

MTS IMPLEMENTATION TARGETS - DATA REPORTS 2008 (2008/09)

Hammersmith & Fulham

West London

Introduction

This report describes the progress made by this borough in meeting the Implementation Targets set by the Mayor in the LIP Guidance (2004), and subsequent publications, including Transport Strategy Implementation Targets (2004).

The LIP Guidance also requires boroughs to report on additional performance indicators, for which targets have not been set. Trends for these indicators are also presented here, in order to provide a broader picture of transport trends within the borough.

Overall Summary

	Base Year	Change since baseline	Progress against linear trajectory and the Mayor's target:
I. Improving road safety			
1a_1: No. of people killed and seriously injured overall	1994/98 average	-26%	Not On Track
1a_2: No. of pedestrians killed and seriously injured	1994/98 average	-33%	Not On Track
1a_3: No. of cyclists killed and seriously injured	1994/98 average	-6%	Not On Track
1a_4: No. of motorcyclists killed and seriously injured	1994/98 average	21%	Not On Track
1b: No. of children killed and seriously injured overall	1994/98 average	-58%	On Track
1c: Slight casualty rate (per 100 million veh-kms)	1994/98 average	-34%	On Track
2_1: No. of primary and secondary schools where road safety has been reviewed (or travel plans are in place)	2004/05	64	Progress against this target no longer being tracked
II. Improving bus journey times and reliability			
3: Bus excess wait time on high frequency routes (<i>London-wide target only</i>)	2000/01	-49%	On Track
4_1: Average bus journey time (mins) along the LBI routes within the borough: AM peak	2005	See Page 13	On Track = 4 route(s); Not On Track = 3 route(s).
4_2: Average bus journey time (mins) along the LBI routes within the borough: Inter-peak	2005	See Page 13	On Track = 4 route(s); Not On Track = 3 route(s).
4_3: Average bus journey time (mins) along the LBI routes within the borough: PM peak	2005	See Page 14	On Track = 4 route(s); Not On Track = 3 route(s).
III. Relieve traffic congestion and improve journey time			
5_1: Traffic volume (million veh-kms) in borough	2001	-3%	On Track
5_2: Traffic volume (million veh-kms) in Metropolitan town centre	2001	See Page 17	-
7: Proportion of personal travel made by mode	2008	-	-
8: No. of schools where review of travel has been implemented	2004/05	48	Progress against this target no longer being tracked
V. Accessibility and social inclusion on the transport network			
10: Trips made by equality and inclusion target groups under-represented in the public transport market	2008	See Page 20	-
VI. Encourage walking by improving the street environment			
12: Number of walking trips per annum	2008	-	-
VII. Encourage cycling by improving the street environment			
13: Number of cycling trips per annum	2008	-	-
VIII. Bringing transport infrastructure to a state of good repair			
14: Share of TLRN and of boroughs Primary Road Network carriageway with a UKPMS score lower than 70	2003/04	-8%	Not On Track

Number of targets which are 'On Track' or "Met" =

Number of targets which are 'Not On Track' =

Number of targets which are "Not Met" =

Number of targets with with mixed progress =

4
5
0
3

Commentary

The above table summarises progress against the MTS performance indicators, for which targets have been set by the Mayor.

Boroughs were asked to specify the targets to which they are working, and their anticipated rate of progress towards the target (called the 'target trajectory'), in their Local Implementation Plans and their annual Proforma A returns.

As boroughs have not been asked to justify or explain how they came up with their target trajectories, progress has been assessed against a linear trajectory in all cases, and against the targets set by the Mayor in the LIP Guidance (2004), or subsequent publications.

What is a target trajectory? - A target trajectory is a line on a graph representing the projected rate of progress between the baseline situation and the intended target.

What does a linear trajectory look like? - If a linear trajectory is adopted, an assumption has been made that the rate of progress towards the target will be the same during the entire period between the base and target year. In other words, in order to achieve a 60% reduction in the number of people killed and seriously injured on London's roads between 1998 and 2010 (i.e. 12 years), a borough would need to achieve a 5% reduction each year. By 2008, some 10 years into the progress, the borough would need to have achieved a reduction of 50%, if it is to achieve its target of 60% by 2010.

On Track / Not On Track

Boroughs which have achieved or exceeded the change required, are identified as being 'on track'. Those which have not are identified as being 'not on track'. This approach means that, in some instances, boroughs which have not quite achieved the required progress (possibly by as little as 0.1%) are identified as 'not on track'.

Note - All targets are measured at a borough level, unless specified.

Borough Partnerships appreciates that some boroughs may have good reasons for adopting a non-linear trajectory, in order to monitor their progress. For example, significant investment in bus priority measures mid-way through the first round of LIPs, may mean that little progress is anticipated regarding average bus journey times until later years. In this situation, a curved trajectory line may be justified. The detailed analysis below therefore shows the trajectories specified by boroughs in their 2007 Proforma A returns, alongside the linear trajectory (where these differ), and comments on progress against both.

In second round LIPs, boroughs will need to justify or explain how they came up with their target trajectories, particularly where a non-linear trajectory has been adopted.

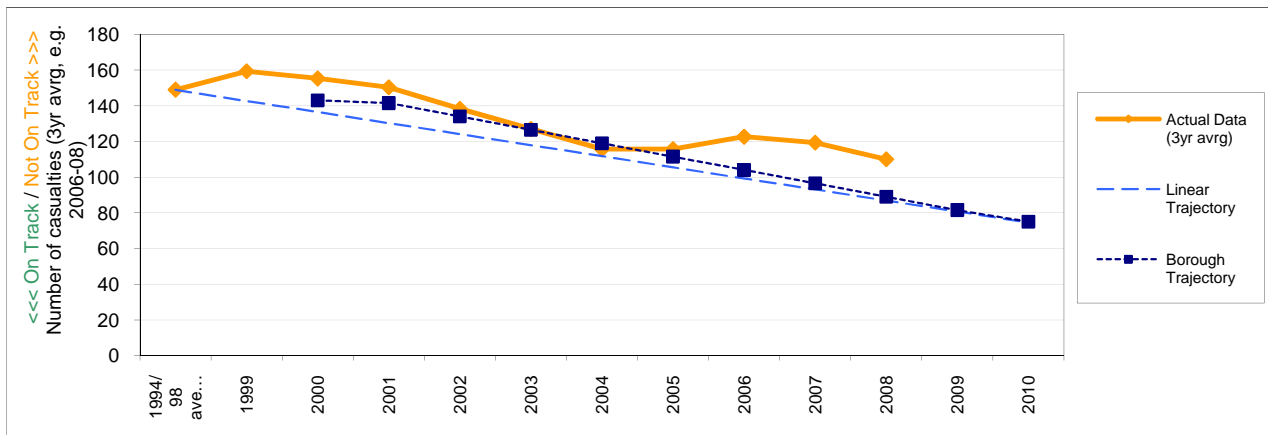
I. Improving road safety

Target 1a_1 **No. of people killed and seriously injured overall** **Not On Track**

Base Year: 1994/98 average **Target specified by borough:** -50%
Target Year: 2010 **Target specified by the Mayor:** -50%
Are targets broadly the same? Yes

Units: No. of people killed and seriously injured overall
LIP Target: TfL and boroughs to achieve a 50% reduction by 2010 in comparison with the 1994-98 average.

