

SCHEDULE 6

Article 3

TRANSPORT INDICATORS

Indicator Number	Description of indicator	Details of indicator
BVPI 93	Cost of highway maintenance per 100 km travelled by a vehicle on principal roads.	Figure in memorandum box M2 of the most recent Capital Outturn form COR1 plus lines 2 (structural maintenance) and 4 (routine maintenance) of the most recent Revenue Outturn form RO2 column 7; divided by the figure for vehicle kilometrage derived from Table A of the most recent Revenue Support Grant settlement; multiplied by 100.
BVPI 94	Cost per passenger journey of subsidised bus services.	Net expenditure (Form RO2 line 11) on subsidy of local bus services, as defined in Section 2 of the Transport Act 1985, in the relevant year divided by the number of passenger journeys on those services in that year. This should exclude expenditure on concessionary fare schemes under sections 93 to 105 of the Transport Act 1985.
BVPI 95	Average cost of maintaining street lights.	The figure in line 6, Column 7, of the most recent Revenue Outturn form RO2, divided by the number of street lights in the authority.
BVPI 96	Condition of principal roads.	Either: A visual survey of all principal road length in the year using a Coarse Visual Inspection Survey (a survey which records road defects identified visually). The survey will be carried out under the United Kingdom Pavement Management System (UKPMS) Rules and Parameters, version 2.0. The survey will cover the whole network apart from the part nominated for “deemed coverage” – this

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		<p>must be limited to 30% of the authority’s principal road network. Local authorities will be requested to indicate percentage of network with a UKPMS defects score of 70 or higher.</p> <p>Or:</p> <p>Percentage of the network with negative residual life, derived from deflectograph surveys (mechanised surveys using equipment which assesses structural condition of the road by measuring deflection under load).</p> <p>Details are as follows; referring to performance indicator for 1999. For 2000 and future years, dates would be rolled forward accordingly.</p> <p>Indicator: Percentage of eligible principal road network at 1 July 1998 with negative residual life. This is calculated as</p> $((1-a) \times p) + (a \times 0)$ <p>where a = percentage of eligible network with deemed coverage (see below)</p> <p>p=percentage of surveyed network with negative residual life as at 1 July 1998.</p> <p>Notes:</p> <p>1. In calculating p authorities will project the deflections recorded in surveys (Category 2 or higher)* carried out from 1993 to 1997 forward to 1 July 1998, except for those sections where there has been maintenance work after the deflection survey was</p>

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		<p>carried out (provided that the maintenance work was started before 1 July 1998). A local authority can, if it wishes, include in the calculation survey data collected in 1998 or 1999 without projection and without any allowance for subsequent maintenance work. *As defined in the Highways Agency Design Manual for Roads and Bridges.</p> <p>2. In calculating p the authority must use</p> <p>(i) residual life results (including residual life for maintained sections) for at least b % of the eligible principal road length (in one direction) from deflectograph surveys carried out between 1993 and 1999; where $b = 60\% - (a/2)$ and a is the percentage of the eligible network with deemed coverage. This means that an authority with the maximum deemed coverage of 30% (see below) will have to have residual life results</p>

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		for 45% of its eligible network.
		(ii) the authority must use residual life results for at least 20% of the authority’s eligible principal road length (in one direction) derived from surveys in 1997 or later.
		(iii) Pandef or Highways Agency approved Pandef equivalent software.
		(iv) 100 metre sections with the residual life for each section defined as the 85th percentile residual life after temperature correction to 20°C.

3. Deemed coverage: A local authority can nominate up to 30% of its eligible network for “deemed coverage”. These are sections of the network that are known, on the basis of earlier surveys or local knowledge to be structurally sound (this will usually imply an estimated residual life of at least 10 years) and where currently it would be wasteful to carry out a deflectograph survey. Sections

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BVPI 97	Condition of non-principal roads.	<p>of road with deemed coverage will be taken into account in calculating the performance indicator (see above) and will also affect the minimum coverage (see Note 2(i) above). Local authorities wishing to nominate parts of their eligible network for deemed coverage should specify the sections that they have nominated and give the basis of the nomination (previous survey, recent maintenance etc.).</p> <p>4. Eligible network: Flexible principal roads that are suitable for deflectograph analysis i.e. excludes any elevated sections and flexible principal roads that meet the Highways Agency criteria for long life roads. Local authorities should state what percentage of their principal road network they consider to be eligible.</p> <p>As for principal roads (Indicator 4 above), coarse visual inspection (CVI) survey of the non- principal road network, to be carried out under UK Pavement Management System Rules and Parameters, version 2.0. Although CVI surveys are intended to be carried out over the entire network, authorities need not survey part of their network (that they know to be in good condition) that they nominate for “deemed coverage”. The part of the network nominated for “deemed coverage” must not exceed 30% of the authority’s non-principal road network. The part with “deemed coverage” is included in the total network length for</p>

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BVPI 98	Percentage of street lamps not working as planned.	<p>the purposes of calculating the indicator.</p> <p>Percentage of street lamps not working as planned:</p> <p>Calculated as:</p> $\{(W * Y)/Z\} * 100$ <p>where:</p> <p>W is the total number of streetlight failures detected in a year by regular inspections and other reports divided by 365.</p> <p>Y is the average time taken to repair a streetlight following detection plus half the average time between inspections.</p> <p>Z is the total number of street lights in the authority.</p>
BVPI 99	Road safety.	<p>‘Regular Inspections’ are inspections undertaken by the authority or its agents at least four times a year. If an authority inspects its lights at different frequencies then it should work out the percentage for each frequency using the formula above and then combine the percentages into a weighted average.</p> <p>Number of road accident casualties per 100,000 population broken down by</p> <ul style="list-style-type: none"> (i) nature of casualties and (ii) road user type <p>Casualty categories:</p> <ul style="list-style-type: none"> (a) killed/seriously injured; (b) slight injuries. <p>Road user types:</p> <ul style="list-style-type: none"> (a) pedestrians, (b) pedal cyclists,

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		<p>(c) two-wheeled motor vehicle users,</p> <p>(d) car users and</p> <p>(e) other vehicle users.</p> <p>Data will relate to the calendar year ending 15 months prior to the relevant 31 March</p>
BVPI 100	Number of days of temporary traffic controls or road closure on traffic sensitive roads caused by local authority road works per km of traffic sensitive road.	<p>The total number of days temporary traffic controls (manual or by traffic lights) were in place on traffic sensitive roads or the road was closed, due to local authority road works per km of traffic sensitive roads. (Exclude traffic controls at road works that were completed in less than a day).</p> <p>“Traffic Sensitive” is as defined in Regulation 13 of the <i>Streetworks (Registers, Notices, Directions and Designations) Regulations 1992 (S.I. 1992 / 2985)</i>.</p>
BVPI 101	Local bus services (vehicle kilometres per year).	The total annual distance operated by all local buses within the area of the authority.
BVPI 102	Local bus services (passenger journeys per year).	The total number of passenger journeys made annually on all local buses within the area of the authority.
BVPI 103	Percentage of users satisfied with local provision of public transport information.	Percentage stating that they are very or fairly satisfied with the provision of public transport information overall. To be carried out by user satisfaction survey.
BVPI 104	Percentage of users satisfied with local bus services.	Percentage stating that they are very or fairly satisfied with the local bus service overall. To be carried out by user satisfaction survey.
BVPI 105	Damage to roads and pavements.	Total number of reported incidents of dangerous damage to roads and pavements repaired or made safe within 24 hours from the time that the

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		authority first became aware of the damage, as a percentage of such incidents.