELINE	LATEST DATA AVAILABLE	FUTURE YEAR MILESTONES	TARGET ACHIEVEMENT	Cross-reference to other parts of the LIP/proposals
Target 1: Road Safety								
I) Improving Road Safety	To achieve 40% reduction in the number of people Killed and Seriously Injured (KSI) by 2010 compared with the 1994-1998 average.	Number of killed or seriously injured overall.	TfL – 'Towards the year 2010: monitoring casualties in Barnet'	1994-1998 average KSI data Total no KSI 268.8	2004 KSI data Total no KSI 172	KSI targets End 2006 End 2008 KSI 169 164	KSI targets 2010 KSI 161.3	Refer to Chapter 6 (Road Safety Plan)
		Number of killed or seriously injured separately for pedestrians, for cyclists and motorcyclists.	TfL – 'Towards the year 2010: monitoring casualties in Barnet'	1994-1998 average Breakdown data (by mode) P2W 32 Pedestrians 70.4 Cyclists 14.4	2004 Breakdown data (by mode) P2W 30 Pedestrians 55 Cyclists 6	Breakdown targets (by mode) 2006 2008 P2W 25.8 23.1 Pedestrians 53.5 47.9 The 2010 KSI target for cyclists has already been achieved by Barnet.	Breakdown targets (by mode) 2010 P2W 20.4 Pedestrians 42.2 The 2010 KSI target for cyclists has already been achieved by Barnet.	Refer to Chapter 6 (Road Safety Plan)
		Number of children killed or seriously injured.	TfL – 'Towards the year 2010: monitoring casualties in Barnet'	1994-1998 average KSI data Total no KSI 31	2004 Baseline KSI data Total no KSI 24	Breakdown targets (by mode) 2006 2008 Total no KSI 20.7 18.1	Breakdown targets (by mode) 2010 Total no KSI 15.5	Refer to Chapter 6 (Road Safety Plan)
		Number of slight casualties overall.	TfL – 'Towards the year 2010: monitoring casualties in Barnet'	1994-1998 average Overall slight casualty rate data Slight casualty rate 1772.8	2004 Slight casualty rate data Slight casualty rate 1398	The 2010 Slight casualty rate target of 1595.5 has already been achieved by Barnet.	The 2010 Slight casualty rate target of 1595.5 has already been achieved by Barnet.	Refer to Chapter 6 (Road Safety Plan)
		Number of pedestrian injuries broken down by Ethnic group.	TfL	Pedestrian injuries data All Child WSE 1582 73 DSE 94 6 AC 110 10 AS 149 7 OR 20 2 AR 12 0 DK 160 9	2003 Pedestrian injuries data All Child WSE 804 24 DSE 86 1 AC 161 17 AS 177 4 OR 33 2 AR 14 0	To achieve 40% reduction in the number of people Killed and Seriously Injured (KSI) by 2010 compared with the 1994-1998 average.	To achieve 40% reduction in the number of people Killed and Seriously Injured (KSI) by 2010 compared with the 1994-1998 average.	Refer to Chapter 6 (Road Safety Plan)
		Number of injuries broken down by vehicle classification.	TfL – 'Towards the year 2010: monitoring casualties in Barnet'	1994-1998 average All injuries data (by mode) All P2W 202.4 Pedestrians 323.2 Cyclists 103.4 Car 1258.4 Bus/Coach 73.0 Taxi 7.0 Goods vehicles 60.2 Other 14.0	2004 All injuries data (by mode) All P2W 203 Pedestrians 234 Cyclists 52 Car 962 Bus/Coach 68 Taxi 10 Goods vehicles 30 Other 11	All injuries targets (by mode) 2006 2008 P2W 153.8 137.6 Pedestrians 228 219.8 Car 956.4 855.7 Bus/Coach 55.5 49.6 Taxi 5.3 4.8 Goods vehicles 30.0 30.0 Other 10.6 9.5 The 2010 injuries target (62) for cyclists has already been achieved by Barnet.	All injuries targets (by mode) 2010 P2W 121.4 Pedestrians 193.9 Car 755.0 Bus/Coach 43.8 Taxi 4.2 Goods vehicles 30.0 Other 8.4 The 2010 injuries target (62) for cyclists has already been achieved by Barnet.	Refer to Chapter 6 (Road Safety Plan)

Priority Area	Target	Performance Indicator	Source	BASELINE	LATEST DATA AVAILABLE	FUTURE YEAR MILESTONES	TARGET ACHIEVEMENT	Cross-reference to other parts of the LIP/proposals																																	
Target number 2: School Road Safety																																									