Year	1994/98 average	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	NB, actual data is expressed as a 3 year average. E.g. 2008 data covers 2006-08, etc.
Actual Data (3yr avrg)	149	159	155	150	138	127	116	116	123	119	110			
Linear Trajectory	149	143	137	130	124	118	112	106	99	93	87	81	75	
Borough Trajectory			143	142	134	127	119	112	104	97	89	82	75	



Source: TfL London Road Safety Unit

Progress against linear trajectory and the Mayor's target: **Not On Track**
 Change since baseline: -26%

Commentary

Hammersmith & Fulham has recorded a 26% reduction in the number killed and seriously injured, compared with the average for 1994-98. However, it is currently 'not on track' to meet the target of 50% set by the Mayor for 2010. The linear trajectory line indicates that a reduction of 42% by 2008, was required in order for the progress to be 'on track'.

It is noted that the Borough was broadly 'on track' between 2002 and 2004, and strong progress during 2009 could ensure that the Borough is back on track next year.

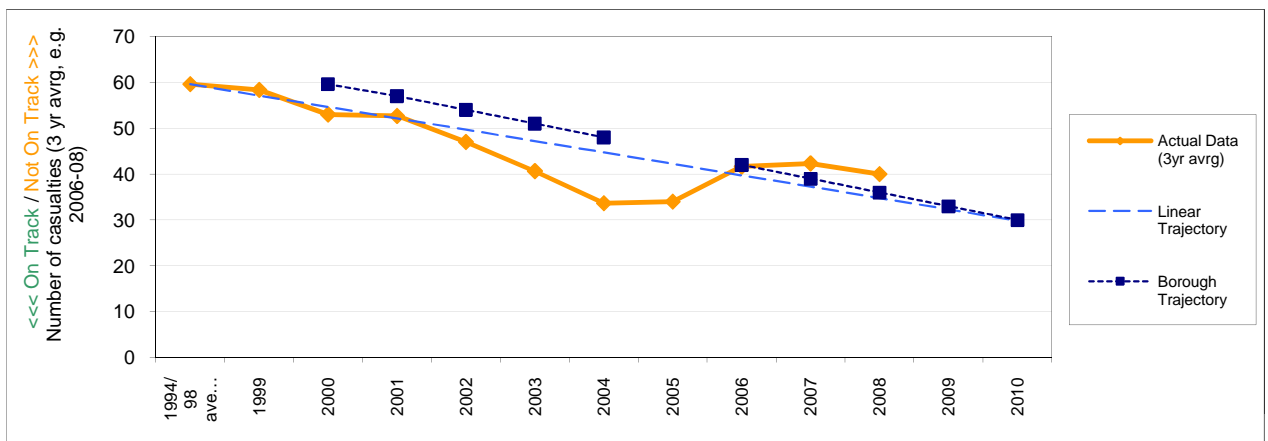
Values for each year are reported as three-year rolling averages (e.g. 2008 = 2006-08). This mitigates against significant fluctuations between values for consecutive years which may occur when single year data is used.

Target 1a_2 **No. of pedestrians killed and seriously injured** **Not On Track**

Base Year: 1994/98 average **Target specified by borough:** -50%
Target Year: 2010 **Target specified by the Mayor:** -50%
Are targets broadly the same? Yes

Units: No. of pedestrians killed and seriously injured
LIP Target: TfL and boroughs to achieve a 50% reduction by 2010 in comparison with the 1994-98 average.

Year	1994/98 average	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	NB, actual data is expressed as a 3 year average. E.g. 2008 data covers 2006-08, etc.
Actual Data (3yr avrg)	60	58	53	53	47	41	34	34	42	42	40			
Linear Trajectory	60	57	55	52	50	47	45	42	40	37	35	32	30	
Borough Trajectory			60	57	54	51	48		42	39	36	33	30	



Source: TfL London Road Safety Unit

Progress against linear trajectory and the Mayor's target: **Not On Track**
 Change since baseline: -33%

Commentary

Hammersmith & Fulham has recorded a 33% reduction in the number of pedestrians killed and seriously injured, compared with the average for 1994-98. However, it is currently 'not on track' to meet the target of 50% set by the Mayor for 2010. The linear trajectory line indicates that a reduction of 42% by 2008, was required in order for the progress to be 'on track'.

Strong progress during 2009 could ensure that the Borough is back on track next year.

Note - Trajectory information provided by the Borough is only partially complete.

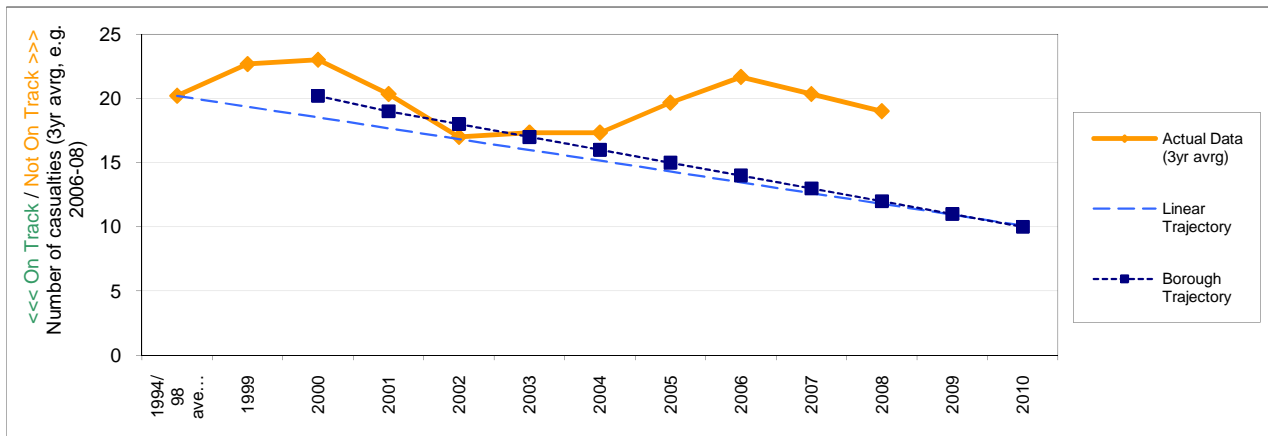
It is acknowledged that in some boroughs the absolute number of casualties is now very low, and a certain amount of year-to-year fluctuation in the data is expected. Values for each year are reported as three-year rolling averages to mitigate this.

Target 1a_3 **No. of cyclists killed and seriously injured** **Not On Track**

Base Year: 1994/98 average **Target specified by borough:** -50%
Target Year: 2010 **Target specified by the Mayor:** -50%
Are targets broadly the same? Yes

Units: No. of cyclists killed and seriously injured
LIP Target: TfL and boroughs to achieve a 50% reduction by 2010 in comparison with the 1994-98 average.

Year	1994/98 average	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	NB, actual data is expressed as a 3 year average. E.g. 2008 data covers 2006-08, etc.
Actual Data (3yr avg)	20	23	23	20	17	17	17	20	22	20	19			
Linear Trajectory	20	19	19	18	17	16	15	14	13	13	12	11	10	
Borough Trajectory			20	19	18	17	16	15	14	13	12	11	10	



Source: TfL London Road Safety Unit

Progress against linear trajectory and the Mayor's target: **Not On Track**
 Change since baseline: -6%

Commentary

Hammersmith & Fulham has recorded a 6% decrease in the number of cyclists killed and seriously injured, compared with the average for 1994-98. However it is currently 'not on track' to meet the target of 50% set by the Mayor for 2010. The linear trajectory line indicates that a reduction of 42% by 2008, was required in order for the progress to be 'on track'.

