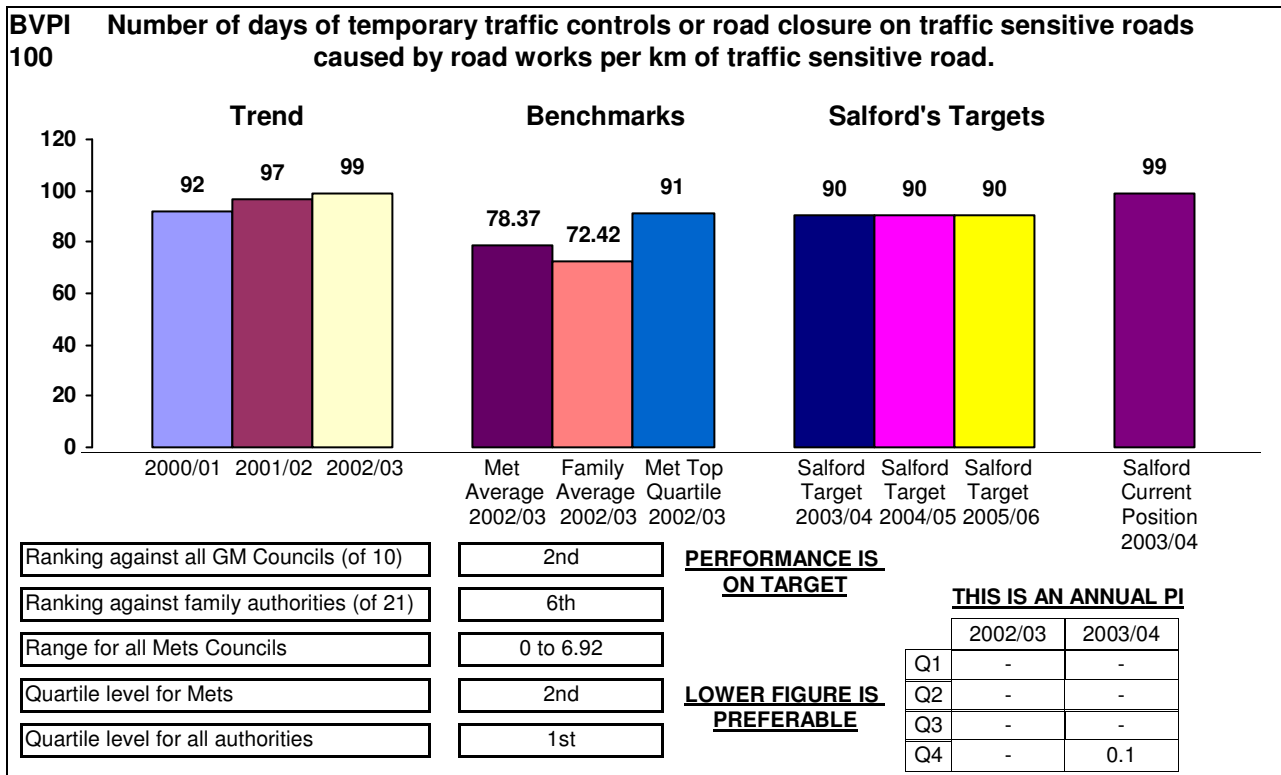


Fourth Quarter 2003/2004 Comparator Action Plan



Performance Indicator Action Plan

Date: 08/07/2004

Comments on Current Performance:

Performance for the year has met the target and represents a significant improvement on the previous year. This is a top quartile position nationally and 2nd quartile for Metropolitan authorities.

In previous years, this indicator has been measured differently and long term road closures, such as those during the construction of the Inner Relief Route, gave rise to apparently poor performances.

Barriers to Improvement:

The level of performance generally reflects the level of activity in road construction and repair.

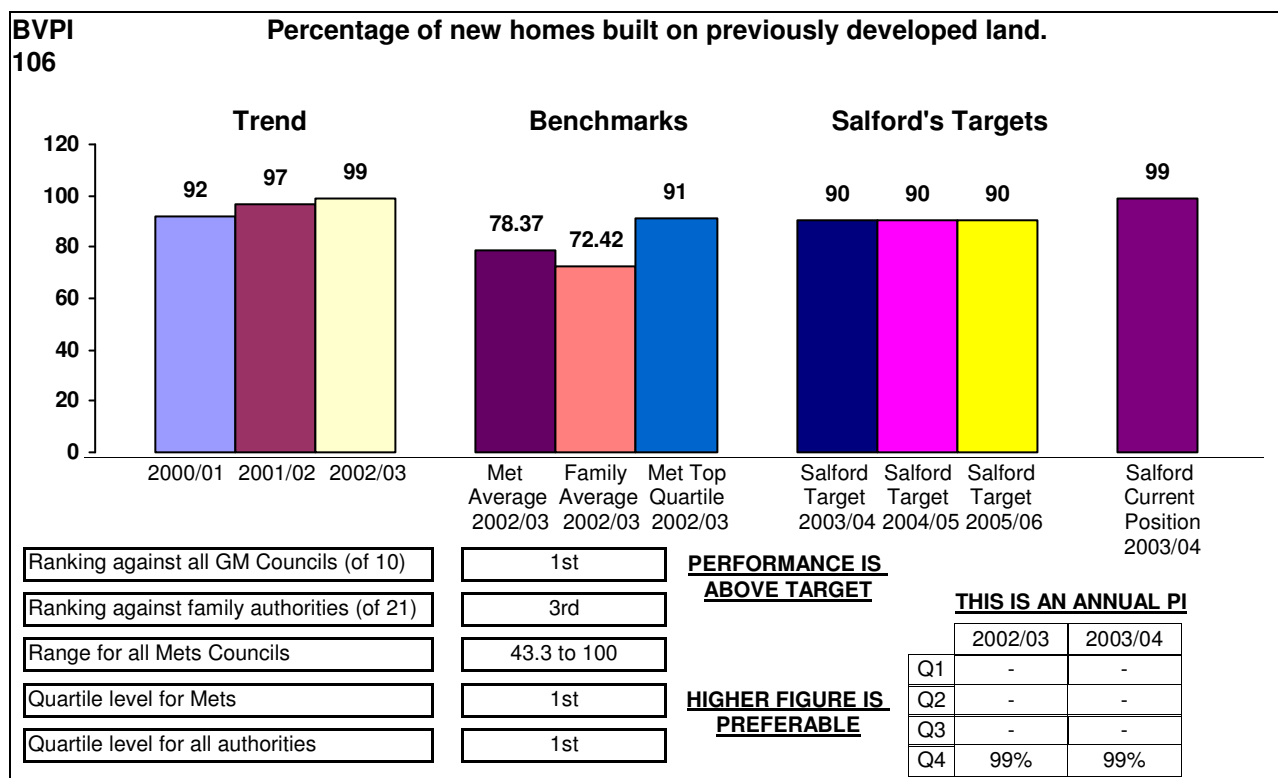
Current/Proposed Action:

None required.

Lead Officer:

Dave Dean x 3895

Fourth Quarter 2003/2004 Comparator Action Plan



Performance Indicator Action Plan

Date: 08/07/2004

Comments on Current Performance:

During the year there were 1165 housing completions in accordance with the definition. Of these, 1152 were brownfield - 1058 new build and 94 changes of use/conversions which equates to 98.88%, exceeding the 90% target set as part of Regional Planning Guidance.

There were 13 green field completions.

Barriers to Improvement:

Top performance already achieved.

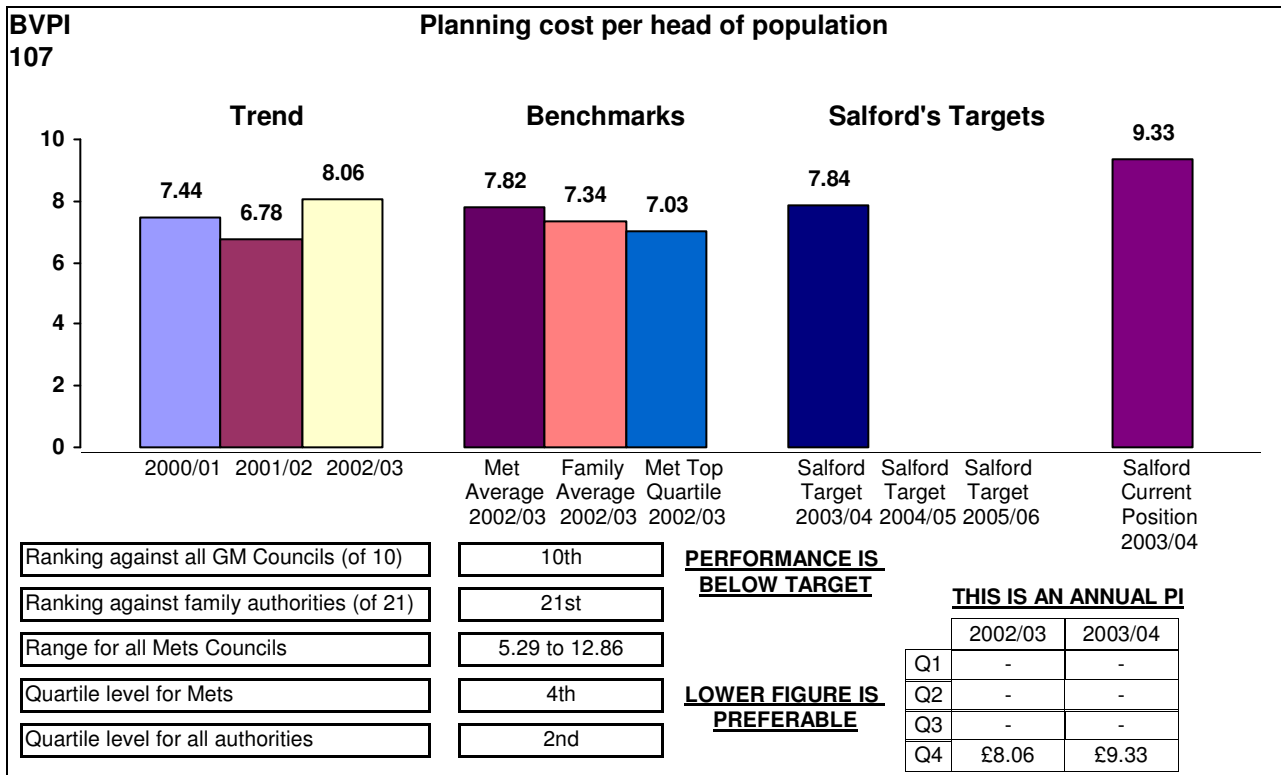
Current/Proposed Action:

Maintain emphasis in directing new development towards brownfield sites through the UDP review and development control service in order to promote regeneration and protect greenfield sites.

Lead Officer:

David Evans x 3641

Fourth Quarter 2003/2004 Comparator Action Plan



Performance Indicator Action Plan

Date: 08/07/2004

Comments on Current Performance:

A figure of £9.33 was achieved for this year, which exceeded last year's £8.06. Increased expenditure was incurred on the UDP which is a cyclical expenditure which occurs every 10 years or so. In addition Planning Delivery Grant has boosted expenditure in an unforeseen way.

This performance would place Salford in the 4th quartile for Metropolitan authorities based on the last known benchmark information for 2002/03.

This indicator is now deleted from the suite of BVPIs due in part to the effect that PDG is having on performance.

Barriers to Improvement:

N/A

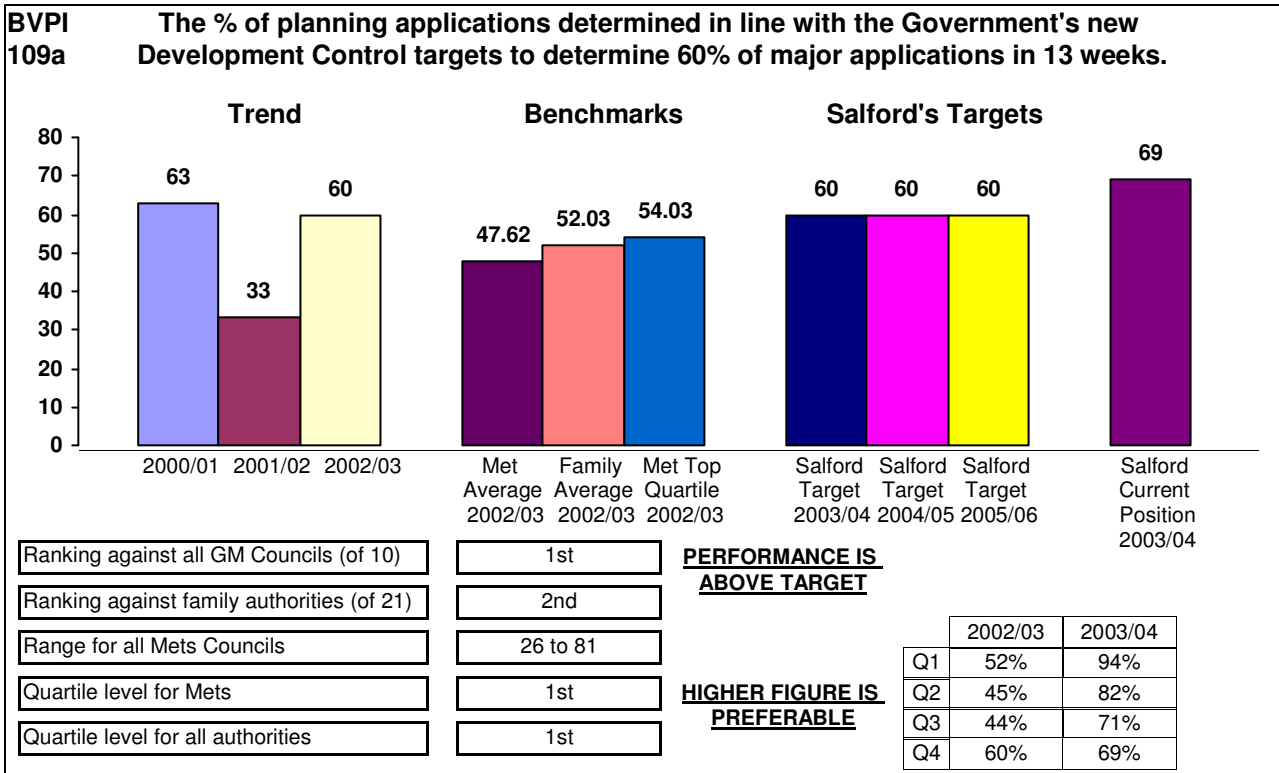
Current/Proposed Action:

None

Lead Officer:

Dave Jolley x 3631

Fourth Quarter 2003/2004 Comparator Action Plan



Performance Indicator Action Plan

Date: 08/07/2004

Comments on Current Performance:

82 out of 118 major applications (69%) were determined within 13 weeks.

The 2002/03 benchmarking information shows that Salford is a top quartile performer, being 1st in Greater Manchester and 2nd out of the 21 family authorities.

Performance has comfortably exceeded the Government's target of determining 60% of major applications within 13 weeks.

Barriers to Improvement:

None identified.

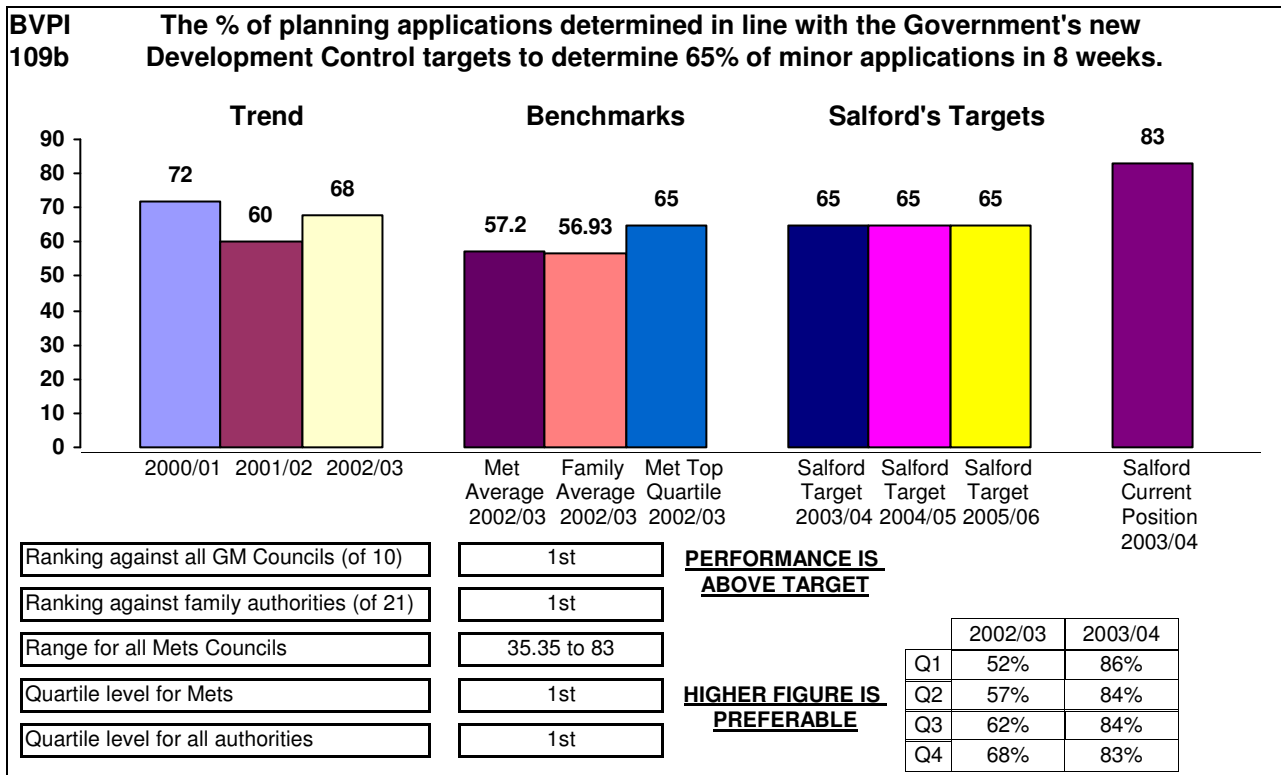
Current/Proposed Action:

Continue to monitor performance and strive for continuous improvements.

