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# Performance Report

## Quarter 3

### 2022/23 financial year

#### Highways and Transport Committee

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## Key



Data Item	Explanation
<b>Target / Pro Rata Target</b>	The target that has been set for the indicator, relevant for the reporting period
<b>Current Month / Current Period</b>	The latest performance figure relevant to the reporting period
<b>Previous Month / previous period</b>	The previously reported performance figure
<b>Direction for Improvement</b>	Indicates whether 'good' performance is a higher or a lower figure
<b>Change in Performance</b>	Indicates whether performance is 'improving' or 'declining' by comparing the latest performance figure with that of the previous reporting period
<b>Statistical Neighbours Mean</b>	Provided as a point of comparison, based on the most recently available data from identified statistical neighbours.
<b>England Mean</b>	Provided as a point of comparison, based on the most recent nationally available data
<b>RAG Rating</b>	<ul style="list-style-type: none"> <li>• <b>Red</b> – current performance is off target by more than 10%</li> <li>• <b>Amber</b> – current performance is off target by 10% or less</li> <li>• <b>Green</b> – current performance is on target by up to 5% over target</li> <li>• <b>Blue</b> – current performance exceeds target by more than 5%</li> <li>• <b>Baseline</b> – indicates performance is currently being tracked in order to inform the target setting process</li> <li>• <b>Contextual</b> – these measures track key activity being undertaken, to present a rounded view of information relevant to the service area, without a performance target.</li> <li>• <b>In Development</b> - measure has been agreed, but data collection and target setting are in development</li> </ul>
<b>Indicator Description</b>	Provides an overview of how a measure is calculated. Where possible, this is based on a nationally agreed definition to assist benchmarking with statistically comparable authorities
<b>Commentary</b>	Provides a narrative to explain the changes in performance within the reporting period
<b>Actions</b>	Actions undertaken to address under-performance. Populated for 'red' indicators only
<b>Useful Links</b>	Provides links to relevant documentation, such as nationally available data and definitions

Indicator 32a: Growth in cycling from a 2013 baseline

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January 2023

Target	Direction for Improvement	Current Year	Previous Year	Change in Performance
In Development	↑	8.7%	-24.3%	Improving