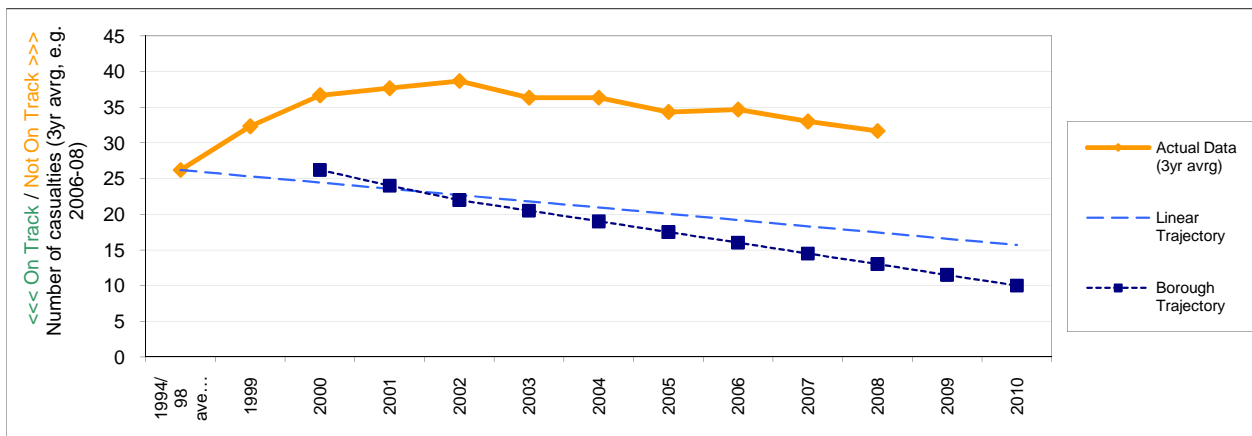
It is acknowledged that in some boroughs the absolute number of casualties is now very low, and a certain amount of year-to-year fluctuation in the data is expected. Values for each year are reported as three-year rolling averages to mitigate this.

Target 1a_4 No. of motorcyclists killed and seriously injured Not On Track

Base Year: 1994/98 average **Target specified by borough:** -62%
Target Year: 2010 **Target specified by the Mayor:** -40%
Are targets broadly the same? No

Units: No. of motorcyclists killed and seriously injured
LIP Target: TfL and boroughs to achieve a 40% reduction by 2010 in comparison with the 1994-98 average.

Year	1994/98 average	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	
Actual Data (3yr avrg)	26	32	37	38	39	36	36	34	35	33	32			NB, actual data is expressed as a 3 yr average. E.g. 2008 data covers 2006-08, etc.
Linear Trajectory	26	25	24	24	23	22	21	20	19	18	17	17	16	
Borough Trajectory			26	24	22	21	19	18	16	15	13	12	10	



Source: TfL London Road Safety Unit

Progress against linear trajectory and the Mayor's target: **Not On Track**
 Change since baseline: 21%

Commentary

Hammersmith & Fulham has recorded a 21% increase in the number of motorcyclists killed and seriously injured, compared with the average for 1994-98. It is currently 'not on track' to meet the target of 40% set by the Mayor for 2010. The linear trajectory line indicates that a reduction of 33% by 2008, was required in order for the progress to be 'on track'.

It is noted that Hammersmith & Fulham has set a target which differs from that specified by the Mayor - and is also 'not on track' to meet this target.

It is acknowledged that in some boroughs the absolute number of casualties is now very low, and a certain amount of year-to-year fluctuation in the data is expected. Values for each year are reported as three-year rolling averages to mitigate this.

Background Trends

Between 1996 and 2008, the number of motorcycles, scooters and mopeds licensed in Greater London increased by 80%, from 66,000 in 1996 to 119,000 in 2008 (Towards 2010: Monitoring Casualties in Greater London. Issue 9, TfL).

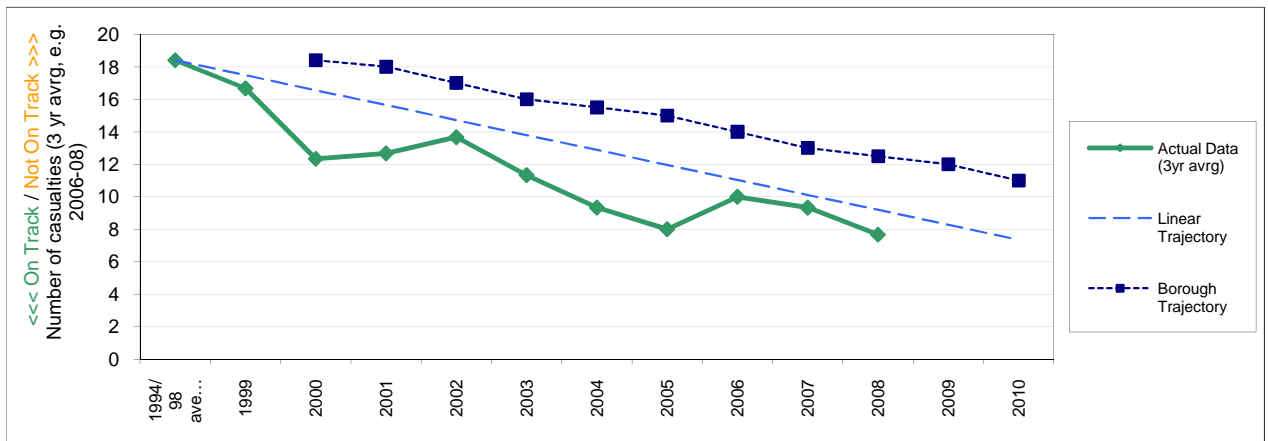
This report also shows that levels of motorcycling have increased by about 20% in central London over this time period (with most growth occurring between 1993 and 2001). Growth in Inner London was about 16% to 2005, but then fell back slightly. Levels in Outer London were relatively unchanged in 2008, compared with 1996 levels.

Target 1b **No. of children killed and seriously injured overall** **On Track**

Base Year: 1994/98 average **Target specified by borough:** -40%
Target Year: 2010 **Target specified by the Mayor:** -60%
Are targets broadly the same? No

Units: No. of children killed and seriously injured overall
LIP Target: TfL and boroughs to achieve a 50% reduction by 2010 in comparison with the 1994-98 average.

Year	1994/98 average	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	NB, actual data is expressed as a 3 yr average. E.g. 2008 data covers 2006-08, etc.
Actual Data (3yr avrg)	18	17	12	13	14	11	9	8	10	9	8			
Linear Trajectory	18	17	17	16	15	14	13	12	11	10	9	8	7	
Borough Trajectory			18	18	17	16	16	15	14	13	13	12	11	



Source: TfL London Road Safety Unit

Progress against linear trajectory and the Mayor's target: **On Track**
 Change since baseline: -58%

Commentary

Hammersmith & Fulham has recorded a 58% reduction in the number of children killed and seriously injured, compared with the average for 1994-98. This means that it is 'on track' to meet the target of 60% set by the Mayor for 2010.

It is noted that Hammersmith & Fulham has set a target which differs from that specified by the Mayor - and has also exceeded this target (-40%).