Lead Officer:

Dave Jolley x 3631

Fourth Quarter 2003/2004 Comparator Action Plan



Performance Indicator Action Plan

Date: 08/07/2004

Comments on Current Performance:

370 out of 447 minor applications (83%) were determined within 8 weeks.

The 2002/03 benchmarking information shows that Salford is a top quartile performer, being 1st in Greater Manchester and 1st out of the 21 family authorities.

Performance has comfortably exceeded the Government's target of determining 65% of major applications within 8 weeks.

Barriers to Improvement:

None identified

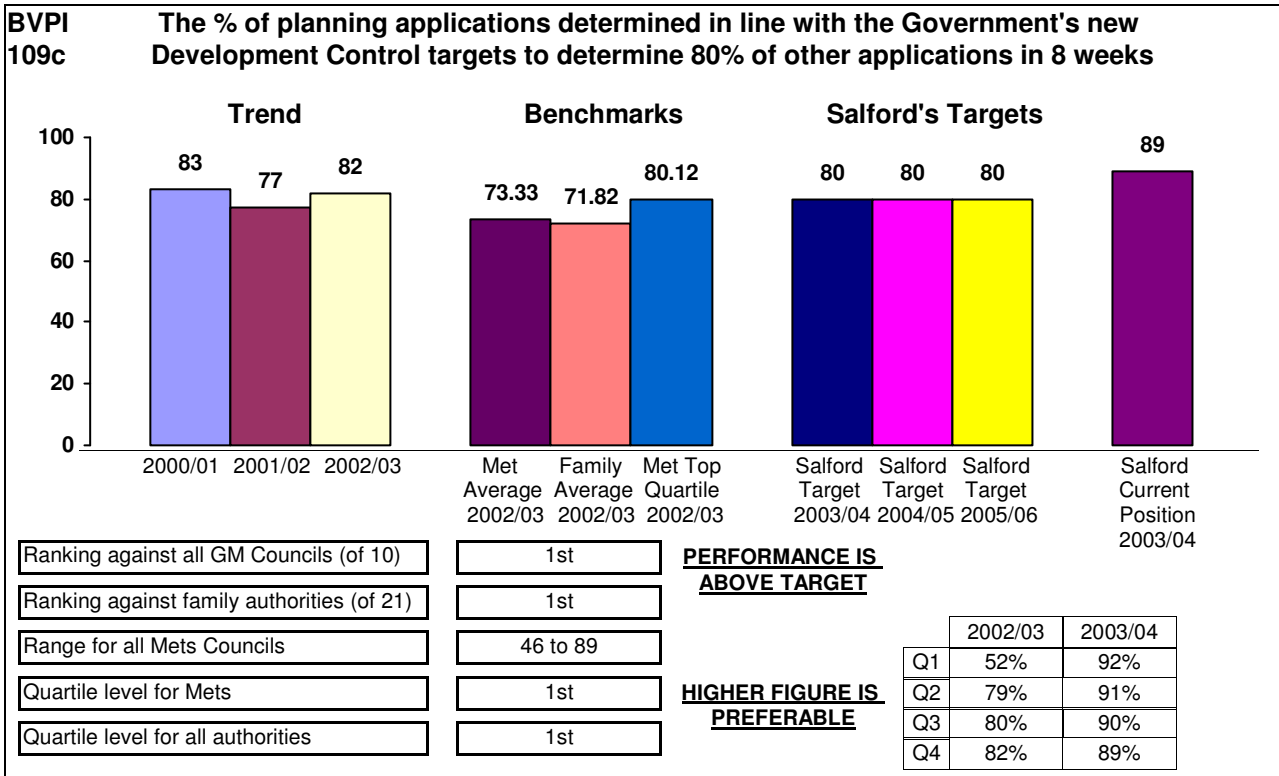
Current/Proposed Action:

Continue to monitor performance and strive for continuous improvements.

Lead Officer:

Dave Jolley x 3631

Fourth Quarter 2003/2004 Comparator Action Plan



Performance Indicator Action Plan

Date: 08/07/2004

Comments on Current Performance:

1080 out of 1210 "other" applications (89%) were determined within 8 weeks.

The 2002/03 benchmarking information shows that Salford is a top quartile performer, being 1st in Greater Manchester and 1st out of the 21 family authorities.

Performance has comfortably exceeded the Government's target of determining 80% of major applications within 8 weeks.

Barriers to Improvement:

None identified

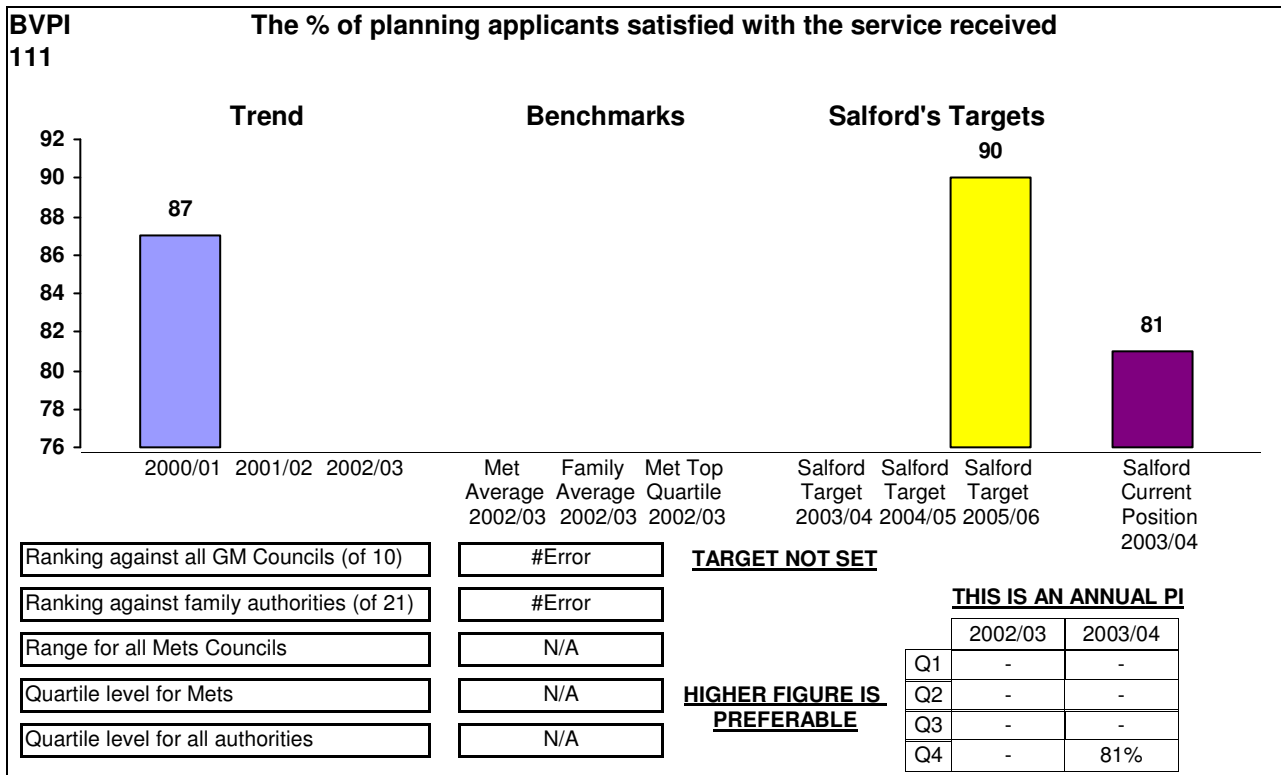
Current/Proposed Action:

Continue to monitor performance and strive for continuous improvements.

Lead Officer:

Dave Jolley x 3631

Fourth Quarter 2003/2004 Comparator Action Plan



Performance Indicator Action Plan

Date: 08/07/2004

Comments on Current Performance:

This survey is only carried out on a 3 year cycle and as such, up to date benchmarking information is not available. Whilst the result of 81% satisfaction is lower than in 2000/01, initial comparisons suggest that Salford is one of the best performers in Greater Manchester.

In 2000/01, 81% was a top quartile performance.

Barriers to Improvement:

Analysis of the survey results will identify where any barriers are.

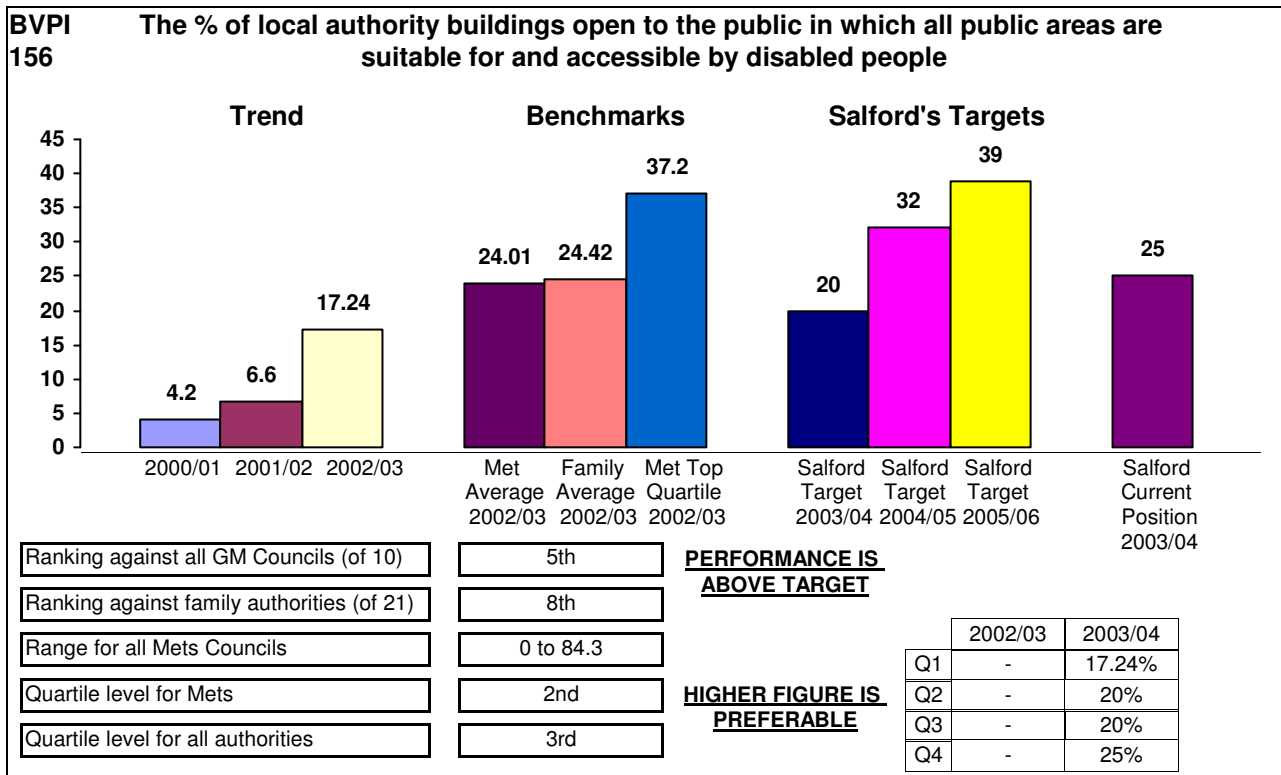
Current/Proposed Action:

The survey results are being analysed so that a range of service improvements can be made. Initially these will be targetted at those areas where the biggest impacts can be made.

Lead Officer:

Dave Jolley x 3631

Fourth Quarter 2003/2004 Comparator Action Plan



Performance Indicator Action Plan

Date: 08/07/2004

Comments on Current Performance:

Since the previous year, one building has been removed from the list and four new ones included. A further eight buildings have been upgraded in order to make them compliant. There are now, therefore 23 buildings out of 90 that meet the definition of this indicator and are compliant.

Barriers to Improvement:

None, providing adequate resources are in place to fund the necessary conversion and improvement works.

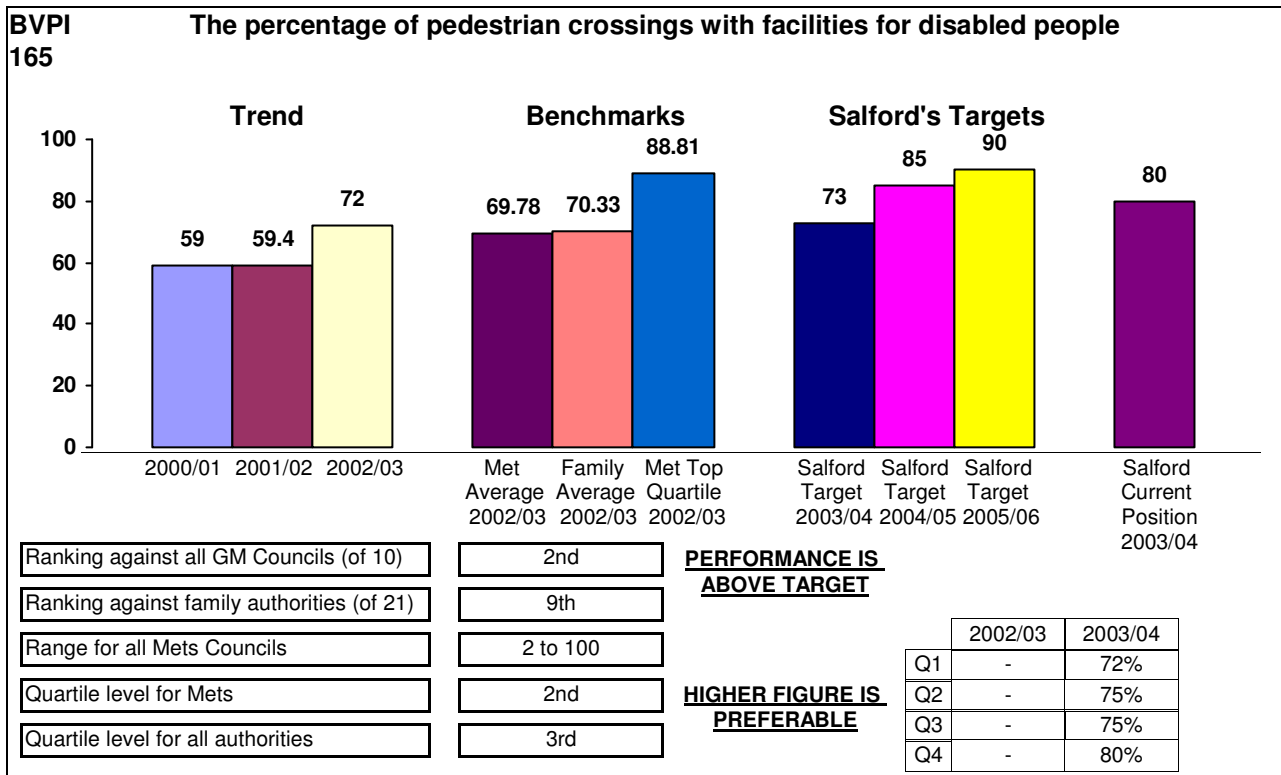
Current/Proposed Action:

A capital bid for £400,000 per annum for the next 3 years to cover the cost of the works has recently been submitted. In addition the proposed JVC should bring in additional resources to fund the necessary works.

Lead Officer:

Andrew Hamer extn 2267

Fourth Quarter 2003/2004 Comparator Action Plan



Performance Indicator Action Plan

Date: 08/07/2004

Comments on Current Performance:

80% of sites are now compliant (132 out of 165) against the target of 73%.

In 2002/03, 72% of sites were compliant, which was a third quartile performance. The current performance of 80% would move Salford up to the 2nd quartile for Metropolitan authorities.

Barriers to Improvement:

Resources to invest in more pedestrian crossing facilities.

Current/Proposed Action:

Extensive survey work of each crossing has taken place in order to ascertain the most effective way of phasing improvement works.

