

LIP Mandatory Indicator: Mode share			
<b>Is this based on an existing National Indicator?</b>		<b>No</b>	
<b>Has this been used as an indicator for LIPs 1?</b>		<b>Yes</b>	
<b>Rationale</b>	This indicator monitors the proportion of personal travel made by each mode. This gives a broad indication of the general travel behaviour of households within a given borough.		
<b>Definition</b>	<p>Proportion of travel by main mode. These modes are categorised as follows:</p> <ul style="list-style-type: none"> <li>• foot</li> <li>• cycle</li> <li>• powered two-wheeler</li> <li>• car</li> <li>• taxi</li> <li>• bus/coach</li> <li>• other (rail, LUL etc)</li> </ul> <p>If a trip is made by more than one mode (for example a trip to work which involves cycling from home to the station, taking the London Underground to central London and walking from the station to work), the main mode for that trip is the mode which is used to cover the most distance.</p> <p>For the purpose of clarity a separate category for 'means other than the car' will be reported which represents the cumulative total of all modes excluding car. It should be noted that modes with a small mode share are subject to a high degree of random variation at the individual borough level.</p> <p>The reported data is based on trip origin for London residents within a given borough, rather than residence.</p> <p>Data will be reported as a three year average, representing the three years up to the current year. Therefore whilst data will be published each year comparisons will only be made at the end of each three year period.</p>		
<b>Worked example</b>	<p>Of a sample size of 800, 231 people commenced their trips by foot.</p> $\frac{231}{800} * 100 = 28.9\%$ <p>The trip mode share travelling by foot is therefore 28.9%.</p>		
<b>Good performance</b>	Measured by a maintenance or increase in the mode share of non-car modes. The level of any increase needed to demonstrate good performance will depend on an individual authority's target.		
<b>Collection interval</b>	Annual	<b>Data source</b>	London Travel Demand Survey

<b>Return format</b>	%	<b>Decimal places</b>	One decimal place
<b>Reporting organisation</b>	All background data will be collected and reported by Transport for London.		
<b>Further guidance</b>	<p>Boroughs are required to set targets on non-car mode share, walking mode share and cycling mode share / levels.</p> <p>Boroughs may choose whether to set a cycling target based on (1) an increase in cycling levels based on their own data (e.g. screenline counts) or (2) an increase in cycling mode share based on LTDS data. In both cases it should be recognised that there are issues with the representativeness of the data.</p>		

LIP Mandatory Indicator: Bus service reliability			
<b>Is this based on an existing National Indicator?</b>		<b>No</b>	
<b>Has this been used as an indicator for LIPs 1?</b>		<b>Yes - excess wait time for high frequency services considered previously</b>	
<b>Rationale</b>	This is a new indicator that has been developed based on the Mayoral priority of improving public transport reliability, as set out in the revised Mayor's Transport Strategy. Local authorities have a significant role to play in facilitating bus service reliability, particularly in terms of the management of their road network and providing bus priority measures on borough roads.		
<b>Definition</b>	<p>Excess wait time (i.e. the excess waiting time experienced by passengers over and above what might be expected with a service that was always on time) for all high frequency services running within a particular borough.</p> <p>This indicator utilises iBus data, which is based on a number of EWT measurement points located within each borough. The number of measurement points varies by borough. The data is based on the 'whole route' (which may include sections run in other boroughs) to the timing point at which the EWT measurement is taken.</p> <p>High frequency services are those which have a frequency of five or more buses per hour. Low frequency services (fewer than five buses per hour) are not considered as part of this indicator.</p>		
<b>Worked example</b>	<p>In 2007/08 the EWT for high frequency services in a London borough was 2.17. For 2008/09 the figure was 2.06.</p> $\frac{2.17 - 2.06}{2.17} * 100 = 5.1\%$ <p>The total reduction in EWT from 2007/08 to 2008/09 is 5.1%.</p>		
<b>Good performance</b>	Measured by a maintenance or increase in the average reliability of all bus services, through reduced EWT. The level of any increase needed to demonstrate good performance will depend on an individual authority's target.		
<b>Collection interval</b>	Annual	<b>Data source</b>	iBus data
<b>Return format</b>	EWT	<b>Decimal places</b>	One decimal place
<b>Reporting organisation</b>	All background data will be collected and reported by Transport for London.		
<b>Further guidance</b>	The excess wait time of any service at any given measurement point will inevitably reflect accumulated delays on the whole route (in some cases on sections of the route running outside of the borough in question). In practice local authorities will be required to work together and with Transport for London to achieve the best results.		