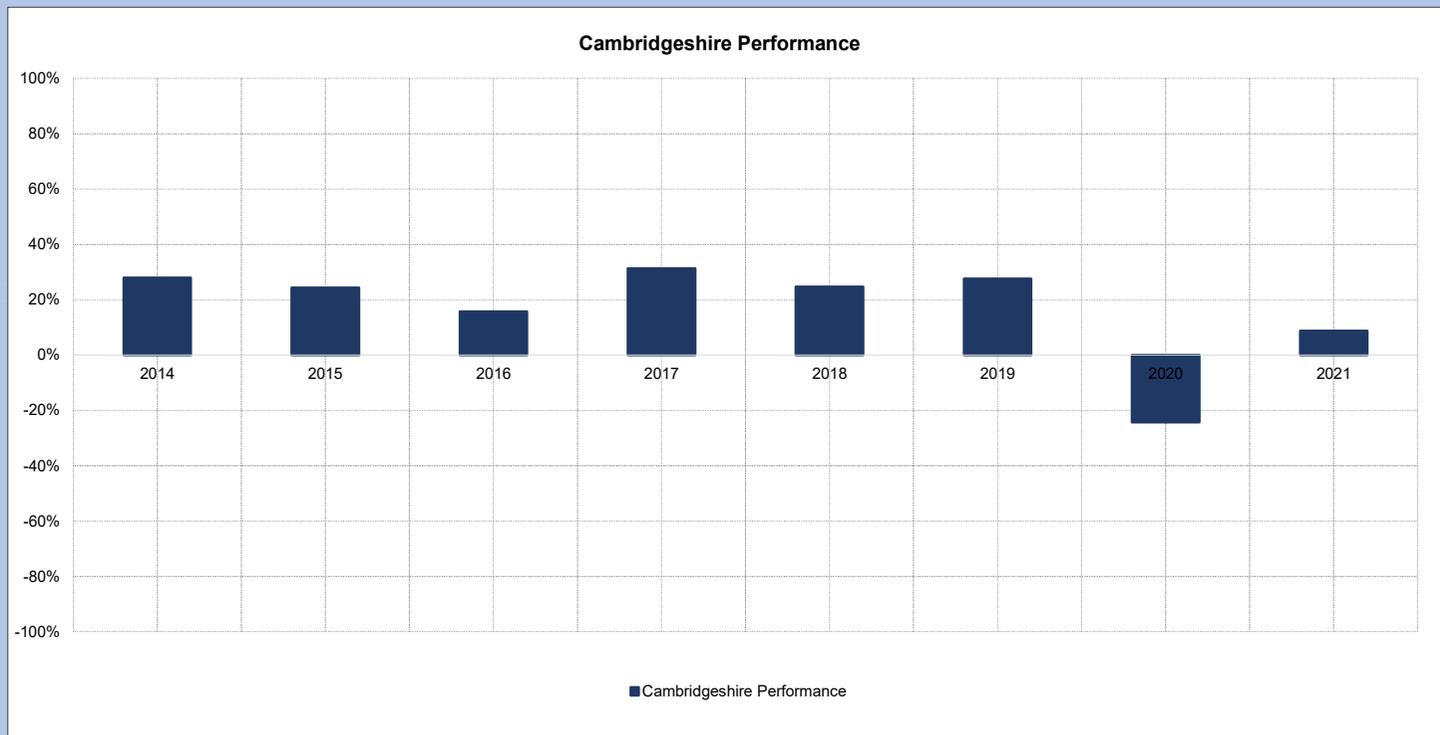
**RAG Rating**

In Development
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**Indicator Description**

This indicator shows the level of growth in cycling. It shows % changes from a 2013 baseline, rather than showing the proportion of the population that cycles.

Data is sourced from annual traffic surveys that are carried out at key points across the county, including in the county's Market Towns and in and around the city of Cambridge.



**Commentary**

The Department for Transport has set an aim to double cycling rates by 2025. This indicator will help to understand whether cycling trends are increasing, which also links to the vision to increase rates of Active Travel.

Cambridgeshire has historically had high rates of cycling. However, rates of cycling in recent years has decreased, likely influenced by the COVID-19 pandemic. When compared to 2013, 2020 saw a large decrease in cycling rates (-24%), likely linked to the COVID-19 pandemic and the two national lockdowns during the year which led to reductions in travel, for example for school, work and leisure. 2021 cycling volumes saw an increase from 2020 and were 9% above 2013 volumes.

This dataset currently uses data from the annual traffic monitoring surveys undertaken at key points across the county each year. The figures in this report consider only those sites which have been used consistently between 2013 and 2022 (e.g. if sites have been added or removed during this period, the data from these sites has not been included in any year, so results are consistent across the period). Future iterations of this indicator could aim to improve the breadth of cycling data to include other data sources such as cycling data from permanent traffic monitors, in particular as these permanent monitors begin to be used not just in Cambridge but across the county.

**Useful Links**

**Actions**

Target	Direction for Improvement	Current Year	Previous Year	Change in Performance
In Development	↑	11.7%	-4.7%	Improving