Currently the following pedestrian facilities are compliant:-

Puffins: 16 out of 16

Pelicans: 63 out of 63

Signal controlled junctions: 53 out of 86

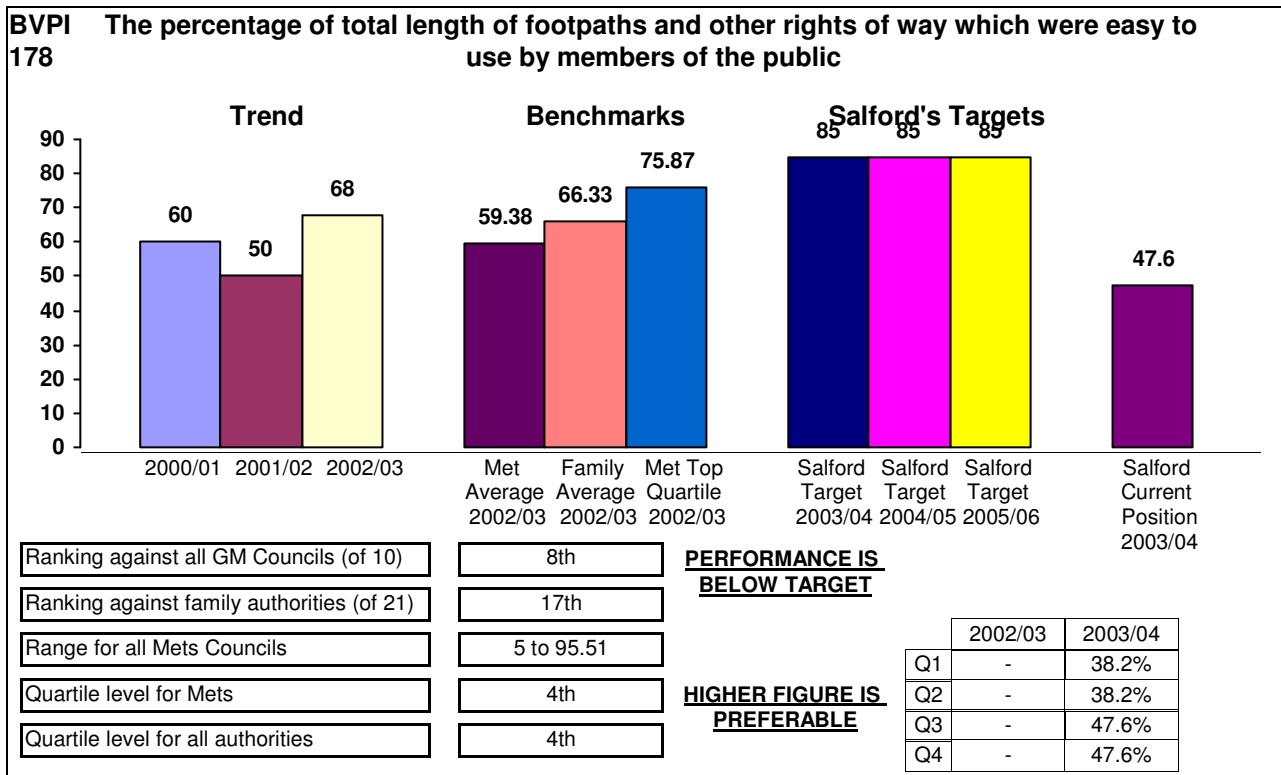
Sub total: 132 out of 165 (80%)

However, in order to achieve a top quartile performance (89% for 2002/03) it is currently estimated that additional expenditure of between £600,000 and £1M would be required.

Lead Officer:

Steven Lee x 3800

Fourth Quarter 2003/2004 Comparator Action Plan



Performance Indicator Action Plan

Date: 08/07/2004

Comments on Current Performance:

The previous performance of 68%, achieved for 2002/03, put Salford in the 2nd quartile when compared with the latest benchmark data.

However, the approved methodology for this indicator requires that results from the last two monitoring surveys are averaged to produce a yearly figure of 48% (4th quartile). This appears to be mainly due to inadequate signage which has now been addressed but re-surveys are not permitted to count in the year-end figure. Benchmarking shows that this indicator has an extremely wide range from 5% to 96% and I am not convinced that all authorities are using the same recording methodology.

Barriers to Improvement:

New checks and controls are now in place to ensure that consistent surveying criteria are used which should minimise large swings in the results. Resources have been allocated to this area of work and I am satisfied that there are now no barriers to achieving the annual targets and upper quartile results in future years.

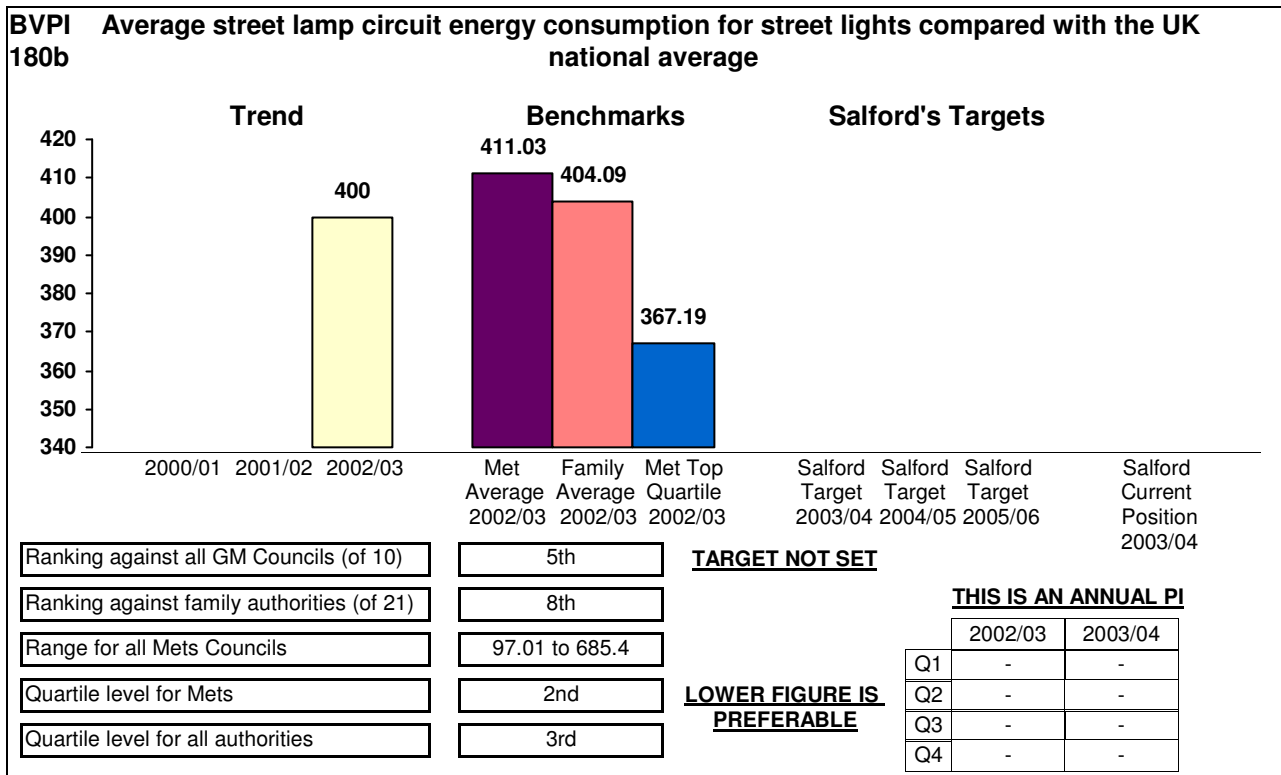
Current/Proposed Action:

All actions necessary to secure a good performance are now in place. Survey results for May 2004 are showing 80%, which is a top quartile performance.

Lead Officer:

Steven Lee x 3800

Fourth Quarter 2003/2004 Comparator Action Plan



Performance Indicator Action Plan

Date: 08/07/2004

Comments on Current Performance:

Government guidance on the calculation of this indicator has not been provided within their stated timescale. Accordingly, the Audit Commission have stated that this indicator need not be reported for this year.

Barriers to Improvement:

N/A

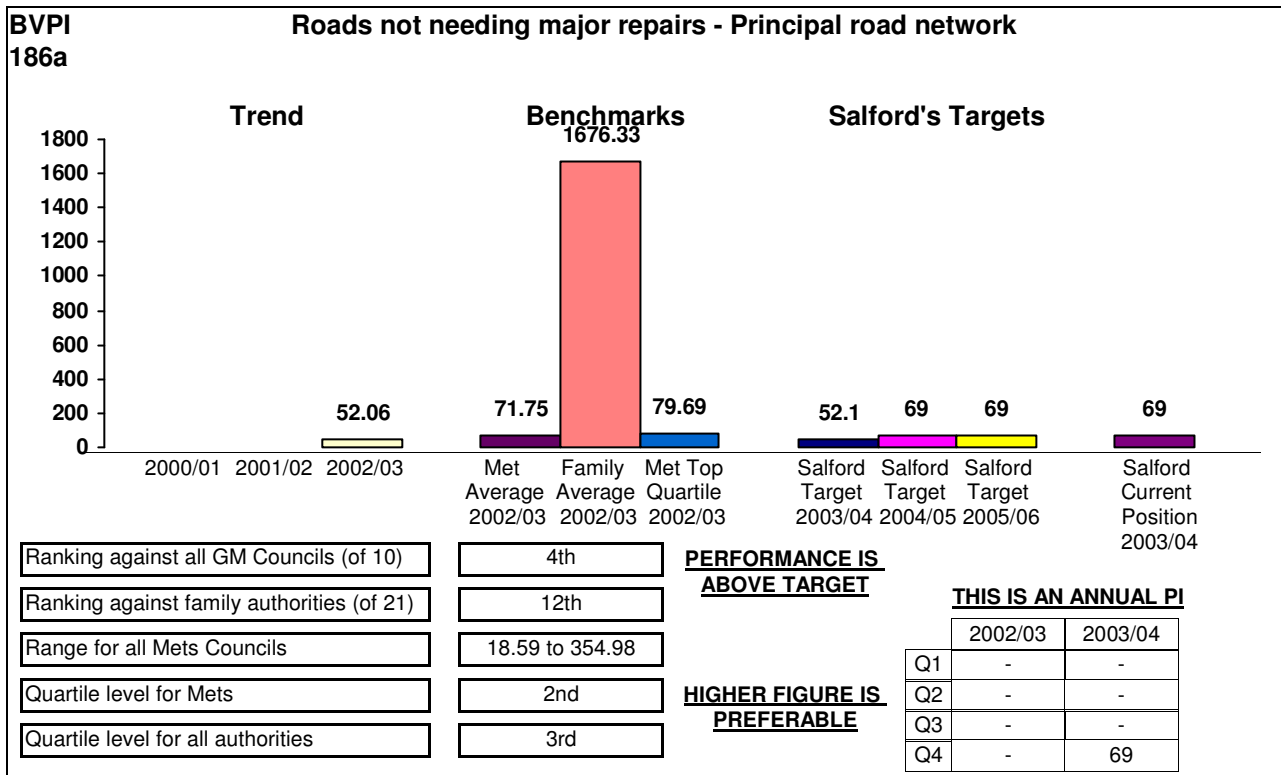
Current/Proposed Action:

N/A

Lead Officer:

Stuart Collins x 4051

Fourth Quarter 2003/2004 Comparator Action Plan



Performance Indicator Action Plan

Date: 08/07/2004

Comments on Current Performance:

The indicator itself is a complex calculation, relying on BVPI 96, the length of the principal road network, together with average structural maintenance expenditure patterns over the last three years. The resultant figure is simply an index number which has no real meaning, other than to rate authorities against one another. A high figure is deemed to be "good".

This was a new indicator introduced for the year 2002/03. At the time the indicator was set, there was no audited benchmark information published. However, when the 2002/03 data was published, there seemed some anomalies, and doubts were cast over whether authorities had calculated the PI using the same methodology. The range for the metropolitan authorities was extremely large, from 18.59 to 354.98.

Salford's figure appears to have improved from 52.06 (3rd quartile) in 2002/03 to 69 (2nd quartile) in 2003/04.

Barriers to Improvement:

There appears to be a perverse incentive to reduce expenditure on road maintenance in order to improve this indicator.

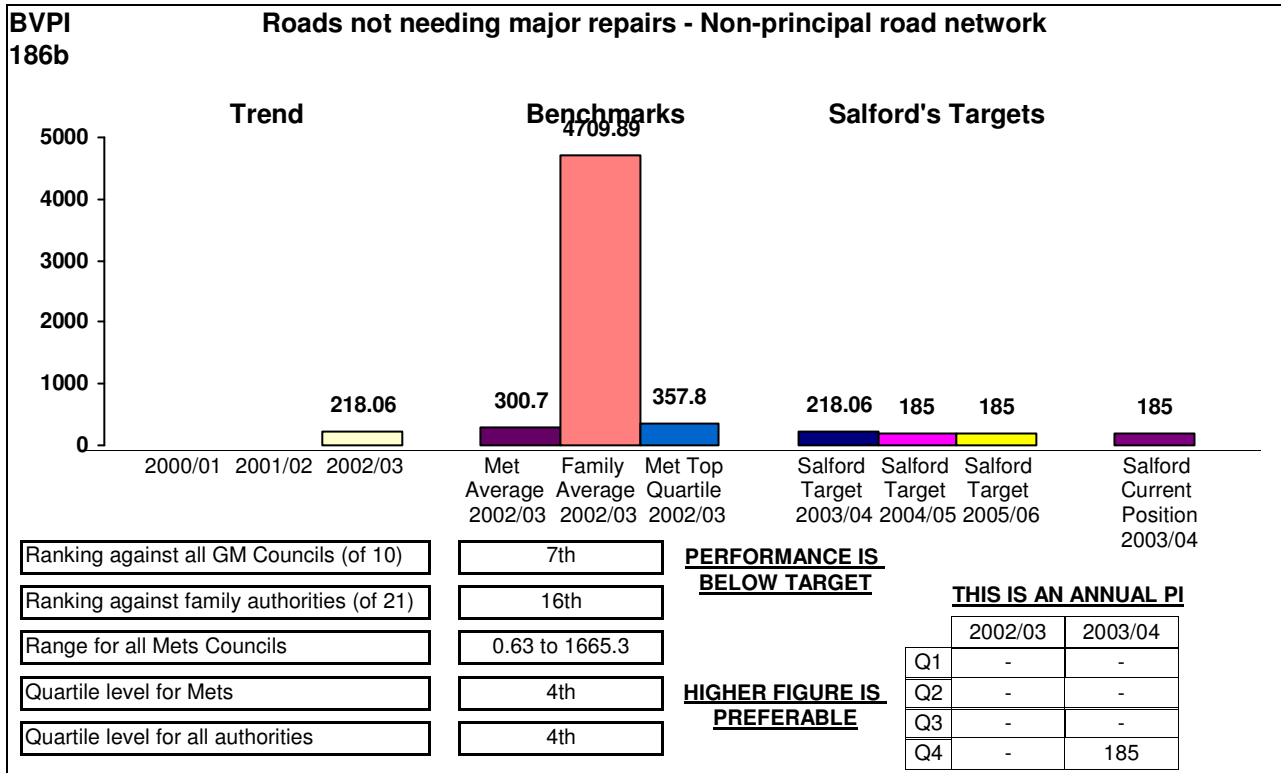
Current/Proposed Action:

Monitor benchmark data.

Lead Officer:

Dave Dean x 3895

Fourth Quarter 2003/2004 Comparator Action Plan



Performance Indicator Action Plan

Date: 08/07/2004

Comments on Current Performance:

The indicator itself is a complex calculation, relying on two other indicators (BVPI 97a and 97b), the lengths of the non-principal classified and unclassified road networks, together with average structural maintenance expenditure patterns over the last three years. The resultant figure is simply an index number which has no real meaning, other than to rate authorities against one another. A high figure is deemed to be "good".

This was a new indicator introduced for the year 2002/03. At the time the indicator was set, there was no audited benchmark information published. However, when the 2002/03 data was published, there seemed some anomalies, and doubts were cast over whether authorities had calculated the PI using the same methodology. The range for the metropolitan authorities was extremely large, from 0.63 to 1665.3.

Salford's figure appears to have become "worse", dropping from 218.06 (3rd quartile) in 2002/03 to 185 (4th quartile) in 2003/04. The formula used in the calculation of the indicator is such that increasing expenditure on highway maintenance has had the effect of worsening the indicator.

Barriers to Improvement:

There appears to be a perverse incentive to reduce expenditure on road maintenance in order to improve this indicator.