	To review road safety around all primary and secondary schools in London by 2008.	Number of primary and secondary schools reviewed	Borough	2004 Number of schools reviewed <table border="1"> <tr><td>Primary</td><td>2</td></tr> <tr><td>Secondary</td><td>0</td></tr> </table>	Primary	2	Secondary	0	2005 Number of schools reviewed <table border="1"> <tr><td>Primary</td><td>23</td></tr> <tr><td>Secondary</td><td>1</td></tr> </table>	Primary	23	Secondary	1	Target number of schools reviewed <table border="1"> <tr><td></td><td>2006/07</td></tr> <tr><td>Nos. schools</td><td>62</td></tr> </table>		2006/07	Nos. schools	62	Target number of schools reviewed <table border="1"> <tr><td></td><td>2008/09</td></tr> <tr><td>Nos. schools</td><td>152</td></tr> </table>		2008/09	Nos. schools	152	Refer to Chapter 8 (School Travel Plan Strategy)																	
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Target 3 Bus Excess Wait Time																																									
II. Improving bus journey times and reliability	TfL to reduce bus EWT to 1.3 minutes per passenger journey by 2009/10.	Bus EWT (High frequency routes), minutes per customer	London Buses Quality of Service Indicators	2003 / 2004 Estimated Waiting Time (EWT) London wide - 1.4 minutes	Same as baseline data	TfL are to reduce bus EWT to 1.3 minutes per passenger journey by 2009/10.	TfL are to reduce bus EWT to 1.3 minutes per passenger journey by 2009/10.																																		
Target 4																																									
	To reduce or maintain at 2005 levels bus journey times on (selected) LBI routes	Average bus journey times along the LBI routes for time periods: AM peak (M-F 0700-1000), Interpeak (M-F 1000-1600), PM peak (M-F 1600-1900)	TfL Bus Priority Team - AVL 'Marquis' data	February 2005	Same as baseline data	To reduce or maintain at 2005 levels. Supplementary monitoring of journey times will also be carried out to support annual progress reports.	To reduce or maintain at 2005 levels. Supplementary monitoring of journey times will also be carried out to support annual progress reports.																																		
				<table border="1"> <thead> <tr> <th rowspan="2">Route</th> <th rowspan="2">Direction</th> <th rowspan="2">Distance (m)</th> <th colspan="3">Mean Bus Journey Time (mins)</th> </tr> <tr> <th>M-F am peak</th> <th>M-F inter-peak</th> <th>M-F pm peak</th> </tr> </thead> <tbody> <tr> <td>82</td> <td>S/B</td> <td>6,725</td> <td>32.62</td> <td>25.69</td> <td>24.67</td> </tr> <tr> <td>82</td> <td>N/B</td> <td>5,790</td> <td>23.29</td> <td>25.07</td> <td>29.48</td> </tr> <tr> <td>134</td> <td>N/B</td> <td>2,525</td> <td>9.84</td> <td>9.65</td> <td>10.53</td> </tr> <tr> <td>134</td> <td>S/B</td> <td>2,569</td> <td>11.55</td> <td>10.73</td> <td>11.79</td> </tr> </tbody> </table>					Route	Direction	Distance (m)	Mean Bus Journey Time (mins)			M-F am peak	M-F inter-peak	M-F pm peak	82	S/B	6,725	32.62	25.69	24.67	82	N/B	5,790	23.29	25.07	29.48	134	N/B	2,525	9.84	9.65	10.53	134	S/B	2,569	11.55	10.73	11.79
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Total bus lane km/hours in operation in borough	Borough	Total bus lane in Barnet (2005) 3.345km Hours of operation: Mon-Sat, 7am-10am & 4pm-7pm	Same as baseline data																																						
Number of bus priority junctions in operation in borough	Borough	Number of bus priority junctions in Barnet (2005) = 6	Same as baseline data																																						
Number and percentage of bus stops with clearways in borough	Borough	Approximately 200 of around 700 bus stops in the borough are assessed from available information as having clearways. (say 25%) – A more detailed audit will be carried out to confirm this.	Same as baseline data																																						

Priority Area	Target	Performance Indicator	Source	BASELINE	LATEST DATA AVAILABLE	FUTURE YEAR MILESTONES	TARGET ACHIEVEMENT	Cross-reference to other parts of the LIP/proposals
		Number and percentage of accessible bus stops in borough	Borough	Approximately half of all bus stops in Barnet are accessible in so far as kerb heights etc would permit wheelchair users to board accessible buses, but they may not be accessible in a wider sense. An audit will be carried out to confirm this.	Same as baseline data			
Target 5 Traffic volumes in central, inner, outer London and town centres.								