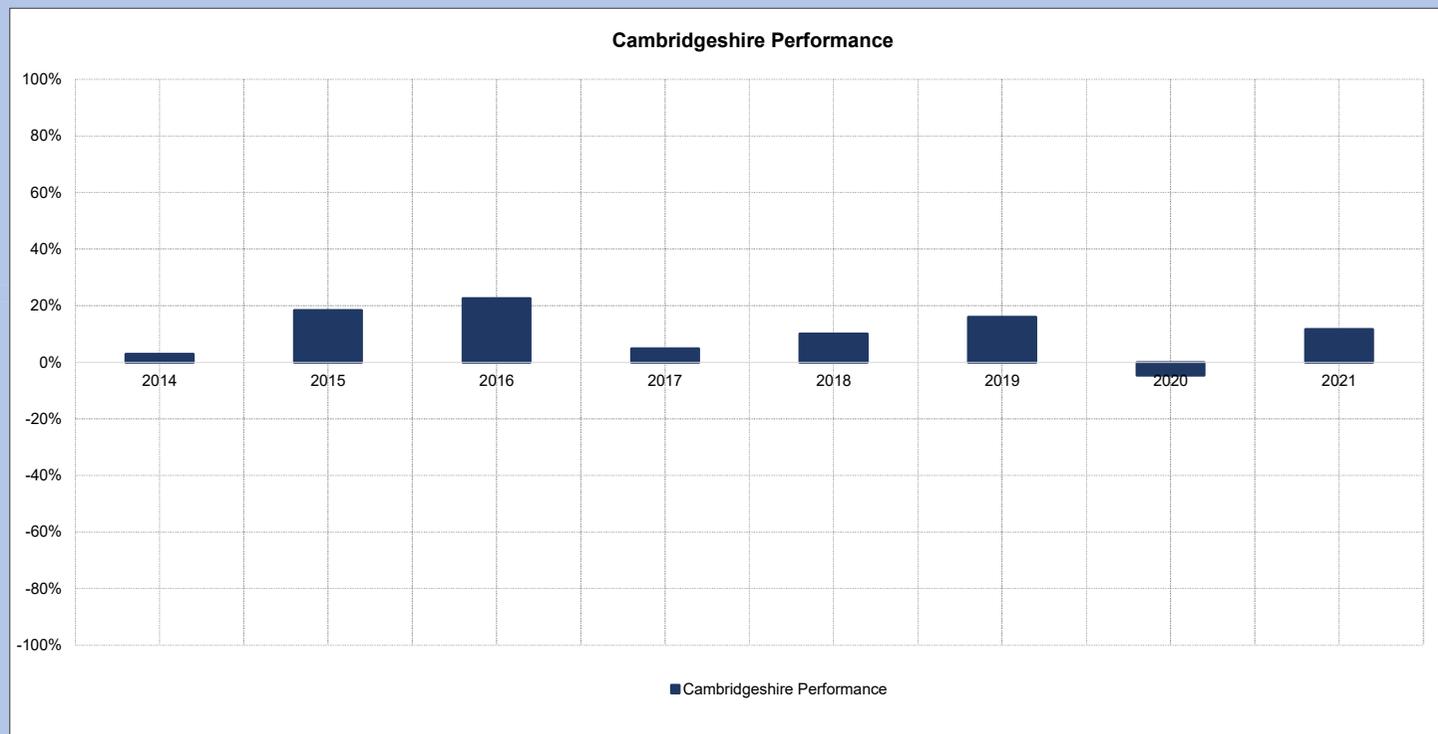
**RAG Rating**

In Development
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**Indicator Description**

This indicator shows the level of growth in pedestrians. It shows % changes from a 2013 baseline, rather than showing the proportion of the population that walks.

Data is sourced from annual traffic surveys that are carried out at key points across the county, including in the county's Market Towns and in and around the city of Cambridge.



**Commentary**

This indicator will help to understand whether walking trends are increasing over time, which links to the vision to increase rates of Active Travel.

When compared to 2013, 2020 saw a decrease in pedestrian rates (-5%), likely linked to the COVID-19 pandemic and the two national lockdowns during the year which led to reductions in travel, for example for school, work and leisure. However, pedestrian volumes have increased since 2020 and are in 2021 were +12% above 2013, which is similar to 2018.

This dataset currently uses data from the annual traffic monitoring surveys undertaken at key points across the county each year. The figures in this report consider only those sites which have been used consistently between 2013 and 2022 (e.g. if sites have been added or removed during this period, the data from these sites has not been included in any years so results are consistent across the period). Future iterations of this indicator could aim to improve the breadth of cycling data to include other data sources such as cycling data from permanent traffic monitors or footfall data from major towns and cities in the region.