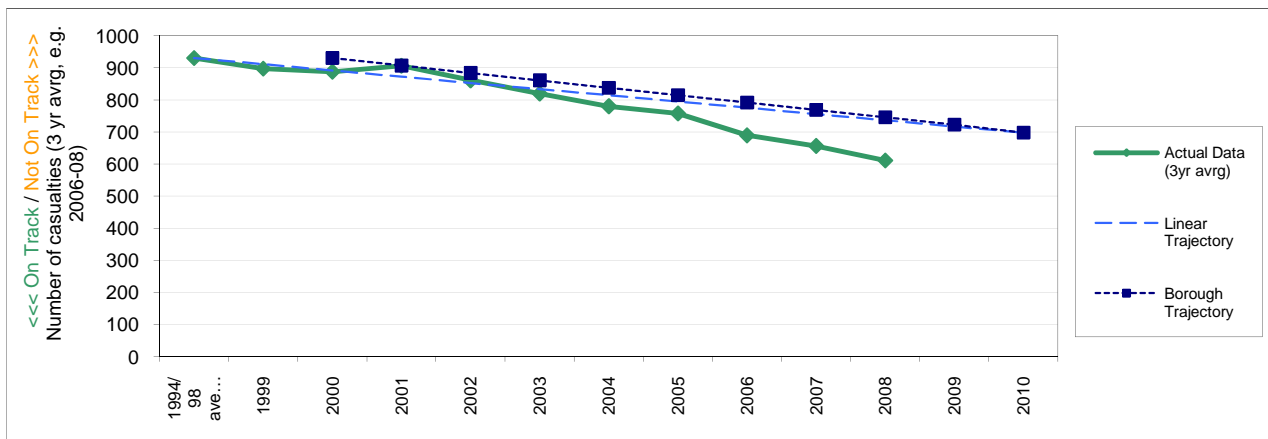
It is acknowledged that in some boroughs the absolute number of casualties is now very low, and a certain amount of year-to-year fluctuation in the data is expected. Values for each year are reported as three-year rolling averages to mitigate this.

Target 1c **No. of slight casualties overall** **On Track**

Base Year: 1994/98 average **Target specified by borough:** -25%
Target Year: 2010 **Target specified by the Mayor:** -25%
Are targets broadly the same? Yes

Units: No. of slight casualties overall
LIP Target: TfL and boroughs to achieve a 25% reduction by 2010 in comparison with the 1994-98 average.

Year	1994/98 average	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	
Actual Data (3yr avg)	930	897	888	906	861	820	780	758	690	657	611			NB, actual data is expressed as a 3 yr average.
Linear Trajectory	930	911	892	872	853	833	814	795	775	756	737	717	698	E.g. 2008 data covers 2006-08, etc.
Borough Trajectory			930	907	884	861	838	815	792	769	746	723	698	



Note - At the time the LIP Guidance was published, TfL and the London boroughs were working towards a target relating to a 10% reduction in the slight casualty rate (per 100 million vehicles). This target has since been updated.

Source: TfL London Road Safety Unit

Progress against linear trajectory and the Mayor's target: **On Track** (Target achieved)
 Change since baseline: -34%

Commentary

Hammersmith & Fulham has recorded a 34% reduction in the number of slight casualties, compared with the average for 1994-98. This means that it has exceeded the target of 25% set by the Mayor for 2010.

Values for each year are reported as three-year rolling averages (e.g. 2008 = 2006-08). This mitigates against significant fluctuations between values for consecutive years which may occur when single year data is used.

Performance Indicators

The LIP Guidance requires boroughs to report on performance against these indicators, but no targets have been set. Note, actual data is expressed as a 3 year average. E.g. 2008 data covers 2006 - 2008, etc.

Year	2003	2004	2005	2006	2007	2008	2009	2010	Abs. change to date	% change to date
Indicator 1e										
Number of casualties by mode:										
Pedestrian	203	186	190	191	197	171			-32	-16%
Pedal Cycle	138	136	139	132	133	130			-8	-6%
Powered 2 Wheeler	247	229	227	208	196	178			-69	-28%
Car	269	250	238	229	220	209			-60	-22%
Taxi	13	11	11	9	12	10			-3	-25%
Bus or Coach	40	27	13	14	10	15			-25	-63%
Goods Vehicle	11	15	13	14	10	11			0	-3%
Other Vehicle	6	7	9	6	7	5			-1	-17%
% of casualties by mode:										
Pedestrian	22%	22%	23%	24%	25%	24%			2%	-
Pedal Cycle	15%	16%	17%	16%	17%	18%			3%	-
Powered 2 Wheeler	27%	27%	27%	26%	25%	24%			-2%	-
Car	29%	29%	28%	29%	28%	29%			0%	-
Taxi	1%	1%	1%	1%	1%	1%			0%	-
Bus or Coach	4%	3%	2%	2%	1%	2%			-2%	-
Goods Vehicle	1%	2%	2%	2%	1%	2%			0%	-
Other Vehicle	1%	1%	1%	1%	1%	1%			0%	-

Source: TfL London Road Safety Unit

Commentary

Number of casualties by mode

The number of casualties recorded for some modes is small at a borough level, making it difficult to identify general trends. However, the following observations can be made:

- (i) the number of casualties has decreased for the following modes: Pedestrian, Pedal Cycle, Powered 2 Wheeler, Car, Taxi, Bus or Coach, Goods Vehicle, Other Vehicle, since 2003.
- (ii) the mode accounting for the highest proportion of casualties is: Car (accounting for 29% in 2008).

Target 2_1 No. of primary and secondary schools with travel plans in place

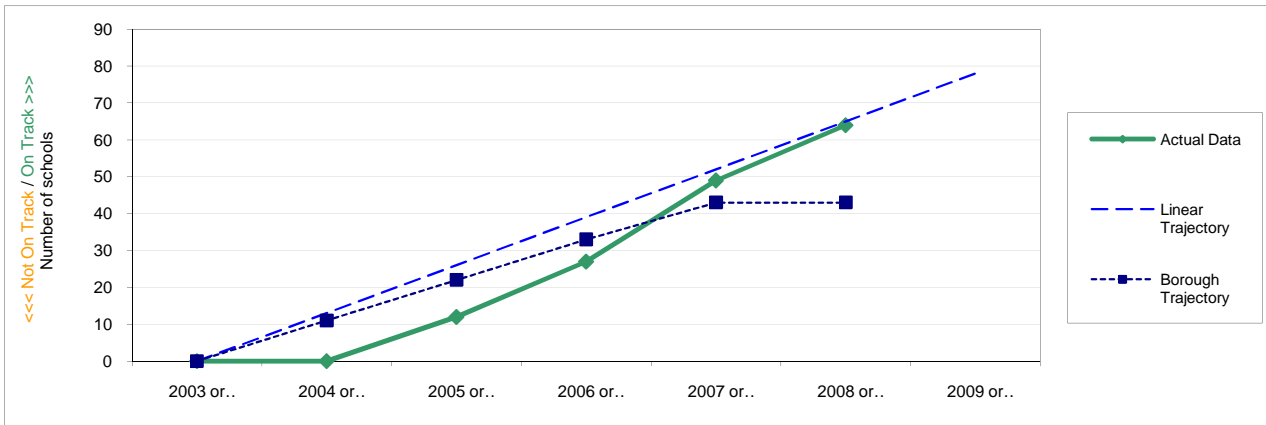
Base Year: 2004/05 **Target specified by borough:** 100% by 2009
Target Year: 2009 **Target specified by the Mayor:** 100% by 2009
Are targets broadly the same? -

Units: No. of primary and secondary schools where road safety has been reviewed
LIP Target: Boroughs to review road safety around all primary and secondary schools by 2008(extended to 2009).

Year (Data = no. of schools)	2003 or 03/04	2004 or 04/05	2005 or 05/06	2006 or 06/07	2007 or 07/08	2008 or 08/09	2009 or 09/10
Actual Data	0	0	12	27	49	64	
Linear Trajectory	0	13	26	39	52	65	78
Borough Trajectory	0	11	22	33	43	43	

Assumption: Number of schools in borough = 78

N.B. Data from 2007 or 2007/08 onwards is based on the number of schools with travel plans in place. Data for previous years is based on the number of schools where road safety has been reviewed.