III. Relieving traffic congestion and improving journey time reliability including through the use of travel demand measures. Plans should have regard to the particular traffic conditions in different parts of London	TfL and boroughs are to achieve, between 2001 and 2011, an absolute reduction in weekday traffic of 15% in central London, zero growth 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.	Estimated traffic flows for all motor vehicles DfT National Road Traffic Survey for borough level	(DfT National Road Traffic Survey for borough level)	Estimated traffic flows for all motor vehicles 2001 – 1659 Million vehicle kilometres	Estimated traffic flows for all motor vehicles 2006 – 1711 Million vehicle kilometres		2011 – 1759 Million vehicle kilometres.	Refer to Chapter 2
Target 6 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 (new target). 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.	PI provides journey time variation for AM peak TLRN only. Based on surveys during Oct/Nov.				TfL developing PI to cover more of day and road network to enable a more thorough monitoring of progress towards achievement of target.	TfL developing PI to cover more of day and road network to enable a more thorough monitoring of progress towards achievement of target.	

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Target 7 Modal share																																												
	TfL and boroughs are to maintain or increase the proportion of personal travel made by means other than car.	Proportion of personal travel made on each mode	TfL – LATS	2001 - Barnet <table border="1"> <thead> <tr> <th></th> <th>Education</th> <th>Work</th> </tr> </thead> <tbody> <tr> <td>Rail</td> <td>0</td> <td>4</td> </tr> <tr> <td>Underground / DLR</td> <td>9</td> <td>27</td> </tr> <tr> <td>Bus</td> <td>23</td> <td>10</td> </tr> <tr> <td>Taxi</td> <td>0</td> <td>0</td> </tr> <tr> <td>Other</td> <td>0</td> <td>0</td> </tr> <tr> <td>Car driver</td> <td>7</td> <td>41</td> </tr> <tr> <td>Car passenger</td> <td>29</td> <td>4</td> </tr> <tr> <td>Van/lorry</td> <td>0</td> <td>1</td> </tr> <tr> <td>Motorcycle</td> <td>0</td> <td>2</td> </tr> <tr> <td>Cycle</td> <td>0</td> <td>1</td> </tr> <tr> <td>Walk</td> <td>31</td> <td>10</td> </tr> </tbody> </table>		Education	Work	Rail	0	4	Underground / DLR	9	27	Bus	23	10	Taxi	0	0	Other	0	0	Car driver	7	41	Car passenger	29	4	Van/lorry	0	1	Motorcycle	0	2	Cycle	0	1	Walk	31	10	Same as baseline data	TfL and boroughs are to maintain or increase the proportion of personal travel made by means other than the car.	TfL and boroughs are to maintain or increase the proportion of personal travel made by means other than the car.	
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	Highlighting proportion made by non-car means.		TfL – LATS	Non car proportion (2001) Education – 63% Work – 55%	Same as baseline data	TfL and boroughs are to maintain or increase the proportion of personal travel made by means other than the car.	TfL and boroughs are to maintain or increase the proportion of personal travel made by means other than the car.																																					