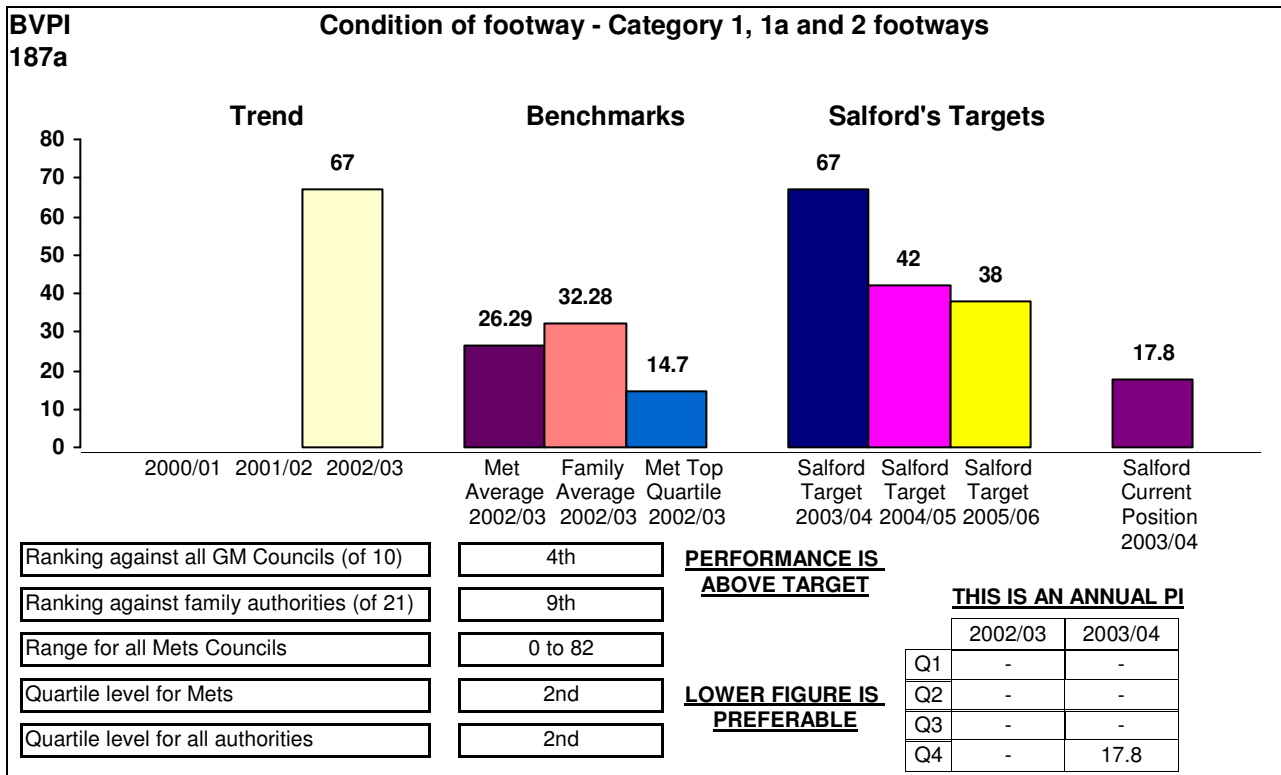
Current/Proposed Action:

Monitor benchmark data.

Lead Officer:

Dave Dean x 3895

Fourth Quarter 2003/2004 Comparator Action Plan



Performance Indicator Action Plan

Date: 08/07/2004

Comments on Current Performance:

At 17.8% for 2003/04 this indicator shows a theoretical improvement of 73% on the previous figure of 66.76% for 2002/03. This indicator reflects the condition of the City's category 1, 1a and 2 footways which are defined in the UKPMS 'Code of Practice for Maintenance Management'.

The parameters require that a random 50% sample of the appropriate categories be surveyed on an annual basis. In order to process these UKPMS surveys, a computer network model is needed. In 2002/3 Salford only had a network model for non-principal routes (predominantly the Cat 2's), but not for the principal road footways (predominantly the Cat 1's). In order to be able to report a BV figure last year it was agreed that the non-principal route footways would be surveyed in 2002/3 and complete the principal route footways this year when the network model was complete.

Accordingly, the annual samples have not been completely random but there appeared to be no alternative which would have enabled the reporting of a BVPI figure last year. The DfT confirmed that only the yearly results ie. 17.8% should be reported. However, a more accurate indication of the footway condition would be an average of the figures reported for the 2 years, 66.76% (2002/03) and 17.81% (2003/04) which equates to about 42% for the whole of the network. Now that there is a complete network model, future sampling can be done on a truly random basis. However it is probable that next years results will suggest a deterioration to a figure around 40% rather than the 17.8% we are reporting this year.

Barriers to Improvement:

Additional resources are required if highway and footway condition are to be maintained at or near upper quartiles.

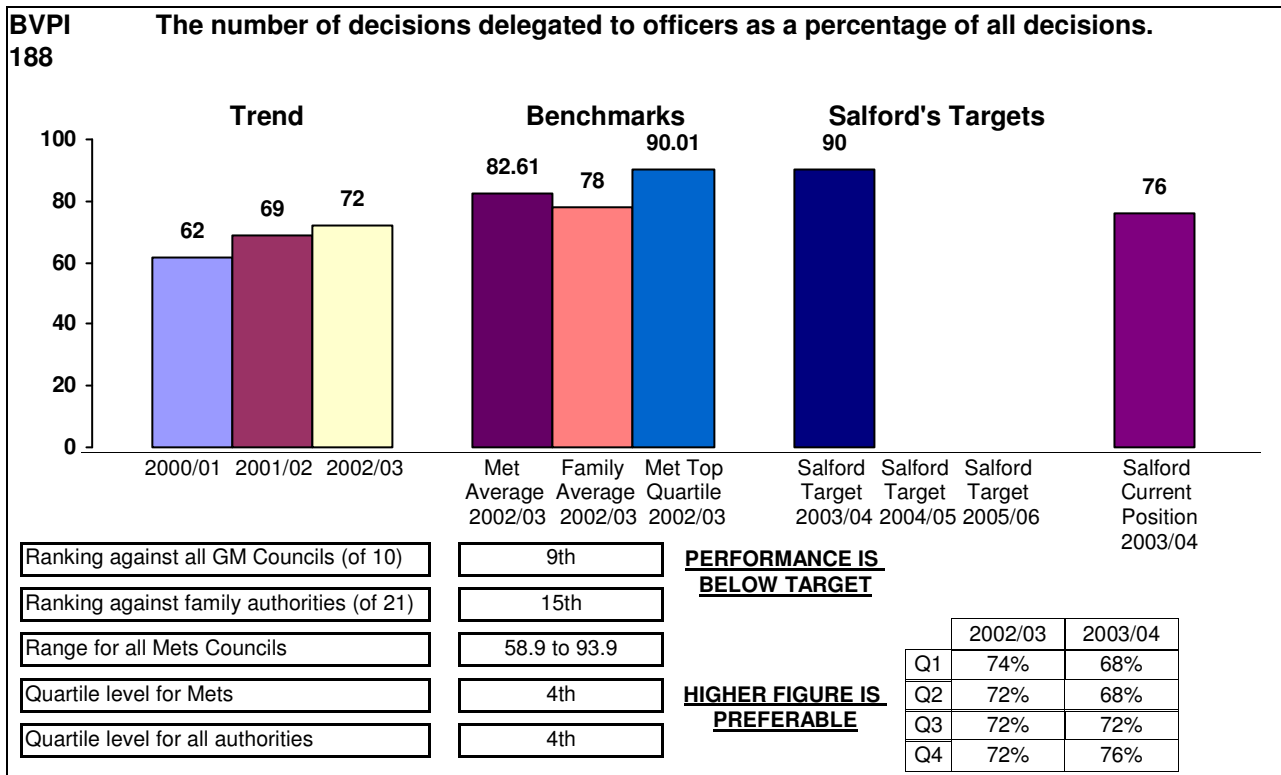
Current/Proposed Action:

It is anticipated that the proposed joint venture with a private sector strategic partner will bring in the necessary resources to deliver a good performance.

Lead Officer:

Dave Dean x 3895

Fourth Quarter 2003/2004 Comparator Action Plan



Performance Indicator Action Plan

Date: 08/07/2004

Comments on Current Performance:

In the full year, out of 1775 applications that were determined, 1342 were delegated to officers. This equates to a performance of 76% compared with the Government target of 90%. However, following the revision of the scheme of delegation in September 2003, performance has significantly improved, with monthly delegation rates up as high as 87%. This compares with 62% back in 2000/01.

However, the 2002/2003 benchmark information shows this to be a bottom quartile performance with Salford 9th in Greater Manchester and 15th out of the 21 family authorities. Current year figures are also projecting a bottom quartile performance

Barriers to Improvement:

This indicator only measures the level of officer delegation. The current scheme of delegation is the only reason the target is not being achieved. Other authorities are operating much more liberal schemes of delegation.

Current/Proposed Action:

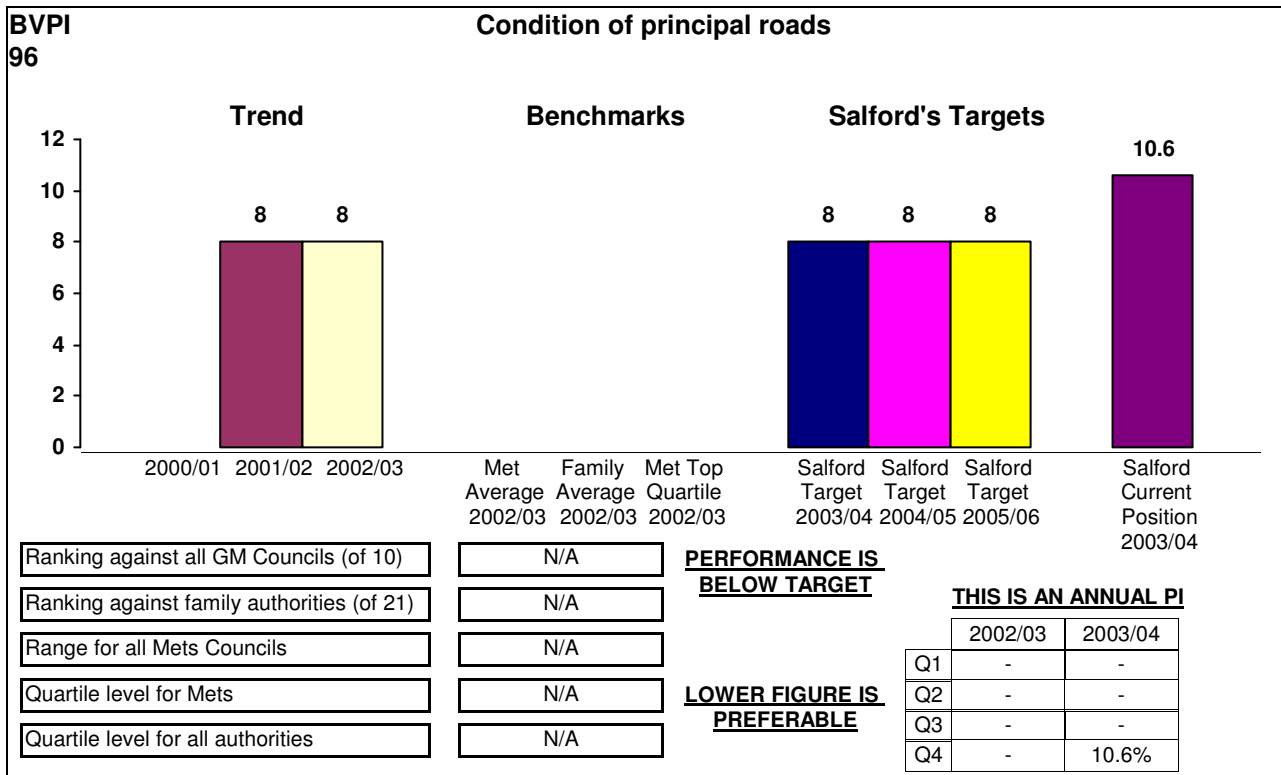
The existing scheme of delegation was revised from 1st September 2003 and has had a marked effect on performance figures.

However, ODPM has now deleted this indicator for future years. Whilst we are still striving to seek continuous improvements, the immediate pressure to meet the Government target has now been removed. A balance has to be maintained between speed and efficiencies and the need to maintain an open and accountable decision-making process.

Lead Officer:

Dave Jolley x 3631

Fourth Quarter 2003/2004 Comparator Action Plan



Performance Indicator Action Plan

Date: 08/07/2004

Comments on Current Performance:

At 10.63% for 2003/04 this indicator appears to show a deterioration from the previous figure of 8.24% (2002/03). However, this may be due in part to a change in survey technique from deflectograph in 2002/03, which measures structural condition to CVI in 2003/04 which is a visual assessment of surface condition. It should not be assumed that the results reported correlate to an actual deterioration of condition. For 2004/05 a TRACS type survey is mandatory.

Separate benchmarking statistics for Metropolitan authorities have not been published by the Audit Commission. However, it is possible to estimate that Salford is in the 2nd quartile from the limited amount of data supplied.

Barriers to Improvement:

Additional resources are needed to maintain the highway in a satisfactory condition.

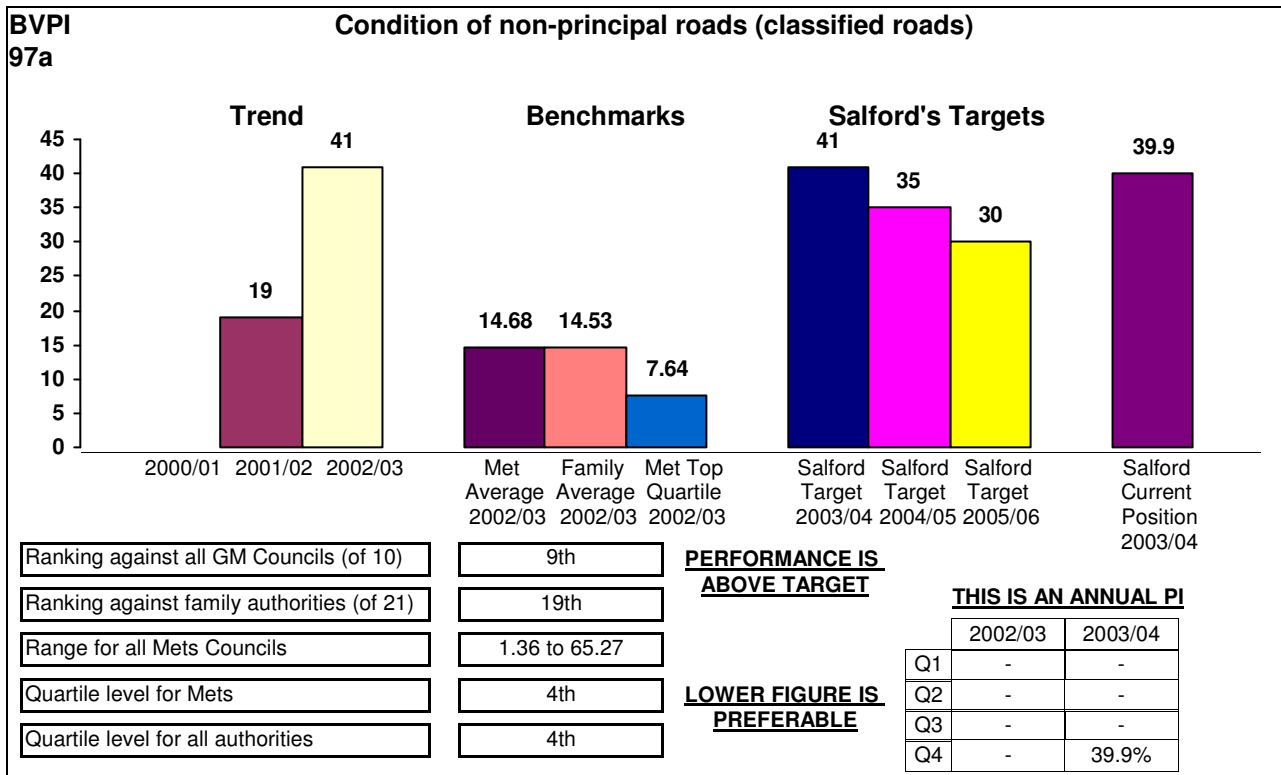
Current/Proposed Action:

The Directorate is in the advanced stages of seeking a long term strategic partner who will put additional resources into the highway network.

Lead Officer:

Dave Dean x 3895

Fourth Quarter 2003/2004 Comparator Action Plan



Performance Indicator Action Plan

Date: 08/07/2004

Comments on Current Performance:

Road condition appears to have improved slightly since the the previous year, although performance would still place Salford in the 4th quartile for this indicator. The range for the indicator is very large, from 1.36% to 65.27%, which may be due in part to the fact that different survey methodologies are permitted. Accordingly, the benchmarking data is not always comparing like with like.

Barriers to Improvement:

Additional resources are needed to maintain the highway in a satisfactory condition.