**Useful Links**

**Actions**

Indicator 39: The percentage of the A/B/C/U road network in green/amber/red condition

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January 2023

Target	Direction for Improvement	Current Year	Previous Year	Change in Performance
	↓			
<b>RAG Rating</b>				
Baseline				

**Indicator Description**

This indicator shows the general overall condition of our road network. The indicator shows A,B,C and Unclassified roads separately and rates them by percentage - Red (not good) Amber (ok) Green (Good).

RED category is where there would be defects and potholes in the surface and loss of structural stability.

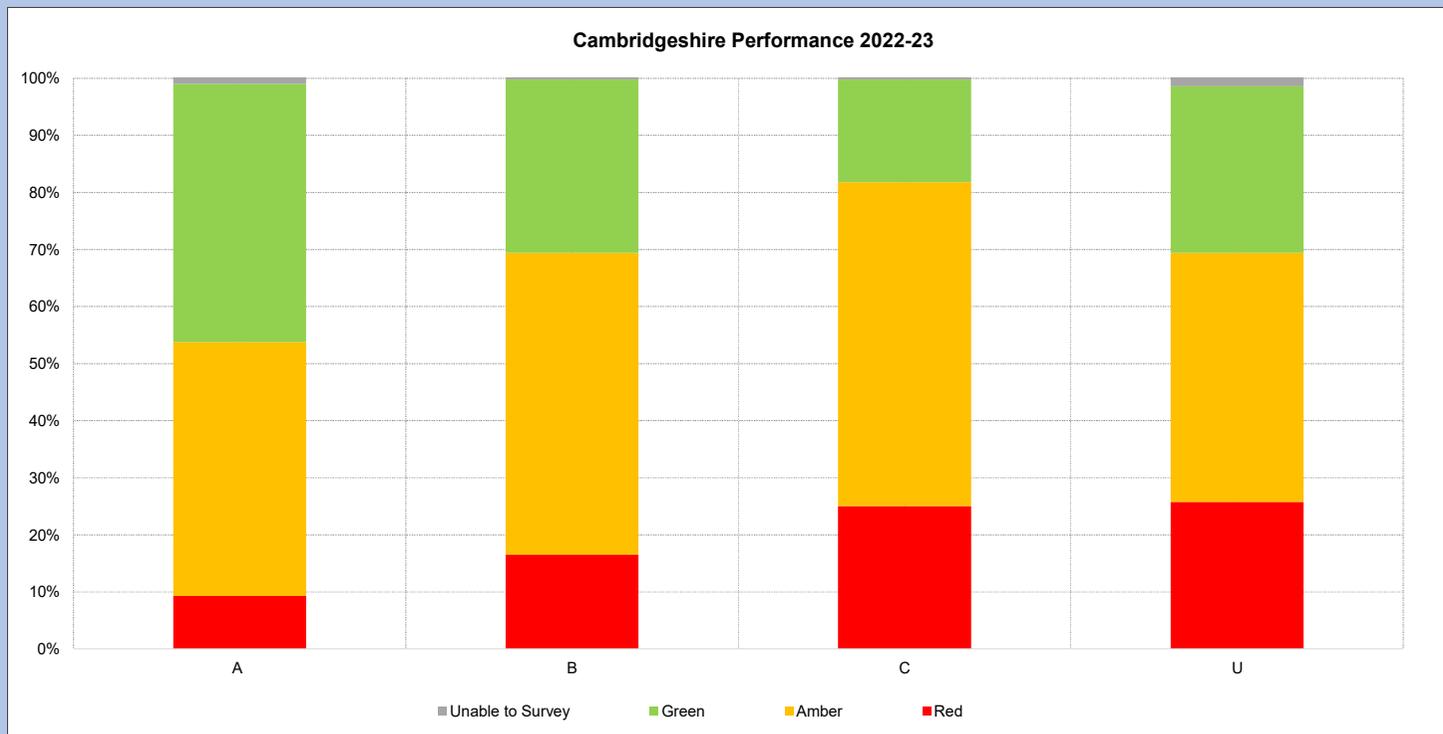
AMBER is where there are signs of wear in the surface.