Target 8 School Travel Plans, School travel – modal share, non-car modes, Work travel – modal share, non-car modes																																												
	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 (new target, with regard to national DfT/DfES 'Travelling to School: an action plan' target)*.	Number & percentage of schools where travel plan has been completed	Borough	March 2004-Number and percentage of schools reviewed <table border="1"> <thead> <tr> <th></th> <th>Nos.</th> <th>Percent</th> </tr> </thead> <tbody> <tr> <td>Primary</td> <td>2</td> <td>1</td> </tr> <tr> <td>Secondary</td> <td>0</td> <td>0</td> </tr> </tbody> </table>		Nos.	Percent	Primary	2	1	Secondary	0	0	March 2005-Number of schools reviewed <table border="1"> <thead> <tr> <th></th> <th>Nos.</th> <th>%</th> </tr> </thead> <tbody> <tr> <td>Primary</td> <td>38</td> <td>25</td> </tr> <tr> <td>Secondary</td> <td>9</td> <td>6</td> </tr> </tbody> </table>		Nos.	%	Primary	38	25	Secondary	9	6	Target number of schools reviewed <table border="1"> <thead> <tr> <th></th> <th>March 2006</th> </tr> </thead> <tbody> <tr> <td>Nos. schools</td> <td>75</td> </tr> <tr> <td>Percentage of schools</td> <td>49%</td> </tr> </tbody> </table>		March 2006	Nos. schools	75	Percentage of schools	49%	Target number of schools reviewed <table border="1"> <thead> <tr> <th></th> <th>March 2008</th> </tr> </thead> <tbody> <tr> <td>Nos. schools</td> <td>152</td> </tr> <tr> <td>% of schools</td> <td>100</td> </tr> </tbody> </table>		March 2008	Nos. schools	152	% of schools	100							
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		Number & percentage of schools where travel plan deemed necessary and developed	Borough	Travel Plans deemed necessary at 152 schools.	Same as baseline data	Target nos. and % of schools where travel plan deemed necessary and developed (academic year) <table border="1"> <thead> <tr> <th></th> <th>Nos. schools</th> <th>% schools</th> </tr> </thead> <tbody> <tr> <td>2006/07</td> <td>62</td> <td>41</td> </tr> <tr> <td>2007/08</td> <td>98</td> <td>61</td> </tr> <tr> <td>2008/09</td> <td>122</td> <td>80</td> </tr> </tbody> </table>		Nos. schools	% schools	2006/07	62	41	2007/08	98	61	2008/09	122	80	Target nos. and % of schools where travel plan deemed necessary and developed (academic year) <table border="1"> <thead> <tr> <th></th> <th>2009/10</th> </tr> </thead> <tbody> <tr> <td>Nos. schools</td> <td>152</td> </tr> <tr> <td>% schools</td> <td>100</td> </tr> </tbody> </table>		2009/10	Nos. schools	152	% schools	100																			
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		Number & percentage of schools where travel plan has been completed	Borough	There are a 152 schools in Barnet. In 2004 a total of 8 schools (5%) had completed travel plans.	Same as baseline data	Target nos. and % of schools with travel plans completed (academic year) <table border="1"> <thead> <tr> <th></th> <th>Nos. schools</th> <th>% schools</th> </tr> </thead> <tbody> <tr> <td>2006/07</td> <td>62</td> <td>41</td> </tr> <tr> <td>2007/08</td> <td>92</td> <td>61</td> </tr> <tr> <td>2008/09</td> <td>122</td> <td>80</td> </tr> </tbody> </table>		Nos. schools	% schools	2006/07	62	41	2007/08	92	61	2008/09	122	80	Target nos. and % of schools with travel plans completed (academic year) <table border="1"> <thead> <tr> <th></th> <th>2009/10</th> </tr> </thead> <tbody> <tr> <td>Nos. schools</td> <td>152</td> </tr> <tr> <td>% schools</td> <td>100</td> </tr> </tbody> </table>		2009/10	Nos. schools	152	% schools	100																			
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Target 9								
IV. Improving the working of parking and loading arrangements to provide fair, reasonable and effective enforcement of regulations, recognising the needs of business for servicing and delivery as well as other road users, thus contributing to easing congestion and improving access to town centres and regeneration areas.	Boroughs are to achieve improvements in compliance with parking and loading regulations from a baseline to be agreed between boroughs and TfL by December 2004.	Compliance factors to be reported for a number of non-moving contraventions and will be analysed for different days of the week.				Boroughs are to achieve improvements in compliance with parking and loading regulations from a baseline to be agreed between Boroughs and TfL.	Boroughs are to achieve improvements in compliance with parking and loading regulations from a baseline to be agreed between Boroughs and TfL.	