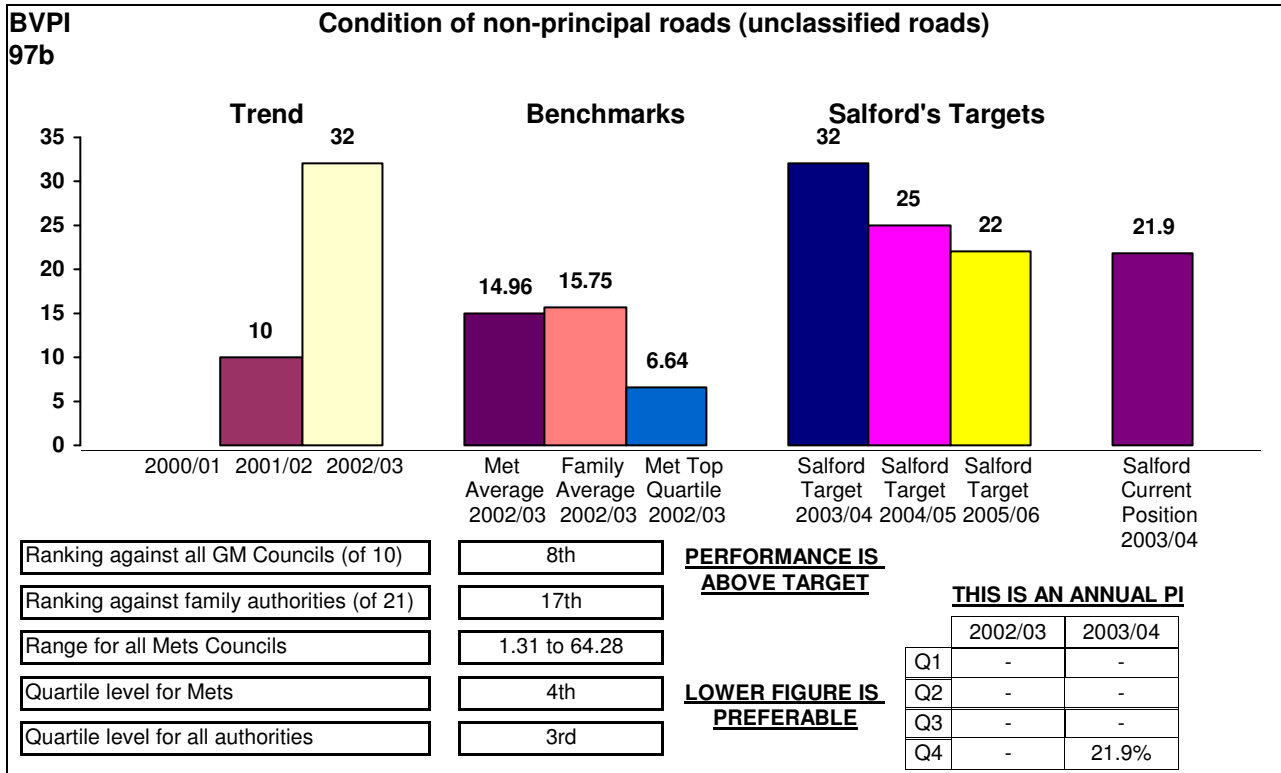
Current/Proposed Action:

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Lead Officer:

Dave Dean x 3895

Fourth Quarter 2003/2004 Comparator Action Plan



Performance Indicator Action Plan

Date: 08/07/2004

Comments on Current Performance:

Road condition appears to have improved since the the previous year, although performance would still place Salford in the 4th quartile for this indicator. The range for the indicator is very large, from 1.31% to 64.28%, which may be due in part to the fact that different survey methodologies are permitted. Accordingly, the benchmarking data is not always comparing like with like.

Barriers to Improvement:

Additional resources are needed to maintain the highway in a satisfactory condition.

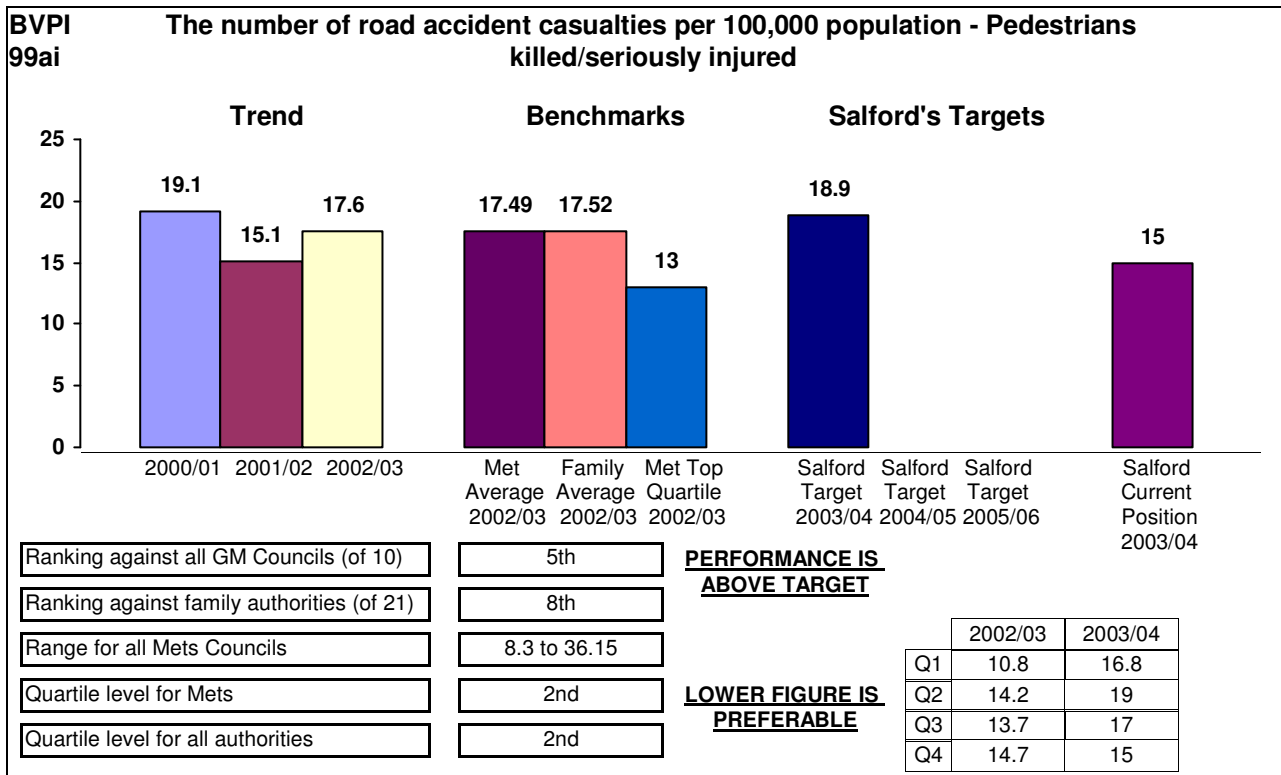
Current/Proposed Action:

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Lead Officer:

Dave Dean x 3895

Fourth Quarter 2003/2004 Comparator Action Plan



Performance Indicator Action Plan

Date: 08/07/2004

Comments on Current Performance:

Due to the very specific definition of this BVPI, the data presented for the year 2003/04 actually relates to the calendar year 2002.

During the year there were 33 actual casualties, which equates to a figure of 15 per 100,000 population, thereby achieving the target of no more than 19 casualties. This figure would place Salford in the 2nd quartile for Metropolitan Authorities.

In its 2004/05 Local Transport Capital Expenditure settlement letter, the Government Office for the North West comments that, "the LTP area as a whole is broadly on track to achieve its share of national target for reductions in Killed and Seriously Injured (KSIs) casualties. However, there are variations in the rate of casualty reduction between local authority areas, with very good progress in ...Salford...and slower progress (elsewhere)".

Barriers to Improvement:

No specific barriers identified but continued investment is required in order to fund the necessary actions, plans and road safety education. However, the Council has limited influence over accidents which occur on trunk roads and motorways within the city, which are the responsibility of the Department for Transport.

Current/Proposed Action:

Continue to analyse road accident data. The Local Safety Scheme programme is developed by interrogating the GMAXI database which holds records relating to all injury accidents including date and time, weather conditions, contributory factors etc. The resulting programme of work is often divided into 4 distinct categories:

- area wide: eg. traffic calming to reduce rat-running,
- mass action: eg. anti-skid treatment on approaches to junctions,
- single site: eg. site specific circumstances that may require signal junction improvements,
- route action: eg. pedestrian refuges / centrally hatched areas along routes involving high accident concentrations.

Road safety education, training and publicity continue to be implemented. Infant and junior schools are visited annually, resource packs are left with teachers to be integrated into appropriate topics, all year six pupils attend a multi-agency safety exercise, senior schools are visited on request.

Fourth Quarter 2003/2004 Comparator Action Plan

Cycle training and "kerbcraft" schemes continue to operate throughout the city, although take-up is not universal.

With regard to publicity, a variety of road safety campaigns are supported throughout the year. These are either local campaigns or campaigns based on national initiatives from the DfT. These campaigns follow a National and North West agreed calendar to allow for maximum impact of specific themes.

The Road Safety Unit will also assist with the consultation process for the Safer Routes to Schools programme within the 'Dealing with Disadvantage Initiative'. The Unit will also act as the link to Schools and assist with the promotion of the initial fact finding questionnaires. They will also help to promote the finished schemes within the schools and the community in general by assisting with exhibitions and other promotional activities.

In addition, as part of the Dealing with Disadvantage Initiative (Neighbourhood Road Safety Initiative) currently being championed by the ODPM's office, Salford has been awarded £600,000 specifically to deal with child pedestrian casualties in the deprived wards and a number of area wide schemes have been developed to the point where they will be going out for public consultation in the very near future.

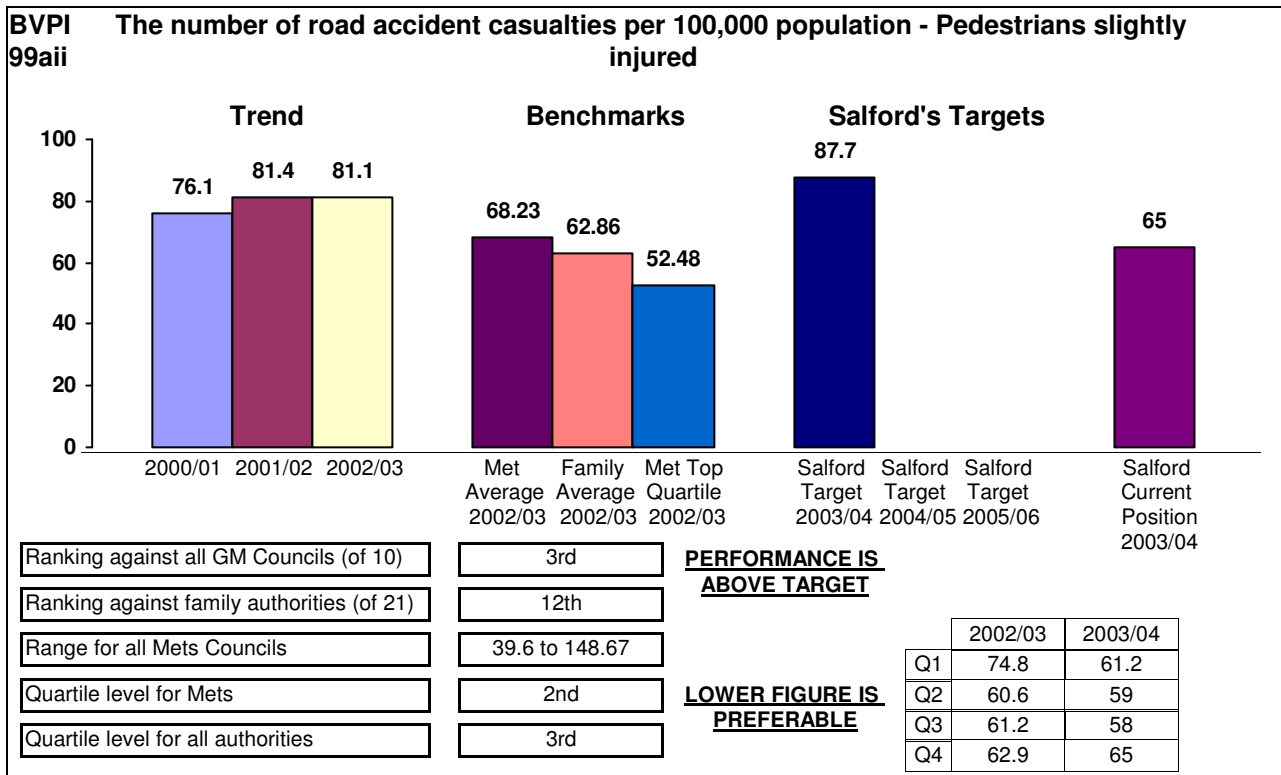
The DfT have stressed that in order to effectively deliver the results of the initiative it will be necessary to do this using a multi-agency approach. A working group has been set up that consists of local strategic partners and their engineering counterparts and already a number of potential projects have been identified that will involve input from every agency. This co-ordinated approach maximises the potential for the initiative to effectively reach those sections of the community that are being targeted as part of DDI and subsequently reduce the number of child pedestrian deaths and injuries in the disadvantaged areas.

Car design also helps to reduce injuries amongst pedestrians (current vehicle pool turnover is approximately 10 years).

Lead Officer:

Steven Lee x 3800

Fourth Quarter 2003/2004 Comparator Action Plan



Performance Indicator Action Plan

Date: 08/07/2004

Comments on Current Performance:

Due to the very specific definition of this BVPI, the data presented for the year 2003/04 actually relates to the calendar year 2002.

During the year there were 141 actual casualties, which equates to a figure of 65 per 100,000 population, thereby achieving the target of no more than 88 casualties. This figure would place Salford in the 2nd quartile for Metropolitan Authorities.

In its 2004/05 Local Transport Capital Expenditure settlement letter, the Government Office for the North West comments that, "the LTP area as a whole is broadly on track to achieve its share of national target for reductions in Killed and Seriously Injured (KSIs) casualties. However, there are variations in the rate of casualty reduction between local authority areas, with very good progress in ...Salford...and slower progress (elsewhere)".

Barriers to Improvement:

No specific barriers identified but continued investment is required in order to fund the necessary actions, plans and road safety education. However, the Council has limited influence over accidents which occur on trunk roads and motorways within the city, which are the responsibility of the Department for Transport.

Current/Proposed Action:

Continue to analyse road accident data. The Local Safety Scheme programme is developed by interrogating the GMAXI database which holds records relating to all injury accidents including date and time, weather conditions, contributory factors etc. The resulting programme of work is often divided into 4 distinct categories:

- area wide: eg. traffic calming to reduce rat-running,
- mass action: eg. anti-skid treatment on approaches to junctions,
- single site: eg. site specific circumstances that may require signal junction improvements,
- route action: eg. pedestrian refuges / centrally hatched areas along routes involving high accident concentrations.

Road safety education, training and publicity continue to be implemented. Infant and junior schools are visited annually, resource packs are left with teachers to be integrated into appropriate topics, all year six pupils attend a multi-agency safety exercise, senior schools are visited on request.

Fourth Quarter 2003/2004 Comparator Action Plan

Cycle training and "kerbcraft" schemes continue to operate throughout the city, although take-up is not universal.

With regard to publicity, a variety of road safety campaigns are supported throughout the year. These are either local campaigns or campaigns based on national initiatives from the DfT. These campaigns follow a National and North West agreed calendar to allow for maximum impact of specific themes.

The Road Safety Unit will also assist with the consultation process for the Safer Routes to Schools programme within the 'Dealing with Disadvantage Initiative'. The Unit will also act as the link to Schools and assist with the promotion of the initial fact finding questionnaires. They will also help to promote the finished schemes within the schools and the community in general by assisting with exhibitions and other promotional activities.

In addition, as part of the Dealing with Disadvantage Initiative (Neighbourhood Road Safety Initiative) currently being championed by the ODPM's office, Salford has been awarded £600,000 specifically to deal with child pedestrian casualties in the deprived wards and a number of area wide schemes have been developed to the point where they will be going out for public consultation in the very near future.

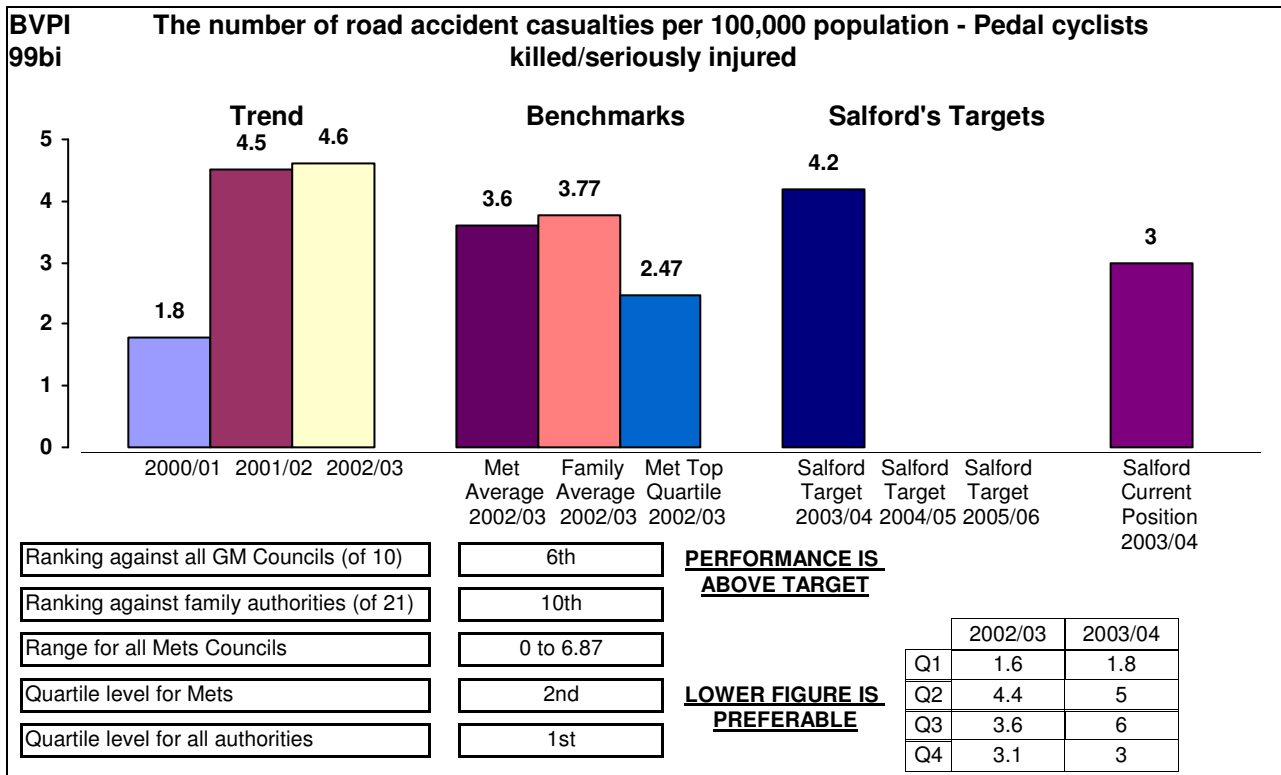
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Car design also helps to reduce injuries amongst pedestrians (current vehicle pool turnover is approximately 10 years).