GREEN is where it is sound without surface defects that drivers would notice.

Generally we aim to keep as much of the network in the Amber/ Green category directing our resources to treating the Amber as this is more cost effective than letting a location reach RED which requires more expensive and extensive repair.

Data is from our Road Condition Surveys, the next of which will take place in September 2023.

Polarity is Low Red and High Green = Good



**Commentary**

As at the 2022-23 survey, 9.35% of the Local Authority's A road network, 16.51% of the B road network, 25.06% of the C road network and 25.78% of the U road network is considered red condition.

The Highways and Transport Service have recently moved to using a different assessment method for road condition. The new method enables CCC to obtain more value for the survey data and provides additional benefits in wider asset management approach. It also gives a more accurate indication of overall network condition.

**Useful Links**

**Actions**

Indicator 43: Killed or seriously injured casualties (12 month rolling total)

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January 2023

Target	Direction for Improvement	Current Month	Previous Month	Change in Performance
217	↓	318	323	Improving

RAG Rating

Red

**Indicator Description**

Killed and seriously injured casualties is derived from Stats19 data.

It is measured by the number of all people of all ages reported killed or seriously injured on Cambridgeshire roads over a 12 month rolling total.

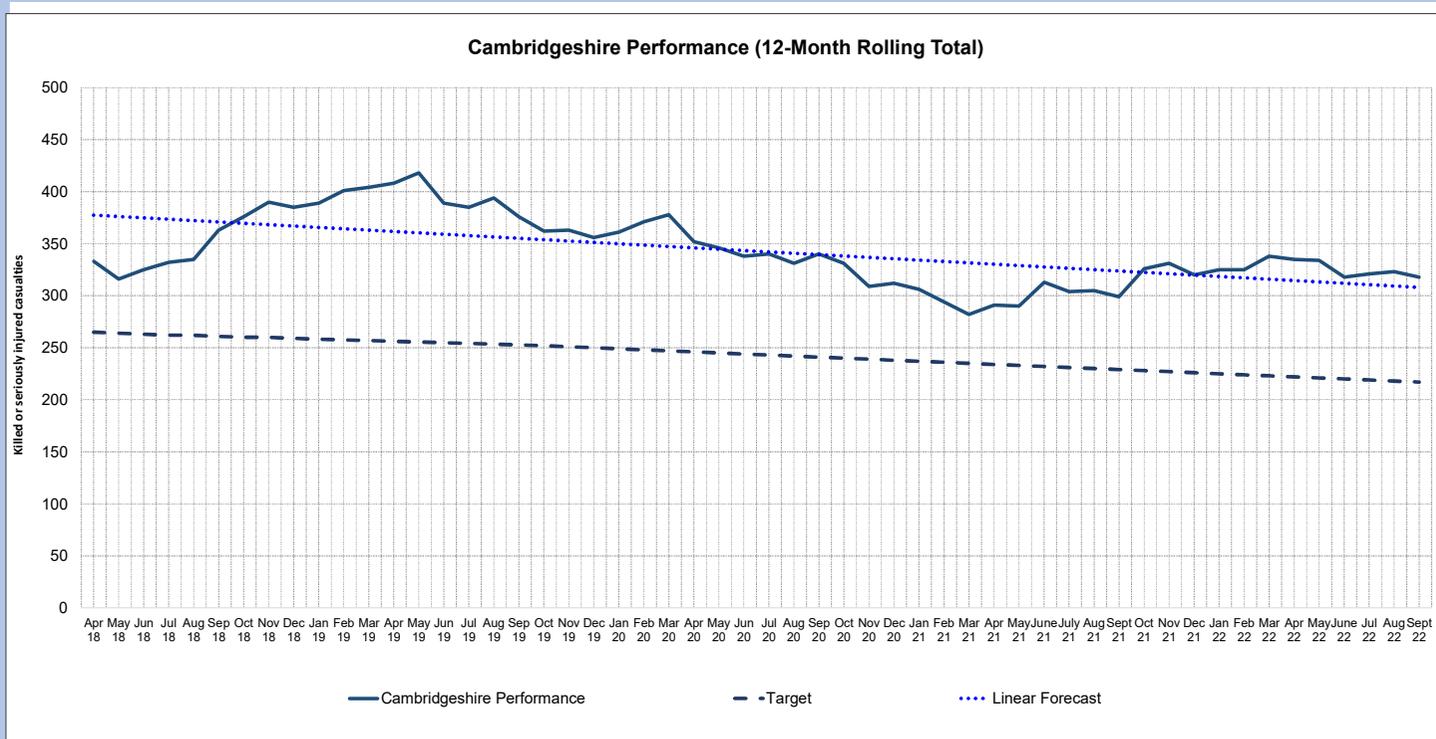
This indicator includes casualties who were fatally or seriously injured only. These include:

1. Fatal casualties who sustained injuries that caused death less than 30 days after the accident. Confirmed suicides are excluded.
2. Seriously injured casualties who suffered an injury that led to hospitalisation as an inpatient, or any of the following injuries, whether or not they are admitted to hospital. Fractures, concussion, internal injuries, crushing, burns (excluding friction burns), severe cuts and lacerations, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident.
3. Casualties recorded as seriously or slightly injured by the police based on information available a short time after the accident. This generally will not reflect the results of a medical examination, but may be influenced according to whether the casualty is hospitalised or not. Hospitalisation procedures will vary regionally.

**Useful Links**

[The local area benchmarking tool from the Local Government Association](#)

[Cambridgeshire Insight – Cambridgeshire Road Traffic Collision Data](#)



**Commentary**

Collision data is supplied by Cambridgeshire constabulary. There may be small differences in the historic monthly numbers since the last iteration of this report due to validation process by the DfT. Figures for 2022 are still provisional and may include accidents not confirmed as road traffic collisions by the DFT, such as suicides and medical episodes.

This indicator directly supports monitoring for the Cambridgeshire and Peterborough Vision Zero (road safety partnership) aim of having no human being killed or seriously injured as the result of a road collision by 2050 and is linked to the service priority of delivering safe roads for Cambridgeshire.

The KSI casualty rolling total has decreased from the start of 2022 but the rolling annual total remains well above the target of 217 for September 2022, with a rolling total of 318.

This indicator is being developed in line with national measure for KSI per km of road.

**Actions**

Target	Direction for Improvement	Current Quarter	Previous Quarter	Change in Performance
		-	-	

RAG Rating

In Development
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**Indicator Description****Commentary****Useful Links****Actions**

Indicator 238: Changes in traffic flows across Cambridgeshire from a 2013 baseline

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January 2023

Target	Direction for Improvement	Current Year (2021)	Previous Year (2020)	Change in Performance
Contextual	↓	-9.9%	-26.8%	Declining