		Compliance factors for moving offences will be reported for a single day's data at each static camera location on a monthly basis						

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Target 10																																																														
V. Improving accessibility and social inclusion on the transport network. Plans should have regard to safety and security for women & vulnerable users	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, particularly disabled people and women travelling at night.	<p>Number and rate of trips on each mode by:</p> <ul style="list-style-type: none"> Disabled people (all disabilities aggregated all day) Older people (over 65, all day) Women travelling between 19:00-07:00 hrs <p>the percentage of pedestrian crossings with facilities for disabled people (BV165)</p>	TfL – LATS	<p>2001 (Barnet residents) Disabled people (all disabilities aggregated, all day)</p> <table border="1"> <thead> <tr> <th>Main mode</th> <th>Number of trips</th> <th>Rate of trips per person/day</th> </tr> </thead> <tbody> <tr> <td>Public</td> <td>6956</td> <td>0.3</td> </tr> <tr> <td>Walk cycle</td> <td>10212</td> <td>0.5</td> </tr> <tr> <td>Car (+van/ lorry/ mcycle)</td> <td>25678</td> <td>1.2</td> </tr> <tr> <td>Taxi</td> <td>979</td> <td>0.0</td> </tr> <tr> <td>Other</td> <td>-</td> <td>-</td> </tr> </tbody> </table> <p>2001 (Barnet residents) Older people (all aged over 65, all day)</p> <table border="1"> <thead> <tr> <th>Main mode</th> <th>Number of trips</th> <th>Rate of trips per person/day</th> </tr> </thead> <tbody> <tr> <td>Public</td> <td>21886</td> <td>0.5</td> </tr> <tr> <td>Walk cycle</td> <td>27740</td> <td>0.7</td> </tr> <tr> <td>Car (+van/ lorry/ mcycle)</td> <td>49742</td> <td>1.2</td> </tr> <tr> <td>Taxi</td> <td>871</td> <td>0.0</td> </tr> <tr> <td>Other</td> <td>-</td> <td>-</td> </tr> </tbody> </table> <p>2001 (Barnet residents) Women travelling between 19.00-07.00 hrs</p> <table border="1"> <thead> <tr> <th>Main mode</th> <th>Number of trips</th> <th>Rate of trips per person/day</th> </tr> </thead> <tbody> <tr> <td>Public</td> <td>20546</td> <td></td> </tr> <tr> <td>Walk cycle</td> <td>8176</td> <td></td> </tr> <tr> <td>Car (+van/ lorry/ mcycle)</td> <td>28152</td> <td></td> </tr> <tr> <td>Taxi</td> <td>294</td> <td></td> </tr> <tr> <td>Other</td> <td></td> <td></td> </tr> </tbody> </table> <p>2005/06 93%</p>	Main mode	Number of trips	Rate of trips per person/day	Public	6956	0.3	Walk cycle	10212	0.5	Car (+van/ lorry/ mcycle)	25678	1.2	Taxi	979	0.0	Other	-	-	Main mode	Number of trips	Rate of trips per person/day	Public	21886	0.5	Walk cycle	27740	0.7	Car (+van/ lorry/ mcycle)	49742	1.2	Taxi	871	0.0	Other	-	-	Main mode	Number of trips	Rate of trips per person/day	Public	20546		Walk cycle	8176		Car (+van/ lorry/ mcycle)	28152		Taxi	294		Other			As baseline	To achieve year on year improvements in the proportion of trips made by equality and inclusion target groups.	To achieve year on year improvements in the proportion of trips made by equality and inclusion target groups.	