Lead Officer:

Steven Lee x 3800

Fourth Quarter 2003/2004 Comparator Action Plan



Performance Indicator Action Plan

Date: 08/07/2004

Comments on Current Performance:

Due to the very specific definition of this BVPI, the data presented for the year 2003/04 actually relates to the calendar year 2002.

During the year there were 7 actual casualties, which equates to a figure of 3 per 100,000 population, thereby achieving the target of no more than 4 casualties. This figure would place Salford in the 2nd quartile for Metropolitan Authorities.

In its 2004/05 Local Transport Capital Expenditure settlement letter, the Government Office for the North West comments that, "the LTP area as a whole is broadly on track to achieve its share of national target for reductions in Killed and Seriously Injured (KSIs) casualties. However, there are variations in the rate of casualty reduction between local authority areas, with very good progress in ...Salford...and slower progress (elsewhere)".

Barriers to Improvement:

No specific barriers identified but continued investment is required in order to fund the necessary actions, plans and road safety education. However, the Council has limited influence over accidents which occur on trunk roads and motorways within the city, which are the responsibility of the Department for Transport.

Current/Proposed Action:

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Fourth Quarter 2003/2004 Comparator Action Plan

Cycle training and "kerbcraft" schemes continue to operate throughout the city, although take-up is not universal.

With regard to publicity, a variety of road safety campaigns are supported throughout the year. These are either local campaigns or campaigns based on national initiatives from the DfT. These campaigns follow a National and North West agreed calendar to allow for maximum impact of specific themes.

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In addition, as part of the Dealing with Disadvantage Initiative (Neighbourhood Road Safety Initiative) currently being championed by the ODPM's office, Salford has been awarded £600,000 specifically to deal with child pedestrian casualties in the deprived wards and a number of area wide schemes have been developed to the point where they will be going out for public consultation in the very near future.

The DfT have stressed that in order to effectively deliver the results of the initiative it will be necessary to do this using a multi-agency approach. A working group has been set up that consists of local strategic partners and their engineering counterparts and already a number of potential projects have been identified that will involve input from every agency. This co-ordinated approach maximises the potential for the initiative to effectively reach those sections of the community that are being targeted as part of DDI and subsequently reduce the number of child pedestrian deaths and injuries in the disadvantaged areas.

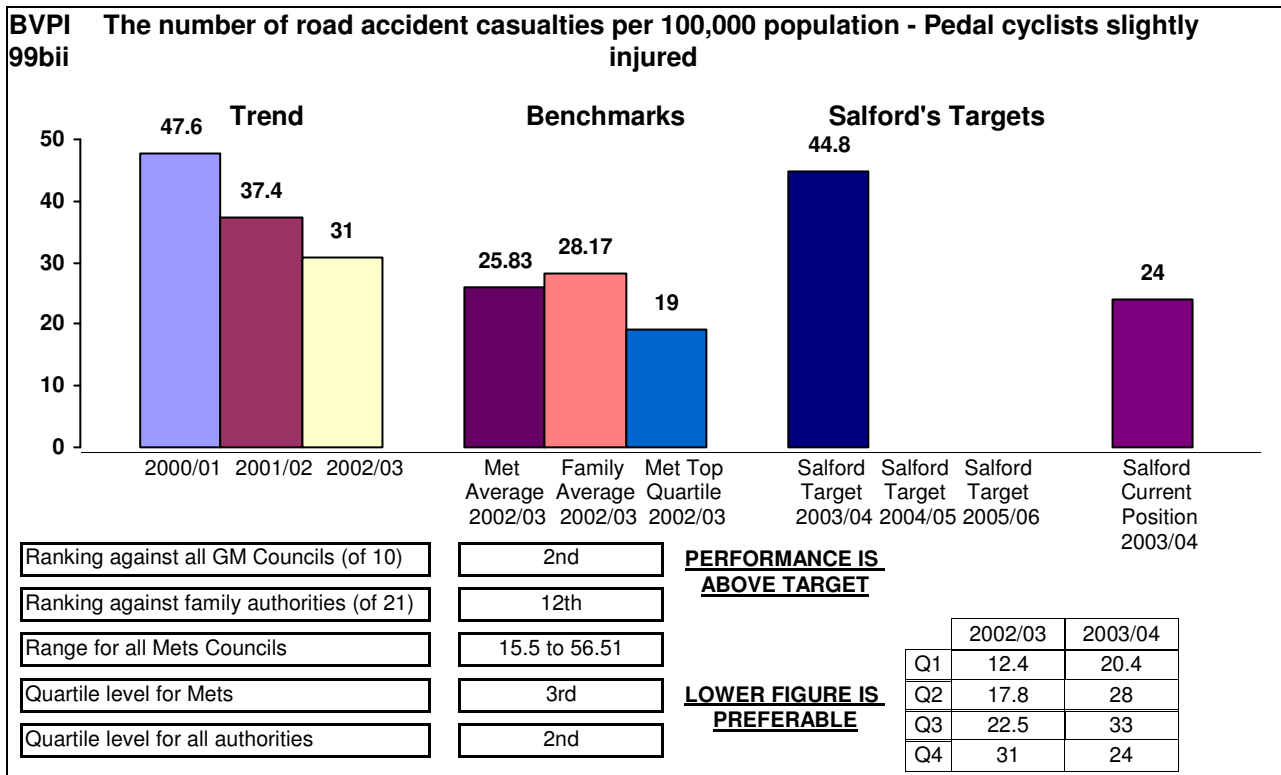
The City has recently signed up to a benchmarking project within Greater Manchester which is being led by the Cycle Touring Club. In common with all the other local authorities nationwide the City has been surveyed by the English Regions Cycling Development Team (ERCDDT) and intends, through the Cycle Forum, to act on their recommendations.

As part of the LTP process an audit of cycling and pedestrian facilities will now be carried out as part of the planning process.

Lead Officer:

Steven Lee x 3800

Fourth Quarter 2003/2004 Comparator Action Plan



Performance Indicator Action Plan

Date: 08/07/2004

Comments on Current Performance:

Due to the very specific definition of this BVPI, the data presented for the year 2003/04 actually relates to the calendar year 2002.

During the year there were 51 actual casualties, which equates to a figure of 24 per 100,000 population, thereby achieving the target of no more than 45 casualties. This figure would place Salford in the 3rd quartile for Metropolitan Authorities.

In its 2004/05 Local Transport Capital Expenditure settlement letter, the Government Office for the North West comments that, "the LTP area as a whole is broadly on track to achieve its share of national target for reductions in Killed and Seriously Injured (KSIs) casualties. However, there are variations in the rate of casualty reduction between local authority areas, with very good progress in ...Salford...and slower progress (elsewhere)".

Barriers to Improvement:

No specific barriers identified but continued investment is required in order to fund the necessary actions, plans and road safety education. However, the Council has limited influence over accidents which occur on trunk roads and motorways within the city, which are the responsibility of the Department for Transport.

Current/Proposed Action:

Continue to analyse road accident data. The Local Safety Scheme programme is developed by interrogating the GMAXI database which holds records relating to all injury accidents including date and time, weather conditions, contributory factors etc. The resulting programme of work is often divided into 4 distinct categories:

- area wide: eg. traffic calming to reduce rat-running,
- mass action: eg. anti-skid treatment on approaches to junctions,
- single site: eg. site specific circumstances that may require signal junction improvements,
- route action: eg. pedestrain refuges / centrally hatched areas along routes involving high accident concentrations.

Road safety education, training and publicity continue to be implemented. Infant and junior schools are visited annually, resource packs are left with teachers to be integrated into appropriate topics, all year six pupils attend a multi-agency safety exercise, senior schools are visited on request.

Fourth Quarter 2003/2004 Comparator Action Plan

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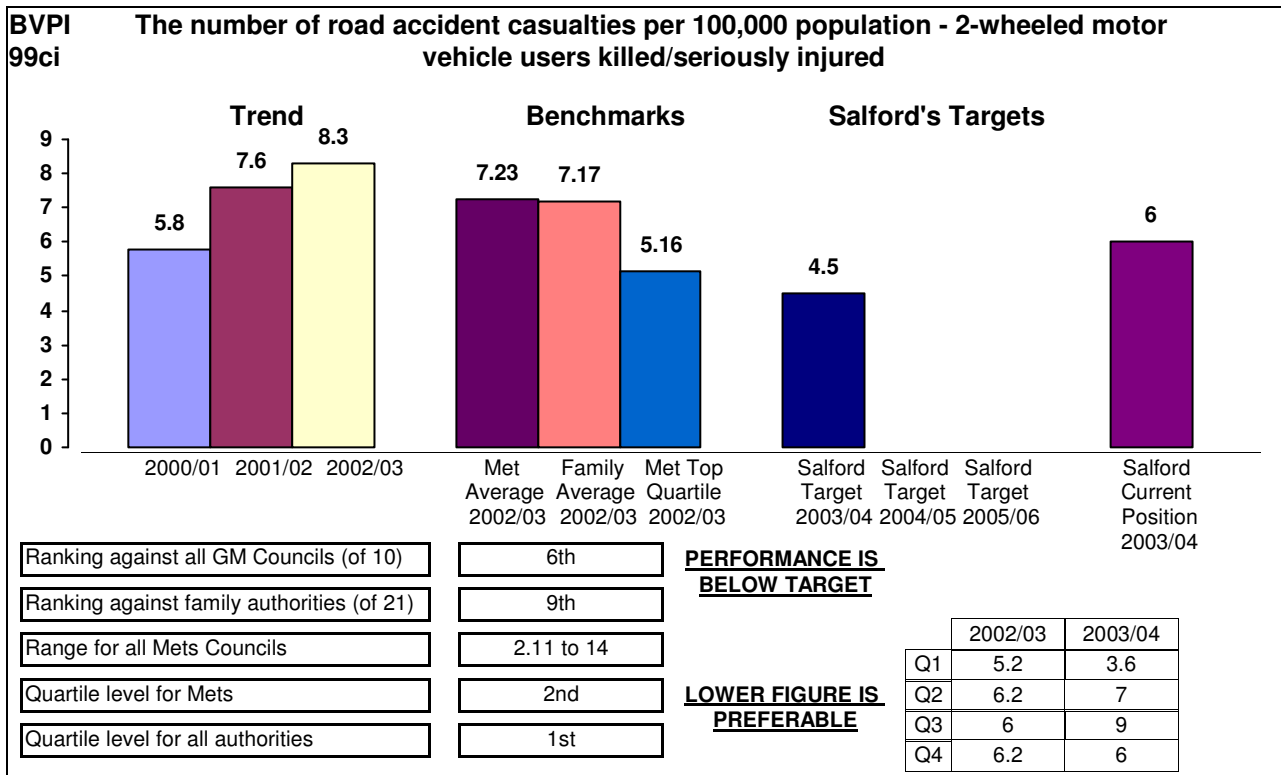
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Lead Officer:

Steven Lee x 3800

Fourth Quarter 2003/2004 Comparator Action Plan



Performance Indicator Action Plan

Date: 08/07/2004

Comments on Current Performance:

Due to the very specific definition of this BVPI, the data presented for the year 2003/04 actually relates to the calendar year 2002.

During the year there were 14 actual casualties, which equates to a figure of 6 per 100,000 population, thereby not achieving the target of no more than 5 casualties. This figure would place Salford in the 2nd quartile for Metropolitan Authorities.

In its 2004/05 Local Transport Capital Expenditure settlement letter, the Government Office for the North West comments that, "the LTP area as a whole is broadly on track to achieve its share of national target for reductions in Killed and Seriously Injured (KSIs) casualties. However, there are variations in the rate of casualty reduction between local authority areas, with very good progress in ...Salford...and slower progress (elsewhere)".

Barriers to Improvement:

No specific barriers identified but continued investment is required in order to fund the necessary actions, plans and road safety education. However, the Council has limited influence over accidents which occur on trunk roads and motorways within the city, which are the responsibility of the Department for Transport.

Current/Proposed Action:

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Fourth Quarter 2003/2004 Comparator Action Plan

Although there are no motorcycle test centres within the City, the Road Safety team do have a supply of literature aimed at making both the motorcyclist and the motorist more aware of each other that is distributed to local libraries etc. The most recent Greater Manchester initiative involved a series of bus back adverts targeted again at raising awareness amongst motorcyclists and motorists, funded by local Road Safety units.

A further initiative involving the Local Authority Road Safety Officers Association (LARSOA) has recently been undertaken targeted at the 'born again' motorcyclist, those in their mid 40's and older who have regained the appetite for travel by motorbike and who often purchase very powerful bikes but do not necessarily have the skills or reflexes to be able to cope with them.

There are concerns that secondary school leavers (15/16 year olds) are able to acquire scooters and drive them away without the necessary training or road sense. As part of Salford's commitment to reduce the number of casualties involving 2WMV it was decided that this issue should be tackled both at a regional north west level through LARSOA and also be dealt with as a campaign by Salford's Road Safety Unit, who could concentrate some of their extra resources into spreading the safety message to the youngsters.

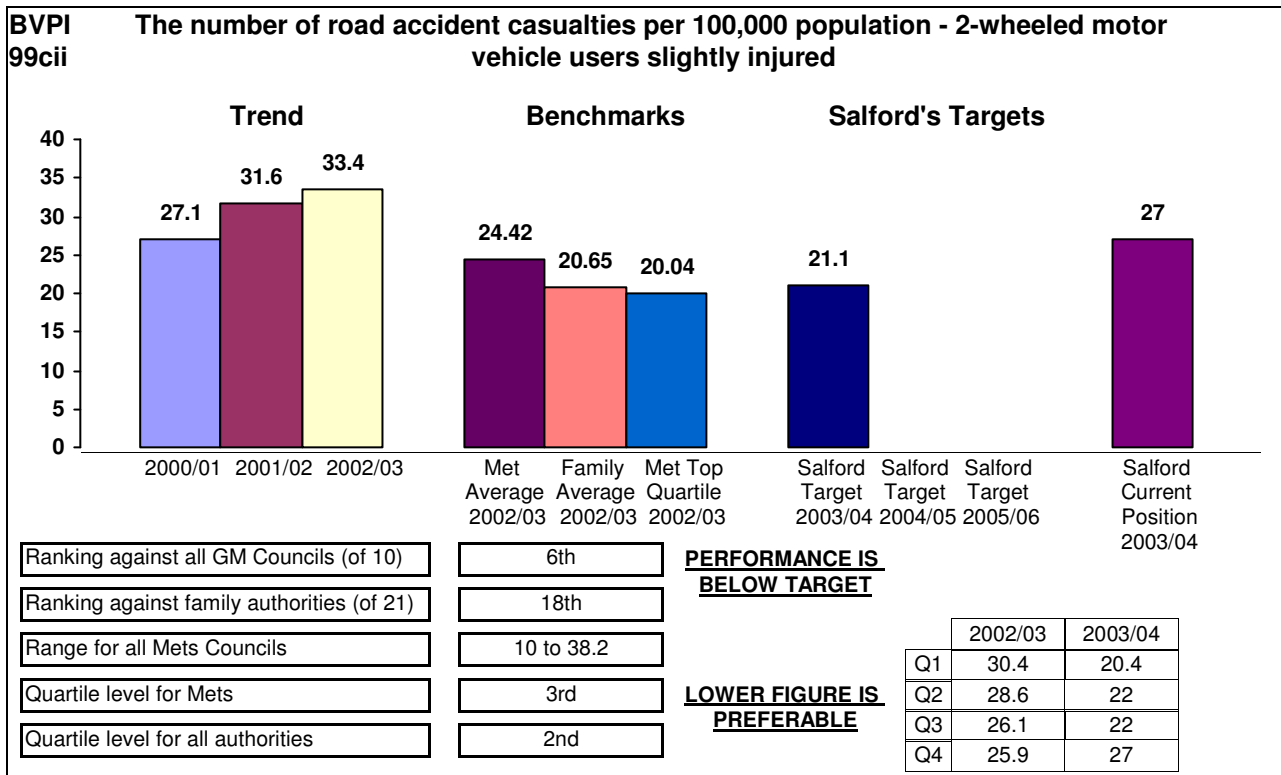
Furthermore, initial discussions are taking place with the motor cycle unit of Greater Manchester Police to determine whether or not they would be willing to take part in a 'BikeSafe' style training programme that allows motorcyclists the opportunity to acquire additional handling skills under police guidance, in an attempt to tackle the growing number of accidents involving young scooter/ moped riders.