LIP Mandatory Indicator: <b>Asset condition</b>			
<b>Is this based on an existing National Indicator?</b>		<b>Yes - NI 168</b>	
<b>Has this been used as an indicator for LIPs 1?</b>		<b>Yes</b>	
<b>Rationale</b>	This indicator monitors the proportion of principal road carriageway where maintenance should be considered. This is a significant indicator of the state of the highways asset.		
<b>Definition</b>	<p>The indicator measures the percentage of the local authority's Principal Road Network (PRN) (i.e. strategic borough roads) where maintenance should be considered.</p> <p>The performance indicator is derived from Detailed Visual Inspection (DVI) data supplied for each borough to TfL from LB Hammersmith &amp; Fulham. It is considered that DVI data is more comprehensive and therefore more applicable to London than SCANNER (Surface Condition Assessment for the National Network of Roads) data as used for the purpose of NI 168 (Principal roads where maintenance should be considered).</p> <p>Results are surveyed for 100% of the network surveyed in both directions.</p> <p>All road surface types should be included. Where it is not physically possible to survey all parts of the network, grossed-up figures from shorter surveys (at least 90% of the total requirement) will be used.</p>		
<b>Good performance</b>	Good performance is typified by a low percentage. A reduction in levels represents improvement. The level of any change needed to demonstrate good performance will depend on an individual authority's target.		
<b>Collection interval</b>	Annual surveys, taken at any point in the financial year	<b>Data source</b>	Each highway network reports on the network for which it is responsible.
<b>Return format</b>	%	<b>Decimal places</b>	Zero
<b>Reporting organisation</b>	All background data will be collected by LB Hammersmith & Fulham and reported by Transport for London.		
<b>Further guidance</b>	The specification of survey requirements, procurement arrangements and accreditation processes to be followed are given in the UKPMS specifications which are published by the UK Roads Board and are available from: <a href="http://www.ukroadsliaisongroup.org">www.ukroadsliaisongroup.org</a> or <a href="http://www.ukpms.com">www.ukpms.com</a> .		

LIP Mandatory Indicator: Road traffic casualties	
<b>Is this based on an existing National Indicator?</b>	<b>Yes - NI 47</b>
<b>Has this been used as an indicator for LIPs 1?</b>	<b>Yes - previously split into:</b> <ul style="list-style-type: none"> <li>• Overall KSIs</li> <li>• Pedestrian KSIs</li> <li>• Cyclist KSIs</li> <li>• Motorcyclist KSIs</li> <li>• Child KSIs</li> <li>• Overall slight casualties</li> </ul>
<b>Rationale</b>	In recent years the number of casualties from road traffic collisions have fallen significantly, however there is still much progress to make. Local authorities can play a significant role in improving road safety, for instance through the implementation of engineering measures and the education of road users.
<b>Definition</b>	<p>This indicator monitors (1) the total number of people killed or seriously injured (KSI) in road traffic accidents and (2) total casualties. Data is reported as the percentage change in the number of people killed or seriously injured during the calendar year compared to the previous year.</p> <p>Figures are based on a three year rolling average, up to the current year. Therefore whilst data will be published each year comparisons will only be made at the end of each three year period.</p> <p>Includes all killed or seriously injured in road traffic accidents in an authority's area on public roads, including those that are not the authority's direct responsibility, such as motorways, truck roads and TLRN roads.</p> <p>The definitions of 'Killed' and 'Seriously Injured' are given in the Department for Transport document <i>Road Casualties Great Britain and Stats 20 - Instructions for the Completion of Road Accident Reports</i> available at:  <a href="http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesbar/stats20instructionsforthecom5094">www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesbar/stats20instructionsforthecom5094</a></p>
<b>Worked example</b>	<p>In 2006 a London borough had 80 people killed or seriously injured in a road traffic accident. For 2007, 2008 and 2009 the figures were 78, 74 and 72 respectively.</p> <p>Total KSIs for 2006/07/08 = 232  So 3 year rolling average a = <math>232/3 = 77.3</math></p> <p>Total KSIs for 2007/08/09 = 224  So 3 year rolling average b = <math>224/3 = 74.7</math></p> <p><u><math>77.3 - 74.7</math></u> * 100 = 3.4%</p>