Linear trajectory assumptions: The trajectory end point (i.e. for 2008) is based on the number of schools in the borough, as per TfL records. The trajectory start point (i.e. for 2003) is based on trajectory information provided by boroughs.

Where this information has not been provided, a starting point of 0 schools has been assumed.

Source: TfL Smarter Travel Unit

Progress against linear trajectory and the Mayor's target: - 64
 Change since 2004/05 baseline: 64

Commentary

In previous years, Boroughs have been required to report on two indicators:
 - number of schools where a review of road safety around primary and secondary schools has been undertaken;
 - number of schools where safety schemes have been implemented.

Data collected for TfL for 2008/09 (which covers the period up to April 2009) is based on the number of schools where a travel plan is in place. In most cases, this will be the same as the number of schools where road safety has been reviewed. However, for some Boroughs these indicators may differ, and results for 2008/09 may not be wholly compatible with data for previous years (which has been taken from the Borough's 2007 Proforma A submission).

Where possible, this has been taken account of in the commentary below.

Some 64 out of 78 schools in Hammersmith & Fulham (i.e. 82%) currently have a school travel plan in place.

Overall commentary on Road Safety

Casualties

Hammersmith & Fulham has achieved targets set by the Mayor and TfL for:

- the number of slight casualties (target = -25%)

Hammersmith & Fulham is 'on track' to meet targets set by the Mayor and TfL for:

- the number of children killed and seriously injured (target = -60%)

However, the Borough is currently 'not on track' to meet the target set for the number of motorcyclists killed and seriously injured (target = -40%); the number of cyclists killed and seriously injured (target = -50%); the number of pedestrians killed and seriously injured (target = -50%); or the number of people killed and seriously injured overall (target = -50%)

The following observations can also be made:

(i) the number of casualties has decreased for the following modes: Pedestrian, Pedal Cycle, Powered 2 Wheeler, Car, Taxi, Bus or Coach, Goods Vehicle, Other Vehicle, since 2003.

(ii) the mode accounting for the highest proportion of casualties is: Car (accounting for 29% in 2008).

A three year average has been applied to each years actual data within the casualty indicators. This helps to mitigate fluctuations between consecutive years which may occur when single year values are used.

Road safety reviews

Some 64 out of 78 schools in Hammersmith & Fulham (i.e. 82%) currently have a school travel plan in place.

II. Improving bus journey times and reliability

Target 3 Bus excess wait time on high frequency routes (mins per customer)

On Track

This is a London-wide target. Boroughs are not required to report borough specific data.

Base Year: 2000/01

Target Year: 2009/10

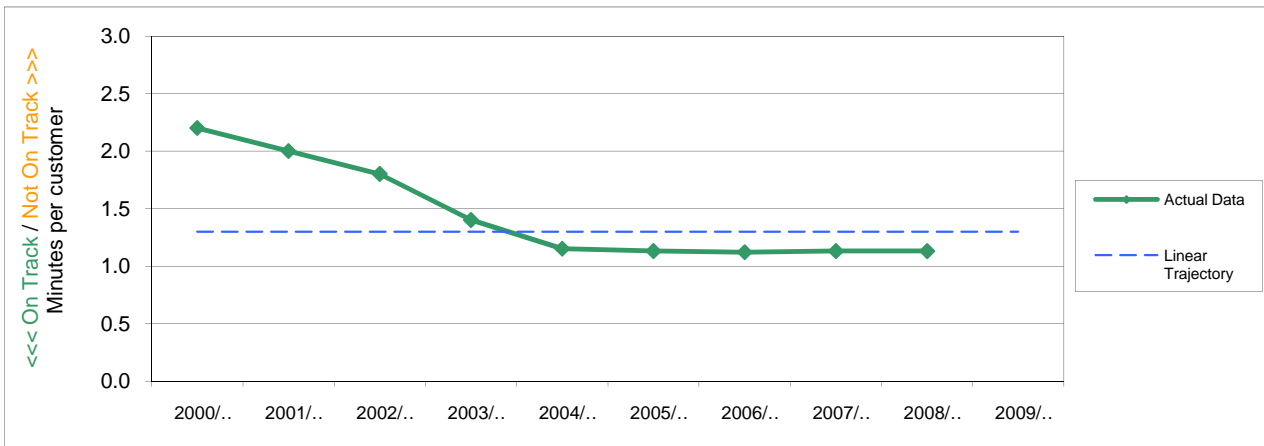
Target specified by the Mayor:

1.3

Units: Minutes per customer

LIP Target: TfL to reduce bus excess wait time to 1.3 minutes per passenger journey by 2009/10.

Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10
Actual Data	2.2	2.0	1.8	1.4	1.2	1.1	1.1	1.1	1.1	
Linear Trajectory	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3



Source: London Buses Performance: Financial Year 2008/09

Progress against linear trajectory and the Mayor's target:

On Track

(Target achieved)

Change since baseline:

-49%

Commentary

Since 2000/01, bus excess wait time across London has reduced by 49%, from 2.2 to 1.1 minutes per customer. This means that the target set by the Mayor to reduce bus excess wait time to 1.3 minutes by 2009/10, has been met.

Overall commentary on bus journey times and reliability
Bus excess wait time on high frequency routes (mins per customer):
Since 2000/01, bus excess wait time across London has reduced by 49%, from 2.2 to 1.1 minutes per customer. This means that the target set by the Mayor to reduce bus excess wait time to 1.3 minutes by 2009/10, has been met.
Average bus journey time (mins) along the LBI routes within the borough:
<p>The target set by the Mayor is for boroughs to reduce, or maintain at 2005 levels, bus journey times (mins) on LBI routes. In 2009, iBus data replaced the former AVL system, and data is now presented in terms of journey speed rather than journey time. As a result, all indicators are now revised to measure whether journey speeds (km/h) have increased, or maintained from 2005 levels.</p> <p>Across the day:</p> <ul style="list-style-type: none"> - 12 services are 'on track' to meet the target set by the Mayor. - 9 services are 'not on track' to meet the target set by the Mayor. <p>The following services were 'on track' in all three time periods in 2009: 14 Eastbound, 207 Eastbound, 207 Westbound.</p>
Total bus lane kilometres/hours in operation per borough
The average number of bus lane kilometre hours in Hammersmith & Fulham is 529.3. This indicator measures the extent of the bus lane network.
Percentage of accessible bus stops per borough
Some 50% of bus stops in Hammersmith & Fulham are DDA compliant.