We are also working closely with the AGMA authorities to address the particular issue of motor cycle casualties. Stockport have started a local initiative in conjunction with GMP whereby motorcyclists are stopped by the police and handed accident / safety publicity material. The results of this will be analysed and implemented in Salford if appropriate, providing police assistance can be obtained to stop traffic.

Lead Officer:

Steven Lee x 3800

Fourth Quarter 2003/2004 Comparator Action Plan



Performance Indicator Action Plan

Date: 08/07/2004

Comments on Current Performance:

Due to the very specific definition of this BVPI, the data presented for the year 2003/04 actually relates to the calendar year 2002.

During the year there were 58 actual casualties, which equates to a figure of 27 per 100,000 population, thereby not achieving the target of no more than 21 casualties. This figure would place Salford in the 3rd quartile for Metropolitan Authorities.

In its 2004/05 Local Transport Capital Expenditure settlement letter, the Government Office for the North West comments that, "the LTP area as a whole is broadly on track to achieve its share of national target for reductions in Killed and Seriously Injured (KSIs) casualties. However, there are variations in the rate of casualty reduction between local authority areas, with very good progress in ...Salford...and slower progress (elsewhere)".

Barriers to Improvement:

No specific barriers identified but continued investment is required in order to fund the necessary actions, plans and road safety education. However, the Council has limited influence over accidents which occur on trunk roads and motorways within the city, which are the responsibility of the Department for Transport.

Current/Proposed Action:

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Fourth Quarter 2003/2004 Comparator Action Plan

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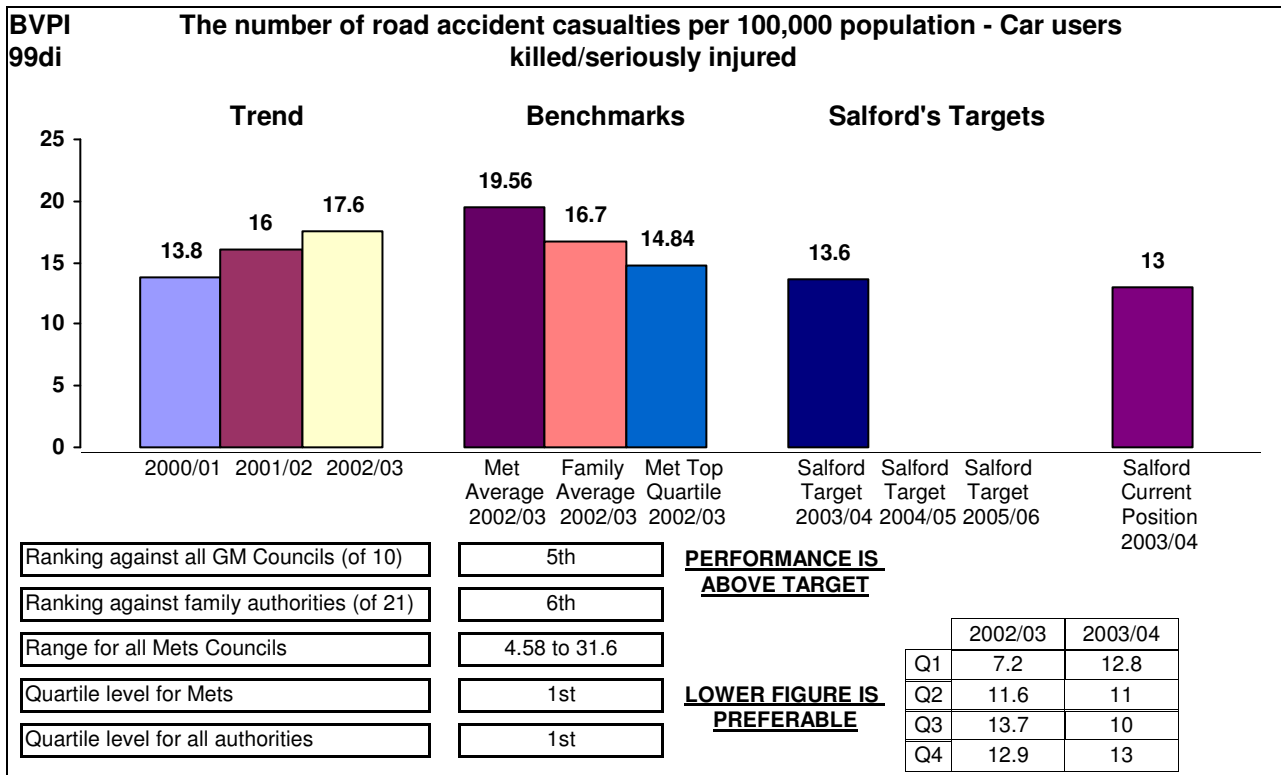
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Lead Officer:

Steven Lee x 3800

Fourth Quarter 2003/2004 Comparator Action Plan



Performance Indicator Action Plan

Date: 08/07/2004

Comments on Current Performance:

Due to the very specific definition of this BVPI, the data presented for the year 2003/04 actually relates to the calendar year 2002.

During the year there were 29 actual casualties, which equates to a figure of 13 per 100,000 population, thereby achieving the target of no more than 14 casualties. This figure would place Salford in the 1st quartile for Metropolitan Authorities.

In its 2004/05 Local Transport Capital Expenditure settlement letter, the Government Office for the North West comments that, "the LTP area as a whole is broadly on track to achieve its share of national target for reductions in Killed and Seriously Injured (KSIs) casualties. However, there are variations in the rate of casualty reduction between local authority areas, with very good progress in ...Salford...and slower progress (elsewhere)".

Barriers to Improvement:

No specific barriers identified but continued investment is required in order to fund the necessary actions, plans and road safety education. However, the Council has limited influence over accidents which occur on trunk roads and motorways within the city, which are the responsibility of the Department for Transport.

Current/Proposed Action:

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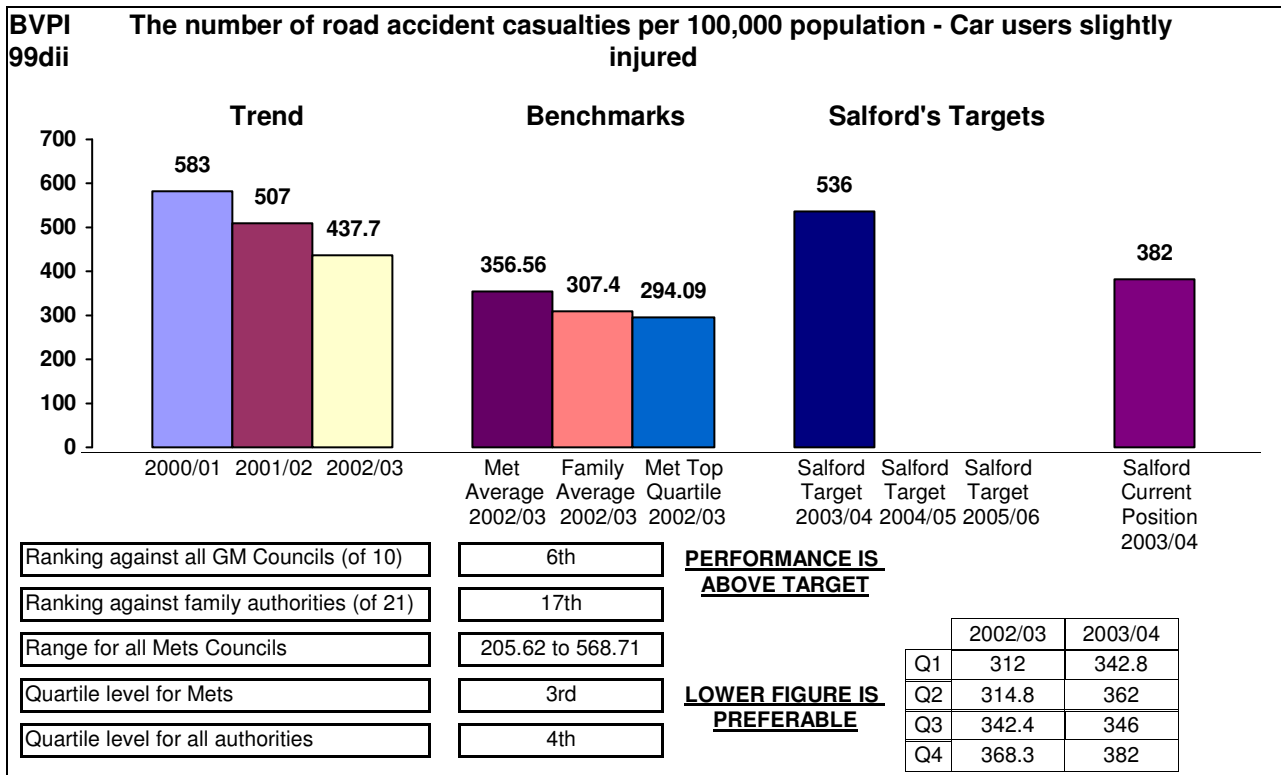
Fourth Quarter 2003/2004 Comparator Action Plan

Car design also helps to reduce injuries to car occupants eg. crumple zones, increased use of airbags etc. Current vehicle pool turnover is approximately 10 years.

Lead Officer:

Steven Lee x 3800

Fourth Quarter 2003/2004 Comparator Action Plan



Performance Indicator Action Plan

Date: 08/07/2004

Comments on Current Performance:

Due to the very specific definition of this BVPI, the data presented for the year 2003/04 actually relates to the calendar year 2002.

During the year there were 826 actual casualties, which equates to a figure of 382 per 100,000 population, thereby achieving the target of no more than 536 casualties. This figure would place Salford in the 3rd quartile for Metropolitan Authorities.

In its 2004/05 Local Transport Capital Expenditure settlement letter, the Government Office for the North West comments that, "the LTP area as a whole is broadly on track to achieve its share of national target for reductions in Killed and Seriously Injured (KSIs) casualties. However, there are variations in the rate of casualty reduction between local authority areas, with very good progress in ...Salford...and slower progress (elsewhere)".

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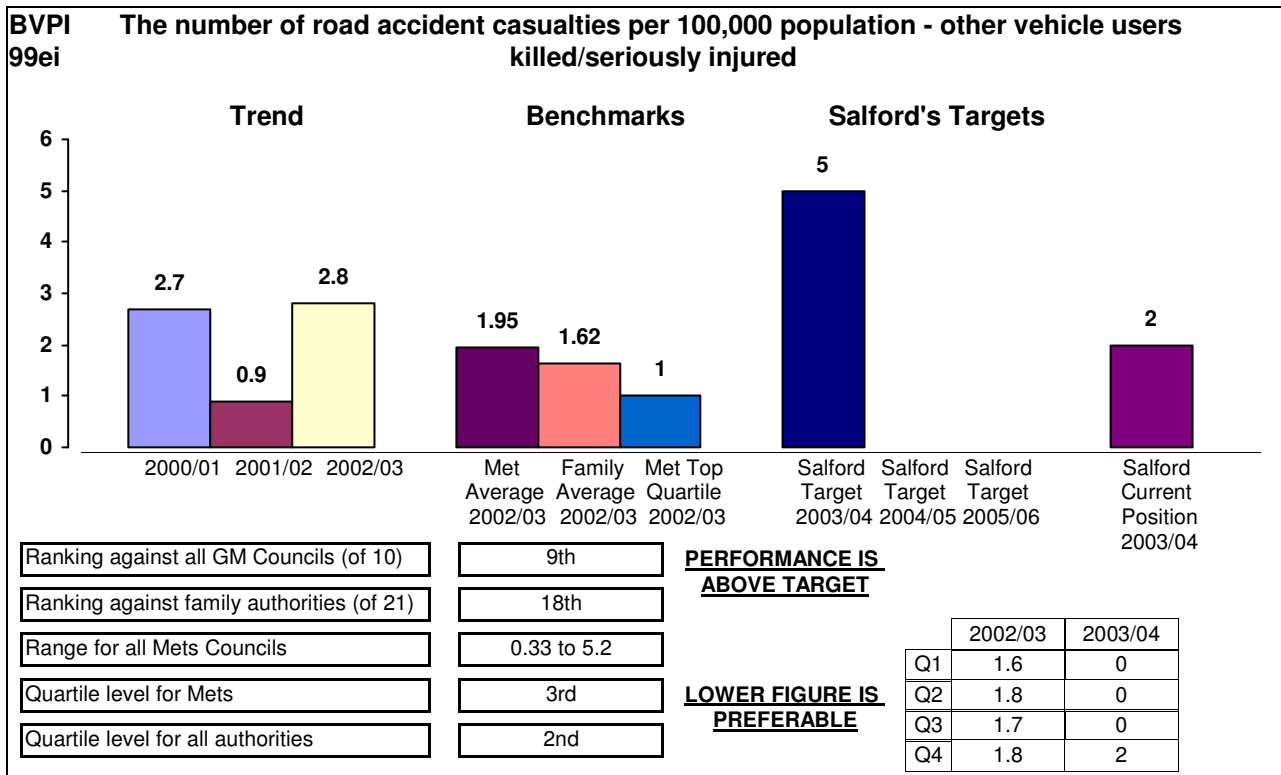
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Lead Officer:

Steven Lee x 3800

Fourth Quarter 2003/2004 Comparator Action Plan



Performance Indicator Action Plan

Date: 08/07/2004

Comments on Current Performance:

Due to the very specific definition of this BVPI, the data presented for the year 2003/04 actually relates to the calendar year 2002.

During the year there were 4 actual casualties, which equates to a figure of 2 per 100,000 population, thereby achieving the target of no more than 5 casualties. This figure would place Salford in the 3rd quartile for Metropolitan Authorities.

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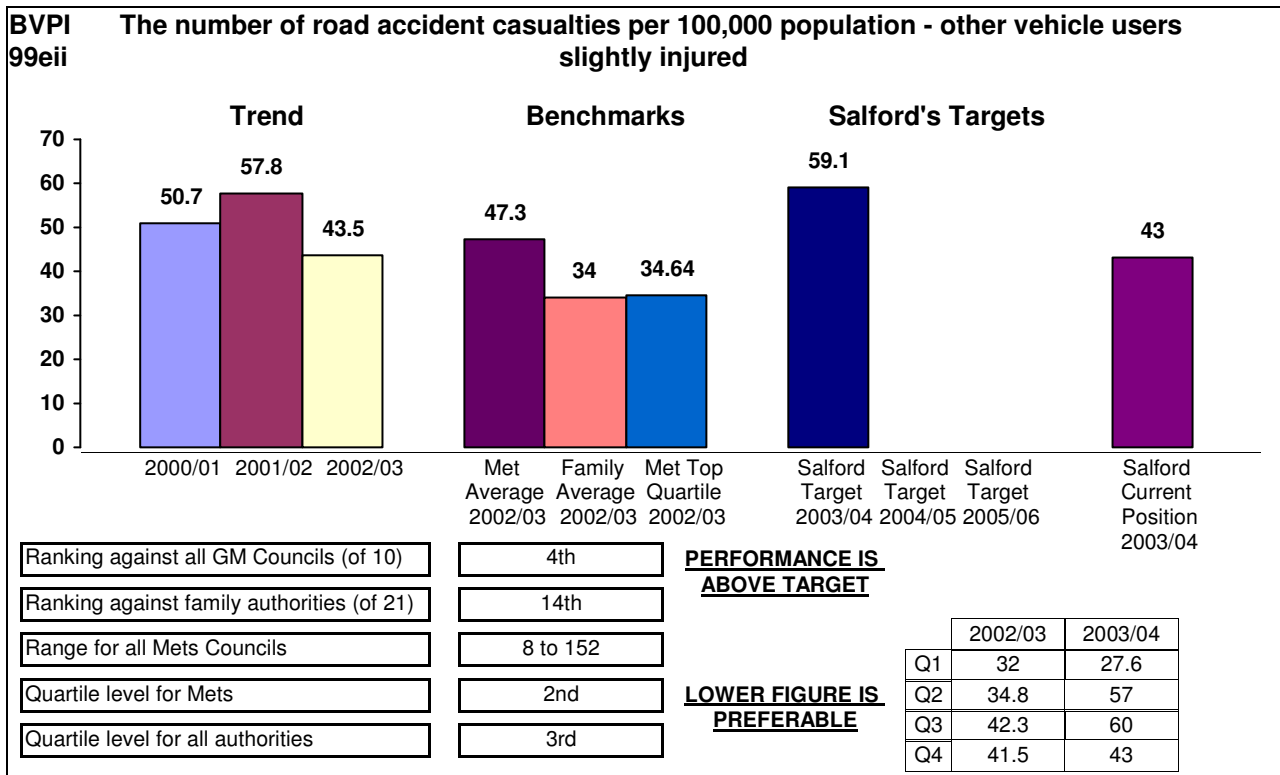
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Lead Officer:

Steven Lee x 3800

Fourth Quarter 2003/2004 Comparator Action Plan



Performance Indicator Action Plan

Date: 08/07/2004

Comments on Current Performance:

Due to the very specific definition of this BVPI, the data presented for the year 2003/04 actually relates to the calendar year 2002.

During the year there were 93 actual casualties, which equates to a figure of 43 per 100,000 population, thereby achieving the target of no more than 59 casualties. This figure would place Salford in the 2nd quartile for Metropolitan Authorities.