RAG Rating

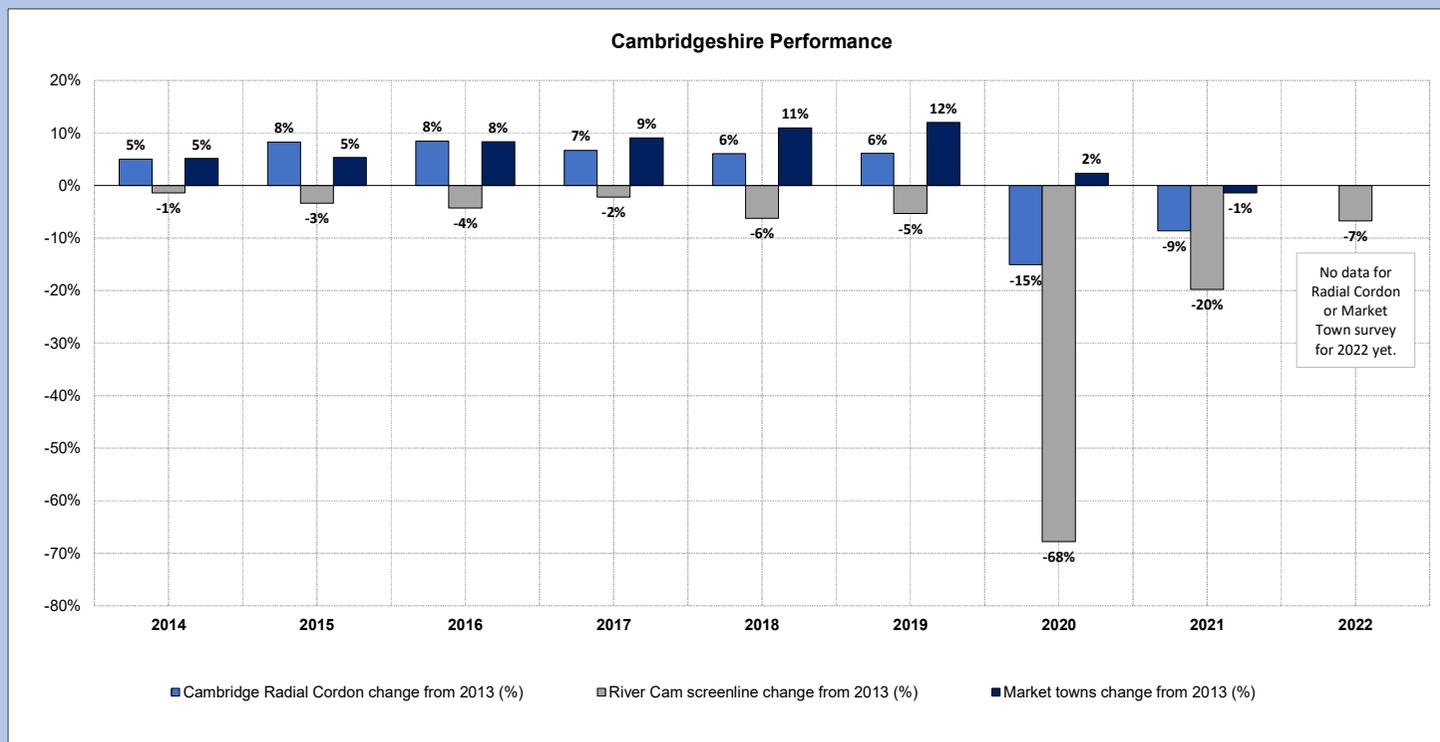
Contextual

**Indicator Description**

This indicator considers traffic volumes based on annual surveys undertaken across Cambridgeshire. Data from three annual surveys has been included: Cambridge Radial Cordon, River Cam Screenline and Market Towns survey.

The indicator shows the % change in traffic volumes from a 2013 baseline.

Data for the Radial Cordon and Market Town surveys is collected in October/November each year. Indicator percentages above are based on the last full year of data, in this case the 'current year' is 2021 and the 'previous year' is 2020.



**Commentary**

**Cambridge Radial:** This survey monitors the number of motor vehicles entering and leaving Cambridge in a 12 hour day (7am to 7pm). The survey is usually undertaken in October.

**River Cam Screenline:** This survey monitors the number of motor vehicles every 12 hour day (7am to 7pm) across the River Cam screenline. The survey is usually undertaken in April.

**Market Town Survey:** This survey monitors the number of motor vehicles that pass through Cambridgeshire market towns in a 12 hour day (7am to 7pm). The Market Towns surveyed are: Huntingdon, Wisbech, St. Neots, St. Ives, Ely, March, Whittlesey, Ramsey and Chatteris. The survey is usually undertaken in October/November.

Whilst traffic volumes remained fairly stable between 2014 and 2019, a distinct decrease can be seen in 2020 in all surveys, likely attributable to the impacts of the COVID-19 pandemic. 2021 traffic flow volumes increased for the Radial Cordon Sruvey and the River Cam Screenline Survey but the Market Towns survey continued to decrease from the 2014 baseline.

**Useful Links**

[Traffic Monitoring Report \(cambridgeshireinsight.org.uk\)](https://www.cambridgeshireinsight.org.uk)

**Actions**