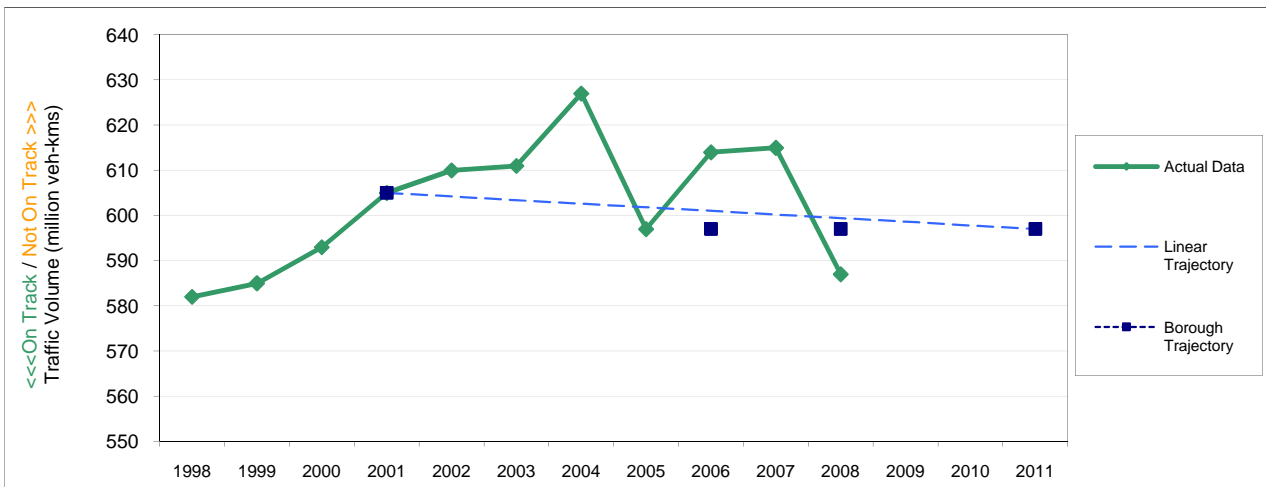
III. Relieve traffic congestion and improve journey time

Target 5_1b **Traffic volume (million veh-kms) in borough** **On Track**

Base Year: 2001 **Target specified by borough:** -1%
Target Year: 2011 **Target specified by the Mayor:** -
Are targets broadly the same? -

Units: Traffic volume (million veh-kms) in Borough
LIP Target: TfL and boroughs are to achieve, between 2001 and 2011, (a) an absolute reduction in weekday traffic of 15% in central London, (b) zero growth across the rest of Inner London, (c) a reduction in growth in Outer London of a third (i.e. 5% absolute growth).

Year	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Actual Data	582	585	593	605	610	611	627	597	614	615	587			
Linear Trajectory				605	604	603	603	602	601	600	599	599	598	597
Borough Trajectory				605					597		597			597



Source: Department for Transport's National Road Traffic Survey

Progress against linear trajectory and the Mayor's target: **On Track** (Target achieved)
 Change since baseline: -3%

Commentary

Traffic volumes in Hammersmith and Fulham increased between 2001 and 2004 and have fluctuated since then, resulting in the 2008 traffic volume being 3% lower than in 2001.

The Borough set a ambitious target in its approved LIP of a 1% reduction in traffic and is 'on track' to meet this.

Note - Trajectory information provided by the Borough is only partially complete.

Target 5_2 Traffic volume (million veh-kms) in Metropolitan town centres

LIP Target: TfL and boroughs are to achieve, between 2001 and 2011, zero growth in the following 10 Outer London town centres:
Bromley, Croydon, Ealing, Harrow, Hounslow, Ilford (LB of Redbridge), Kingston, Romford (LB of Havering), Sutton, Wood Green (LB of Haringey).

Commentary

Data not available for 2008 and 2009.

Borough not required to set a target or report on performance.

Target 7 Proportion of personal travel made by each mode

LIP Target: TfL and boroughs are to maintain or increase the proportion of personal travel made by means other than car.

Year	2008 (2006-2008)	2009 (2007-2009)	2010 (2008-2010)	2011 (2009-2011)	2012 (2010-2012)	Linear Trajectory	Abs. change since 2008	Progress against linear trajectory and the Mayor's target:
Means other than car	79%	78%				79%	-	-

Performance Indicators

The LIP Guidance requires boroughs to report on performance against these indicators, but no targets have been set.

Year	2008 (2006-2008)	2009 (2007-2009)	2010 (2008-2010)	2011 (2009-2011)	2012 (2010-2012)	Abs. change since 2008
Proportion of travel made by mode - Indicators						
Foot	37%	37%				-
Pedal Cycle	3%	4%				-
Powered two-wheeler	2%	2%				-
Car	21%	22%				-
Taxi	2%	2%				-
Bus / Coach	15%	17%				-
Other (Rail, LUL, other)	20%	16%				-
Means other than car	79%	78%				-

Source: London Travel Demand Survey (2007-2009 Combined Household Survey database)

Commentary

Data provided for this target is based on three year average LTDS data, e.g. 2007-2009, and refers to the main mode used per trip. Data for this target has been available since 2008.
The results are based on responses from 605 households across the borough over the three year period.

Some 78% of journeys between 2007 and 2009, were made by means other than the car.

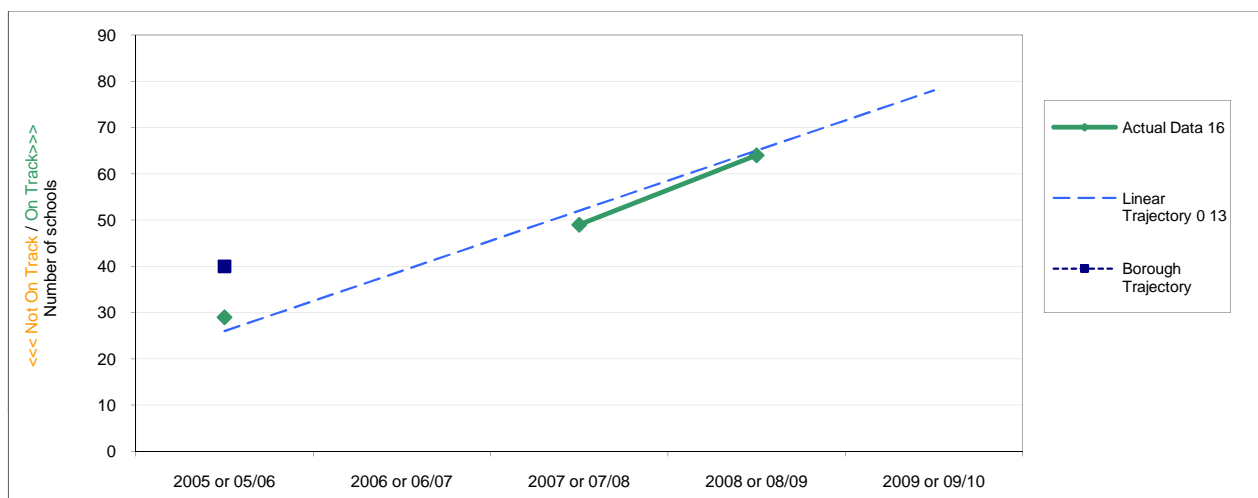
Target 8 No. of schools where review of travel has been implemented -

Base Year: 2004/05 **Target specified by borough:** 100% by 2008
Target Year: 2008 **Target specified by the Mayor:** 100% by 2009
Are targets broadly the same? -

Units: No. of schools where review of travel has been completed
LIP Target: Boroughs are to work with schools or groups of schools to review travel to all schools by March 2008 (extended to 2009).

Year	2003 or 03/04	2004 or 04/05	2005 or 05/06	2006 or 06/07	2007 or 07/08	2008 or 08/09	2009 or 09/10
Actual Data		16	29		49	64	
Linear Trajectory	0	13	26	39	52	65	78
Borough Trajectory			40				

Assumption: Number of schools in borough = 78
 N.B. Data from 2007 or 2007/08 onwards is based on the number of schools with travel plans in place. Data for previous years is based on the number of schools where road safety has been reviewed.



Linear trajectory assumptions: The trajectory end point (i.e. for 2008) is based on the number of schools in the borough, as per TfL records. The trajectory start point (i.e. for 2003) is based on trajectory information provided by boroughs. Where this information has not been provided, a starting point of 0 schools has been assumed.

Source: TfL Smarter Travel Unit

Progress against linear trajectory and the Mayor's target: -
 Change since 2004/05 baseline: 48

Commentary

In previous years, Boroughs have been required to report on three indicators:

- number of schools where a review of travel has been completed;
- number of schools where travel plans deemed necessary and developed;
- number of schools where travel plan implemented.