In its 2004/05 Local Transport Capital Expenditure settlement letter, the Government Office for the North West comments that, "the LTP area as a whole is broadly on track to achieve its share of national target for reductions in Killed and Seriously Injured (KSIs) casualties. However, there are variations in the rate of casualty reduction between local authority areas, with very good progress in ...Salford...and slower progress (elsewhere)".

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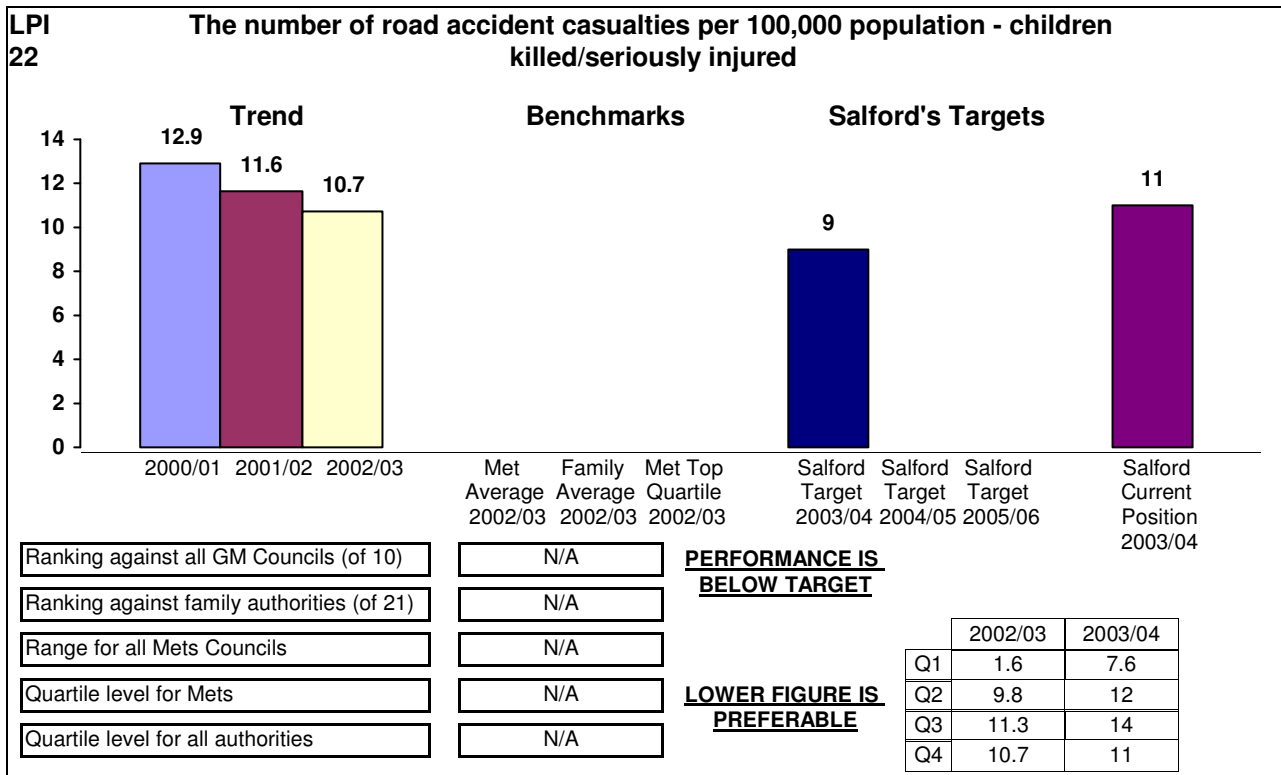
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Fourth Quarter 2003/2004 Comparator Action Plan

Lead Officer:

Steven Lee x 3800

Fourth Quarter 2003/2004 Comparator Action Plan



Performance Indicator Action Plan

Date: 08/07/2004

Comments on Current Performance:

Although this is an LPI, the indicator has been compiled in accordance with the very specific definition of this BVPI, and as such the data presented for the year 2003/04 actually relates to the calendar year 2002.

During the year there were 24 actual casualties, which equates to a figure of 11 per 100,000 population, thereby not achieving the target of no more than 9 casualties.

In its 2004/05 Local Transport Capital Expenditure settlement letter, the Government Office for the North West comments that, "the LTP area as a whole is broadly on track to achieve its share of national target for reductions in Killed and Seriously Injured (KSIs) casualties. However, there are variations in the rate of casualty reduction between local authority areas, with very good progress in ...Salford...and slower progress (elsewhere)".

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Fourth Quarter 2003/2004 Comparator Action Plan

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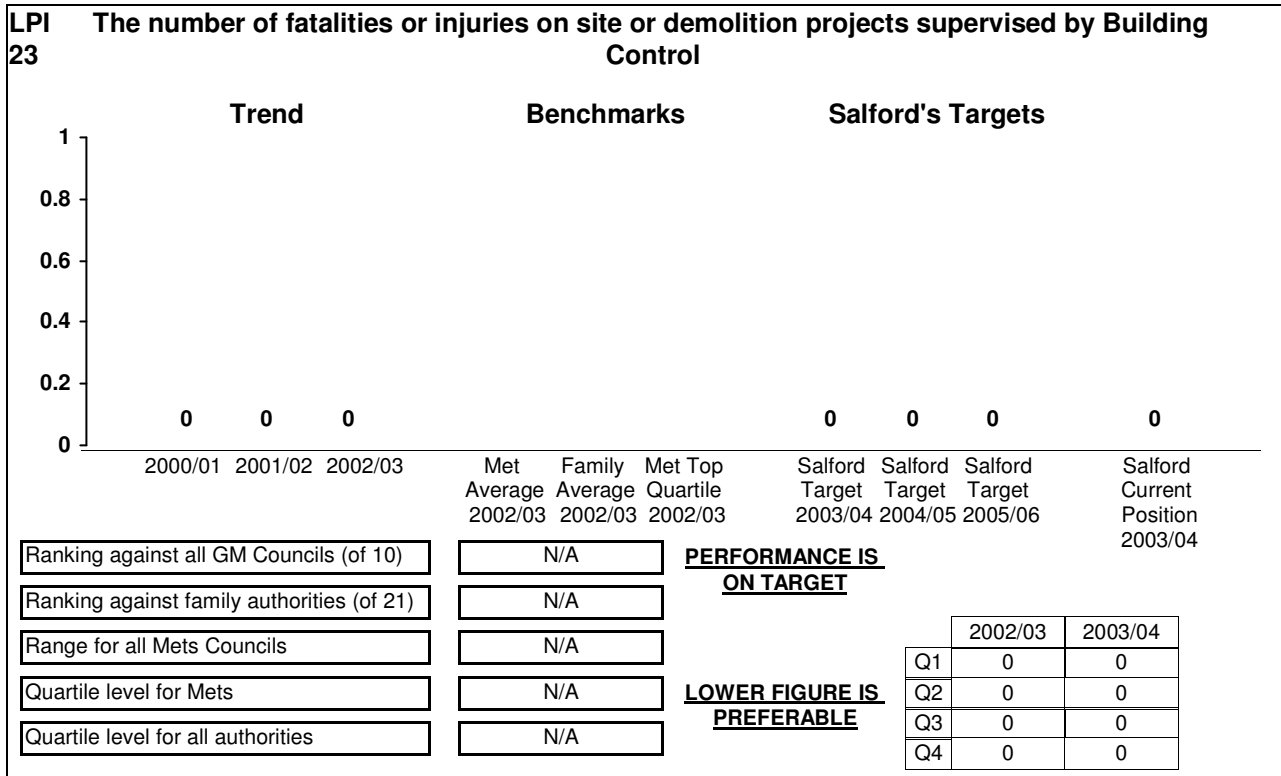
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Car design also helps to reduce injuries amongst pedestrians (current vehicle pool turnover is approximately 10 years).

Lead Officer:

Steven Lee x 3800

Fourth Quarter 2003/2004 Comparator Action Plan



Performance Indicator Action Plan

Date: 08/07/2004

Comments on Current Performance:

An excellent safety record continues to be provided by the Building Control service.

Barriers to Improvement:

N/A

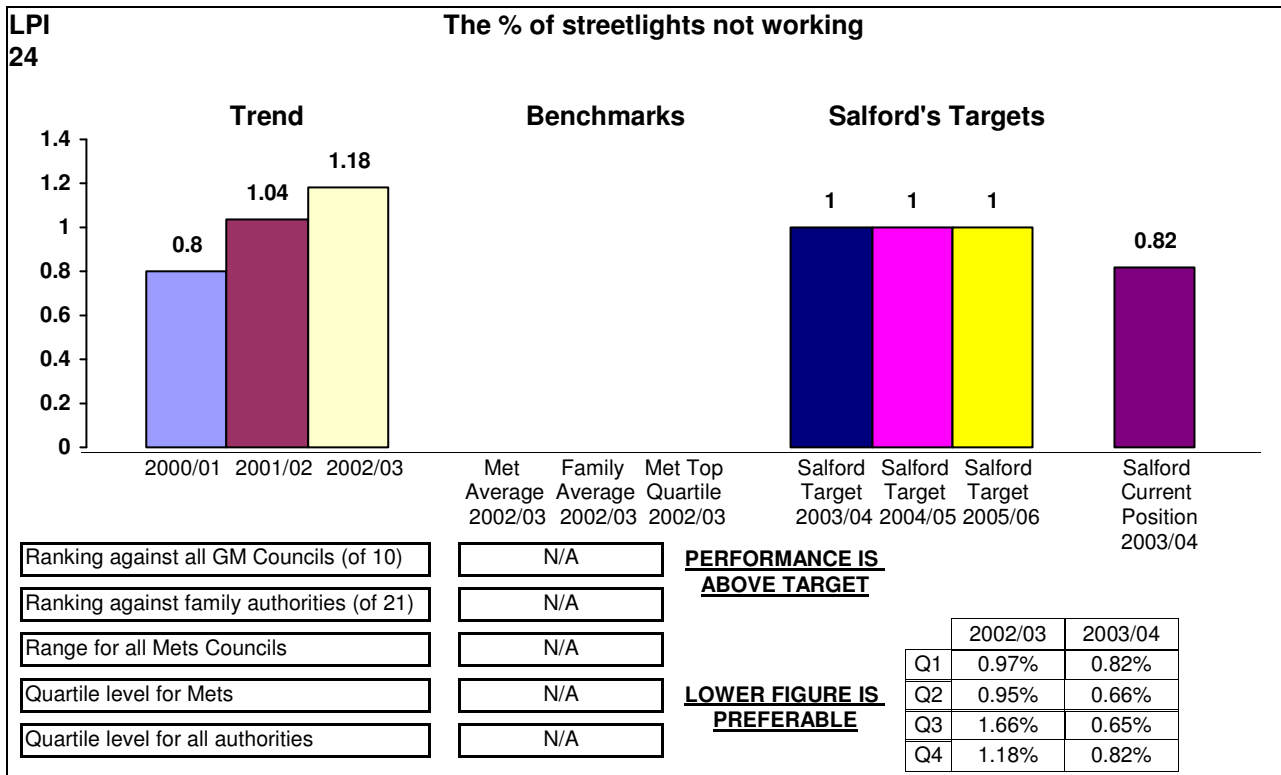
Current/Proposed Action:

Maintain current safety levels.

Lead Officer:

Dave Jolley x 3631

Fourth Quarter 2003/2004 Comparator Action Plan



Performance Indicator Action Plan

Date: 08/07/2004

Comments on Current Performance:

This is now a local PI, having been dropped from the BVPI list by the Audit Commission and as such benchmark data is no longer collected and published. The last known benchmark data from 2000/2001 showed that 1% was a top quartile performance.

In the year, there were 0.82% of streetlights not working compared with the 1.18% figure for 2002/03 due to improved performance in managing the streetlight outages.

Barriers to Improvement:

None

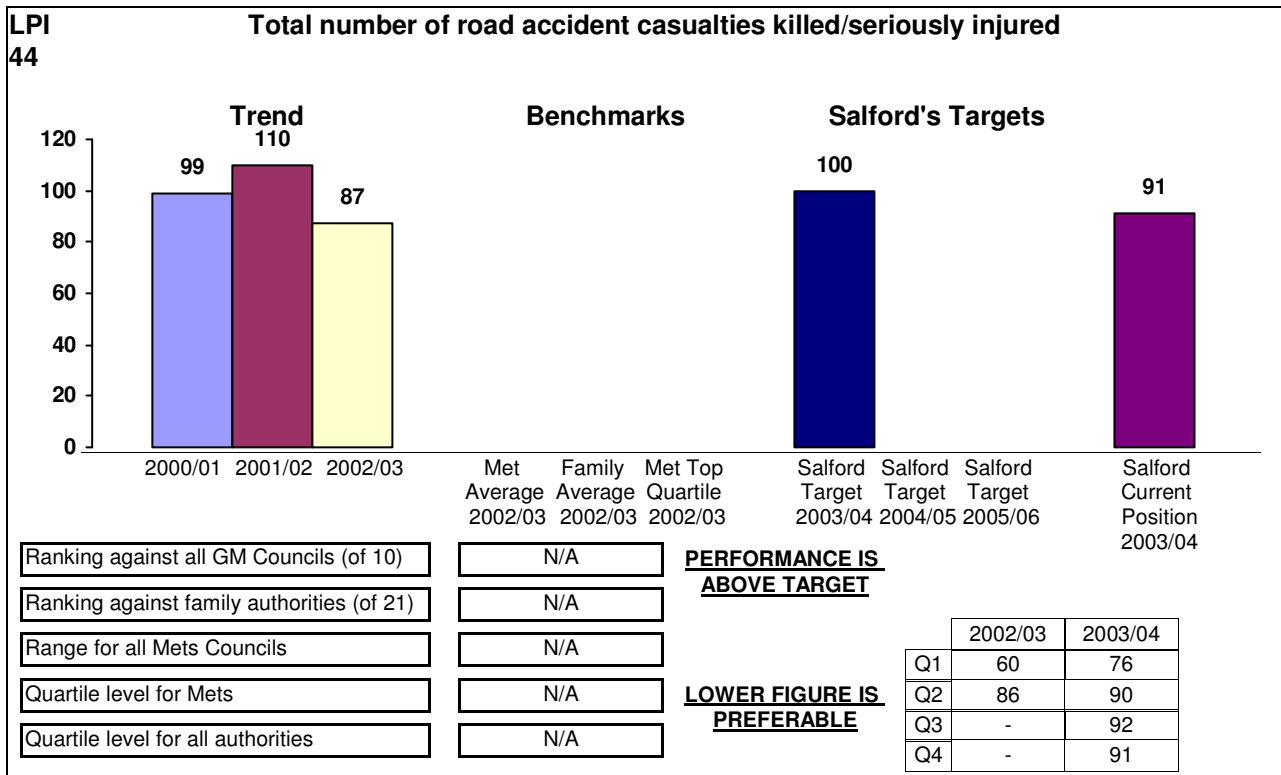
Current/Proposed Action:

Continue to analyse data to investigate if there are any significant causes or patterns to lamp failures in order to maintain good levels of performance.

Lead Officer:

Stuart Collins x 4051

Fourth Quarter 2003/2004 Comparator Action Plan



Performance Indicator Action Plan

Date: 08/07/2004

Comments on Current Performance:

Unlike the related BVPI 99, the data presented for LPI 44 relates to the most recent calendar year, i.e. 2003 and relates to actual casualty numbers, not the rate per 100,000 population.

During the year there were 91 actual casualties, compared with the BVPP target of 100 and the more demanding LPSA target of 95.

In its 2004/05 Local Transport Capital Expenditure settlement letter, the Government Office for the North West comments that, "the LTP area as a whole is broadly on track to achieve its share of national target for reductions in Killed and Seriously Injured (KSIs) casualties. However, there are variations in the rate of casualty reduction between local authority areas, with very good progress in ...Salford...and slower progress (elsewhere)".

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No specific barriers identified but continued investment is required in order to fund the necessary actions, plans and road safety education. However, the Council has limited influence over accidents which occur on trunk roads and motorways within the city, which are the responsibility of the Department for Transport.

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Fourth Quarter 2003/2004 Comparator Action Plan

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The Road Safety Unit will also assist with the consultation process for the Safer Routes to Schools programme within the 'Dealing with Disadvantage Initiative'. The Unit will also act as the link to Schools and assist with the promotion of the initial fact finding questionnaires. They will also help to promote the finished schemes within the schools and the community in general by assisting with exhibitions and other promotional activities.

In addition, as part of the Dealing with Disadvantage Initiative (Neighbourhood Road Safety Initiative) currently being championed by the ODPM's office, Salford has been awarded £600,000 specifically to deal with child pedestrian casualties in the deprived wards and a number of area wide schemes have been developed to the point where they will be going out for public consultation in the very near future.

The DfT have stressed that in order to effectively deliver the results of the initiative it will be necessary to do this using a multi-agency approach. A working group has been set up that consists of local strategic partners and their engineering counterparts and already a number of potential projects have been identified that will involve input from every agency. This co-ordinated approach maximises the potential for the initiative to effectively reach those sections of the community that are being targeted as part of DDI and subsequently reduce the number of child pedestrian deaths and injuries in the disadvantaged areas.

Car design also helps to reduce injuries amongst pedestrians (current vehicle pool turnover is approximately 10 years).

Lead Officer:

Steven Lee x 3800