	77.3		
<b>Good performance</b>	Good performance is typified by a positive percentage change. Poor performance will return a negative figure suggesting an increase in people killed or injured in traffic accidents compared with the previous three year rolling average. The level of change needed to demonstrate good performance will depend on an individual authority's target.		
<b>Collection interval</b>	Annual (calendar year)	<b>Data source</b>	Statistical returns compiled by London Road Safety Unit
<b>Return format</b>	%	<b>Decimal places</b>	One
<b>Reporting organisation</b>	All background data will be reported by Transport for London.		
<b>Further guidance</b>	Boroughs are required to set targets on (1) total KSIs and (2) total casualties		

LIP Mandatory Indicator: CO2 emissions																			
<b>Is this based on an existing National Indicator?</b>		<b>No</b>																	
<b>Has this been used as an indicator for LIPs 1?</b>		<b>No</b>																	
<b>Rationale</b>	Carbon dioxide (CO2) is a primary cause of climate change. This is a new indicator based on the Mayoral commitment to reduce emissions of CO2 in London by 60 percent from 1990 levels by 2025.																		
<b>Definition</b>	Tonnes of CO2 emanating from ground-based transport, per year. Where applicable this includes emissions emanating from trunk roads, motorways, railways and airports (ground-based aviation).  This indicator is based on the GLA's LEGGI inventory (London Energy and Greenhouse Gas Emissions Inventory). It is considered that the LEGGI Inventory is more comprehensive and therefore more applicable to London than DECC's national inventory.																		
<b>Principal sources of emissions from ground-based transport, 2006</b>	<table border="1"> <caption>Principal sources of emissions from ground-based transport, 2006</caption> <thead> <tr> <th>Source</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Car and motorcycle</td> <td>49%</td> </tr> <tr> <td>Road freight</td> <td>23%</td> </tr> <tr> <td>Ground-based aviation</td> <td>11%</td> </tr> <tr> <td>Bus</td> <td>5%</td> </tr> <tr> <td>Taxis and PHVs</td> <td>4%</td> </tr> <tr> <td>Underground</td> <td>4%</td> </tr> <tr> <td>National Rail</td> <td>4%</td> </tr> </tbody> </table> <p>Source: Travel in London Report Number 1, 2009</p>			Source	Percentage	Car and motorcycle	49%	Road freight	23%	Ground-based aviation	11%	Bus	5%	Taxis and PHVs	4%	Underground	4%	National Rail	4%
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<b>Good performance</b>	Measured by a reduction in the level of CO2 emitted. The level of any reduction needed to demonstrate good performance will depend on an individual authority's target.																		
<b>Collection interval</b>	Approximately annual	<b>Data source</b>	GLA LEGGI Inventory																
<b>Return format</b>	Tonnes of CO2	<b>Decimal places</b>	Zero																
<b>Reporting organisation</b>	All background data will be collected and reported by Transport for London.																		
<b>Further guidance</b>	For London authorities, consideration is being given to using the LEGGI Inventory for the purpose of reporting against NI 186 (Per capita reduction in CO2 emissions in the LA area).																		