Data collected for TfL from 2007/08 onwards is based on the number of schools where a travel plan is in place. In most cases, this will be the same as the number of schools where a review of travel has been undertaken. However, for some Boroughs these indicators may differ, and results for 2007/08 and 2008/09 may not be wholly compatible with data for previous years (which has been taken from the Borough's Proforma A submission).

Where possible, this has been taken account of in the commentary below.

Some 64 out of 78 schools in Hammersmith & Fulham (i.e. 82%) currently have a school travel plan in place.

Note - Data for 2007 may not be consistent with that provided in previous years. The Borough may wish to confirm the data presented here.

It is acknowledged that many boroughs are currently working towards the national DfT/DCSF target of 100% of schools to have a travel plan by 2010.

Performance Indicators

The LIP Guidance requires boroughs to report on performance against these indicators, but no targets have been set.

Year	2008 (2006- 2008)	2009 (2007- 2009)	2010 (2008- 2010)	2011 (2009- 2011)	2012 (2010- 2012)	% change to date
Indicators						
Proportion of walking and cycling school trips, as defined in LTDS	39%	41%				-
Proportion of walking and cycling work trips, as defined in LTDS	24%	27%				-

Source: London Travel Demand Survey (2007-2009 Combined Household Survey database)

Commentary

Data provided for this target is based on three year average LTDS data, and refers to the main mode used per trip.

Some 41% of school trips and 27% of work trips, between 2007 and 2009, were undertaken by foot or cycle.

Overall commentary on traffic congestion and journey time

Traffic volume (million veh-kms) in borough

Traffic volumes in Hammersmith and Fulham increased between 2001 and 2004 and have fluctuated since then, resulting in the 2008 traffic volume being 3% lower than in 2001.

The Borough set a ambitious target in its approved LIP of a 1% reduction in traffic and is 'on track' to meet this.

Note - Trajectory information provided by the Borough is only partially complete.

Proportion of personal travel made by each mode

Some 78% of journeys between 2007 and 2009, were made by means other than the car.

No. of schools where review of travel has been implemented

Some 64 out of 78 schools in Hammersmith & Fulham (i.e. 82%) currently have a school travel plan in place.

Note - Data for 2007 may not be consistent with that provided in previous years. The Borough may wish to confirm the data presented here.

Mode of travel to school and work

Some 41% of school trips and 27% of work trips, between 2007 and 2009, were undertaken by foot or cycle.

V. Accessibility and social inclusion on the transport network

Target 10

Trips made by equality and inclusion target groups under represented in the public transport market

LIP Target: 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.

Year	2008 (2006- 2008)	2009 (2007- 2009)	2010 (2008- 2010)	2011 (2009- 2011)	2012 (2010- 2012)	Change since 2008	Progress against linear trajectory and the Mayor's target:
Indicators							
No. of public transport trips made by: Disabled people (all disabilities aggregated, all day)	8258	6433				-	-
Rate of trips (per person) made on public transport by: Disabled people (all disabilities aggregated, all day)	0.70	0.50				-	-
No. of public transport trips made by: Older people (all aged over 65, all day)	12635	13010				-	-
Rate of trips (per person) made on public transport by: Older people (all aged over 65, all day)	0.74	0.81				-	-
No. of public transport trips made by: Women travelling between 19.00 - 07.00 hrs.	9001	10349				-	-
Rate of trips (per person) made on public transport by: Women travelling between 19.00 - 07.00 hrs.	0.10	0.12				-	-

Number of trips made per day across the borough.

Source: London Travel Demand Survey (2007-2009 Combined Household Survey database)

Commentary on accessibility and social inclusion

Data provided for this target is based on three year average LTDS data. Differences in data methodology for 2008 and 2009 mean that values for each year are not directly comparable.

Between 2007 and 2009:

- disabled people in Hammersmith & Fulham made 0.5 trips per day per person, on public transport. (based on responses from 86 disabled persons across the borough over the three year period.)
- older people in Hammersmith & Fulham made 0.81 trips per day per person, on public transport. (based on responses from 110 older persons across the borough over the three year period.)
- women travelling between 19:00 and 07:00 made 0.12 trips per day per person, on public transport. (based on responses from 617 women across the borough over the three year period.)

VI. Encourage walking by improving the street environment

Target 12 Walking trips made in borough -

LIP Target: 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

Year	2008 (2006- 2008)	2009 (2007- 2009)	2010 (2008- 2010)	2011 (2009- 2011)	2012 (2010- 2012)	Target	Abs. change since 2008	Progress against linear trajectory and the Mayor's target:
Rate per person of walking trips per annum	373	396				392	-	-

Linear trajectory is based on a 5% increase in walking between 2008 and 2015 (due to lack of comparable data for 2001).

Performance Indicators

The LIP Guidance requires boroughs to report on performance against these indicators, but no targets have been set.

Year	2008 (2006- 2008)	2009 (2007- 2009)	2010 (2008- 2010)	2011 (2009- 2011)	2012 (2010- 2012)	% change to date
Indicators						
Total number of walking trips per annum (million)	65.2	64.7				-

Source: London Travel Demand Survey (2007-2009 Combined Household Survey database)

Commentary

Data provided for this target is based on three year average LTDS data, and refers to the main mode used per trip. Differences in data methodology mean that values for 2008 and 2009 are not directly comparable.

Residents in Hammersmith & Fulham undertook an average of 396 walking trips per annum, between 2007 and 2009. This equated to 64.7 million walking trips, per annum, across the borough.

The results are based on responses from 605 households across the borough over the three year period.

VII. Encourage cycling by improving the street environment

Target 13 Cycling trips in borough -

LIP Target: TfL and boroughs are to achieve an increase of at least 80% in cycling in London between 2001 and 2015

Year	2008 (2006- 2008)	2009 (2007- 2009)	2010 (2008- 2010)	2011 (2009- 2011)	2012 (2010- 2012)	Target	Abs. change since 2008	Progress against linear trajectory and the Mayor's target:
Total number of cycling trips per annum (million)	5.5	7.3				7.7	-	-

Linear trajectory is based on a 40% increase in walking between 2008 and 2015 (due to lack of comparable data for 2001).

Performance Indicators

The LIP Guidance requires boroughs to report on performance against these indicators, but no targets have been set.

Year	2008 (2006- 2008)	2009 (2007- 2009)	2010 (2008- 2010)	2011 (2009- 2011)	2012 (2010- 2012)	% change to date
Indicators						
Rate per person of cycling trips per annum	31.7	44.8				-

Source: London Travel Demand Survey (2007-2009 Combined Household Survey database)

Commentary

Data provided for this target is based on three year average LTDS data, and refers to the main mode used per trip. Differences in data methodology mean that values for 2008 and 2009 are not directly comparable.

Residents in Hammersmith & Fulham undertook an average of 44.8 cycling trips per annum, between 2007 and 2009. This equated to 7.3 million cycling trips, per annum, across the borough.

The results are based on responses from 605 households across the borough over the three year period.

