Appendix G - Key Performance Indicators

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Appendix G – Performance Indicators for continuing Project Monitoring (Report Section 9.1 refers)

Planning Objective 1:

Stabilize the average peak hour journey time over a prescribed length of the A737 through Dalry throughout the 25 year study horizon using October 2004 conditions as datum; without detriment to conditions in Dalry Town Centre.

Performance Indicators		Target 1: At Project investment commitment	Target 2: 12 months after implementation	Targets 3+: at 5, 10, 15, 20 and 25 year anniversary of Test 2	Methodology
1a	Journey time A737 southbound Railway Bridge to Roche Way Junction	Record latest pre-implementation data for comparison purposes	pm peak average journey time – **105** seconds (2007 design) and no worse than **215** seconds (2004 Base).	pm peak average journey time – **215** seconds (2004 Base).	Installation of video cameras at 8 locations (start and end of each route) at each anniversary to record vehicle movements over a 12 hour period and analyse data using a vehicle registration matching programme to generate journey time data for each route.
1b	Journey time A737 northbound Merksworth Avenue to New Street signals	As above	pm peak average journey time – **67** seconds (2007 design) and no worse than **124** seconds (2004 Base).	pm peak average journey time – **124** seconds (2004 Base).	
1c	Journey time from Sharon Street / Roche Way junction to New Street signals.	As above	pm peak average journey time – **108** seconds (2007 design) and no worse than **187** seconds (2004 Base).	pm peak average journey time – **187** seconds (2004 Base).	
1d	Journey time Courthill Street to New Street Signals	As above	pm peak average journey time – **83** seconds (2007 design) and no worse than **115** seconds (2004 Base).	pm peak average journey time –**115** seconds (2004 Base).	
1e	Traffic flows & percentage split of southbound vehicles using Roche Way and those using Vennel Street	As above	no increase	no increase	Installation of vehicle detection tubes at two locations on southbound carriageway of Roche Way before and after Vennel Street junction. Analyse data to determine loss across the junction.

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Planning Objective 2: Achieve 20% reduction in traffic volume in New Street between the Traffic Lights and Dalry Cross without detriment to local traders by 2010 using October 2004 conditions as datum.					
Performance Indicators		**Target 1: At Project investment commitment**	**Target 2: 12 months after implementation**	**Target 3: at year 2010**	**Methodology**
2a	Traffic flow in New Street (West)	Record latest pre-implementation data for comparison purposes	12 Hour traffic flow in new Street to be less than 2390 vehicles (75% of 2004 levels)	12 Hour traffic flow in new Street to be less than 2550 vehicles (80% of 2004 levels)	Utilise data derived from 1d above.
2b	Survey of businesses in New Street (West)	N/A	Turnover and employment levels in past 12 months no less than 2004 level	Turnover and employment levels in past 12 months no less than 2004 level	Prepare and issue a business survey questionnaire.
Planning Objective 3 Improve accessibility across the A737 between the Roche Way and Townend Street junctions for non-motorised road users. For residents in Garnock Street, target at least 1.5 minute reduction in walking time to a controlled crossing point on A737.					
Performance Indicators		**Target 1: At Project investment commitment**	**Target 2: 12 months after implementation**	**Target 3: at year 2010**	**Methodology**
3a	Walking time from specific location in Garnock Street to Health Clinic via controlled crossing.	n/a	1.5 minute reduction in walking time.	n/a	Walk the routes and time using a stop watch. Routes: a. via controlled crossing at New Street Junction. **b.** via new controlled crossing near Merksworth Avenue junction with Townend Street.

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Planning Objective 4 Enhance the attractiveness for walking and cycling in Dalry (access to Schools, Town Centre, Public Transport and Community Facilities). Target to be a 10% increase in the number of pupils regularly arriving on foot or by bicycle by 2010, and 5% increase in numbers of pedestrians or cyclists entering New Street between Traffic Lights and Dalry Cross by 2010.					
Performance Indicators		**Target 1: At Project investment commitment**	**Target 2: 12 months after implementation**	**Target 3: at year 2010**	**Methodology**
4a	Number of pupils being driven to school.	Record latest pre-implementation data for comparison purposes	Number of pupils arriving on foot or bicycle: At Dalry PS: 56 pupils (i.e. no worse than 2005 levels) At St Palladius PS: 31 pupils (i.e. no worse than 2005 levels)	Number of pupils arriving on foot or bicycle: At Dalry PS: 62 pupils (increase from 56 in 2005) At St Palladius PS: 34 pupils (increase from 31 in 2005)	Commence survey at 8am and continue for one hour. Two surveyors to be used, one at main entrance of School and, and one checking for drop offs on Vennel Street Number of pupils per car to be recorded.
4b	Number of pedestrians or cyclists entering New Street (West)	Record latest pre-implementation data for comparison purposes	On a normal Tuesday morning between 9:30 and 11:30am outwith holiday period: 350 people entering from North, and 275 people from the South (2005 levels).	On a normal Tuesday morning between 9:30 and 11:30am outwith holiday period: 365 people entering from North, and 184 people from the South (2005 + 5% level).	Establish an (unmarked) gate at either end of New Street a) at south end just before junction flares out, and b) at north end, at point where New Street opens out at the Cross Count each adult entering New Street (on either side of road) as they pass the gate. Children and youths up to the approximate age of 16 to be excluded.

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Planning Objective 5 Stabilize average bus journey times through Dalry at peak hours in future years using October 2004 as datum.					
Performance Indicators		**Target 1: At Project investment commitment**	**Target 2: 12 months after implementation**	**Target 3: at year 2010**	**Methodology**
5a	Journey time Courthill Street to New Street Signals	Covered by the data collected for Performance Indicator 1d.			

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