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Target 11 Taxicard								
	Boroughs to ensure that their Taxicard scheme conforms to an agreed all-London standard in terms of service quality, eligibility assessment and entitlement by 2006	Milestone: Achievement of compliance with London wide standard	Borough / ALG	N/A	The borough is compliant with current London standards for provision of the Taxicard scheme in terms of service quality, eligibility, assessment and entitlement.		The borough is compliant with current London standards for provision of the Taxicard scheme in terms of service quality, eligibility, assessment and entitlement.	
Target 12 Volume and rate of walking trips, Condition of footway								
VI. Encourage walking by improving the street environment, conditions for pedestrians and through the use of travel demand measures	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	Number and rate per person of walking trips per annum, as measured by LTDS	TfL - LATS	2001 – Number of walking trips by Londoners recorded by LATS household survey – 5,498,969 Rate = 0.75 trips pp/day 2001 Number of walking trips by Barnet residents - 207,603 Rate = 0.66 trips pp/day All figures relate to trips where the person walks the whole way.	As baseline	10% increase in trips in Barnet = 228,363 10% increase in trip rate = 0.73 trips pp/day	2011 – London 10% increase in number of trips = 6,048,866 10% increase in trip rate = 0.825 trips pp/day	
		Proportion of footway in categories 1, 1a and 2 as per BV performance indicator 187a.	TfL Road Network Operations annual statistics based on UK PMS system.	2003 / 2004 81% (First 50% network)	2004 data Second 50% of network = 71%	2006 – 84% (first 50%) 2008 – 89% (first 50%) 2010 – 91% (first 50%)	2006 – 84% (first 50%) 2008 – 89% (first 50%) 2010 – 91% (first 50%)	

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Target 13 Volume and rate of cycling trips																								
VII. Encourage cycling by improving conditions for cyclists and through the use of travel demand measures	TfL and boroughs are to achieve an increase of at least 80% in cycling in London between 2001 and 2011	Number and rate per person of cycling trips per annum, as measured by LTDS	TfL - LATS	2001 - Number of cycling trips by Londoners recorded by LATS household survey = 282,847 Rate = 0.039 trips pp/day 2001 - Number of cycling trips by Barnet residents recorded by LATS household survey = 5113 Rate = 0.016 trips pp/day All figures relate to trips where the person cycles the whole way.	As baseline	80% increase in number of trips by Barnet residents = 9203 80% increase in rate = 0.029 trips pp/day	2011 - London 80% increase in number of trips = 509,124 80% increase in rate = 0.070 trips pp/day																	
Target 14 Condition of 'A' roads and busy bus routes																								
VIII. Bringing transport infrastructure to a state of good repair	TfL and boroughs are to bring all 'A' Roads and Busy Bus Routes up to serviceable standard – that is, a UK PMS score of 70 or below – by 2010.	Road condition, share of TLRN and BPRN carriageway lower than score of 70 from UKPMS	Road2000 Team for the Mayor based on UKPMS Borough based on UKPMS system	2003 / 2004 BV96 Principal Roads (A Roads) 87% 2003 / 2004 BV97a Classified non principal roads (B Roads) 82%	BV96 Principal Roads (A Roads) 2004 data - 93% BV97a Classified non principal roads (B Roads) 2004 data - 88%	BV96 Principal Roads (A Roads) <table border="1"> <tr><td>2006</td><td>2008</td><td>2010</td></tr> <tr><td>94%</td><td>95%</td><td>96%</td></tr> </table> BV97a Classified non principal roads (B Roads) <table border="1"> <tr><td>2006</td><td>2008</td><td>2010</td></tr> <tr><td>90%</td><td>91%</td><td>92%</td></tr> </table>	2006	2008	2010	94%	95%	96%	2006	2008	2010	90%	91%	92%	BV96 Principal Roads (A Roads) <table border="1"> <tr><td>2010</td></tr> <tr><td>96%</td></tr> </table> BV97a Classified non principal roads (B Roads) <table border="1"> <tr><td>2010</td></tr> <tr><td>92%</td></tr> </table>	2010	96%	2010	92%	
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