VIII. Bringing transport infrastructure to a state of good repair

Target 14 Road condition: % of A Roads and Busy Bus Routes with a UKPMS score lower than 70 **Not On Track**

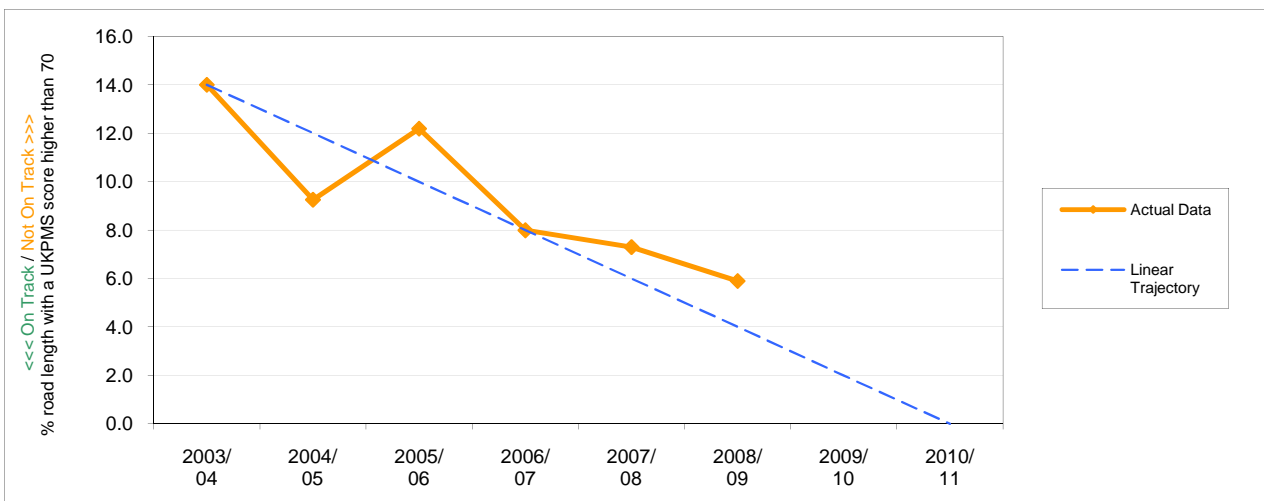
LIP Target: TfL and boroughs are to bring all 'A' Roads and Busy Bus Routes up to serviceable standard - that is a UKPMS score of 70 or below - by 2010.

Base Year: 2003/04 **Target specified by borough:** N/A
Target Year: 2010/11 **Target specified by the Mayor:** 0%
Are targets broadly the same? N/A

Units: Road condition: % of A Roads and Busy Bus Routes with a UKPMS score higher than 70

Year	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Actual Data	14.0	9.3	12.2	8.0	7.3	5.9		
Linear Trajectory	14.0	12.0	10.0	8.0	6.0	4.0	2.0	0.0

Note - Data presented here is for A Roads only.



Source: CVI Structural CI (Converted from DVI). Provided by Hammersmith & Fulham.

Progress against linear trajectory and the Mayor's target:

Not On Track

Change since baseline:

-8.1%

Commentary

Target Trajectories

In the 2008 Proforma A returns, boroughs specified their targets and trajectories using a range of units. While some reported the "% of A Roads and Busy Bus Routes with a UKPMS score lower than 70", others reported:

- the average PMS score;
- the kilometres of A Roads and Busy Bus Routes with a UKPMS score lower than 70;
- the % of A Roads and Busy Bus Routes with a UKPMS score greater (rather than less) than 70.

In addition, Boroughs have used a range of different data sources: DVI Structural CI; CVI Structural CI (Converted from DVI); TTS (BV96); and SCANNER (BV223).

For consistency, and for the purpose of monitoring performance, a linear trajectory has been assumed, based on a 2003/04 baseline and CVI data (converted from DVI data). Borough target and trajectory data has not been provided in detail here, as relatively few have chosen to use this format to date. Actual data has therefore been converted to CVI data from SCANNER and DVI data, to maintain consistency against previous years.

In addition, data presented here is for A Roads only.

The percentage of A Roads in need of repair, has declined from 14.01% in 2003/04 to 5.9% in 2008/09. In absolute terms this represents an improvement of -2.4% (as shown above), whilst in percentage terms the improvement is 47.1%. The borough is currently 'not on track' to meet the target to bring all 'A' Roads up to serviceable standard by 2010, as set by the Mayor. However, it is noted that the borough has been 'on track' in previous years and strong progress during 2009 could ensure that the borough is back on track next year.

Data sources

Target or Indicator	Description	Source
Target 1a_1	No. of people killed and seriously injured overall	- Data provided by TfL London Road Safety Unit (Target summary tables by borough (to 2008) GC EDIT.xls); - Towards the year 2010: monitoring casualties in Greater London: Issue 9, July 2009; - Casualties in Greater London during 2005 (2004, 2003) (LRSU); - Accidents and casualties in Greater London 2002; - Towards the year 2010: monitoring casualties in Greater London: Issue 1, August 2001.
Target 1a_2	No. of pedestrians killed and seriously injured	
Target 1a_3	No. of cyclists killed and seriously injured	
Target 1a_4	No. of motorcyclists killed and seriously injured	
Target 1b	No. of children killed and seriously injured overall	
Target 1c	Slight casualty rate (per 100 million veh-kms)	
Indicator 1e_1 to 1e_7	Number of casualties by vehicle classification	Data provided by TfL London Road Safety Unit
Target 2_1	No. of primary and secondary schools where road safety has been reviewed	Data provided by TfL Smarter Travel Unit
Target 3	Bus excess wait time on high frequency routes (mins per customer)	London Buses Performance: Financial Year 2008/09
Indicator 4_4	Total bus lane kilometres/hours in operation per borough	Data provided by TfL Bus Priority Team
Indicator 4_5	Number and percentage of accessible bus stops per borough	Data provided by TfL Bus Priority Team
Target 5_1	Traffic volume (million veh-kms) in borough	Department for Transport's National Road Traffic Survey http://www.dft.gov.uk/pgr/statistics/datatablespublications/roadtraffic/
Target 7_1	Proportion of personal travel made on foot	London Travel Demand Survey (2007-2009 Combined Household Survey database).
Target 7_2	Proportion of personal travel made by pedal cycle	
Target 7_3	Proportion of personal travel made by powered 2 wheeler	
Target 7_4	Proportion of personal travel made by car	
Target 7_5	Proportion of personal travel made by taxi	
Target 7_6	Proportion of personal travel made by bus or coach	
Target 7_7	Proportion of personal travel made by goods vehicle	
Target 7_8	Proportion of personal travel made by other vehicle	
Target 7_9	Proportion of personal travel made by means other than car	
Target 8_1	No. of schools where review of travel has been completed	Data provided by TfL Smarter Travel Unit
Target 10_1	No. of trips made on each mode of transport by: Disabled people (all disabilities aggregated, all day)	London Travel Demand Survey (2007-2009 Combined Household Survey database).
Target 10_2	Rate. of trips made on each mode of transport by: Disabled people (all disabilities aggregated, all day)	
Target 10_3	No. of trips made on each mode of transport by: Older people (all aged over 65, all day)	
Target 10_4	Rate. of trips made on each mode of transport by: Older people (all aged over 65, all day)	
Target 10_5	No. of trips made on each mode of transport by: Women travelling between 19.00 - 07.00 hrs.	
Target 10_6	Rate. of trips made on each mode of transport by: Women travelling between 19.00 - 07.00 hrs.	
Target 12_1	No. of walking trips per annum	London Travel Demand Survey (2007-2009 Combined Household Survey database).
Target 12_2	Rate per person of walking trips per annum	
Target 13_1	No. of cycling trips per annum	London Travel Demand Survey (2007-2009 Combined Household Survey database).
Target 13_2	Rate per person of cycling trips per annum	
Target 14	Road condition: % of A Roads and Busy Bus Routes with a UKPMS score lower than 70	CVI data based on A roads (Collected by London Borough of Hammersmith and Fulham)