Produced on: 10 January 2024

Performance Report

Quarter 2

2023/24 financial year

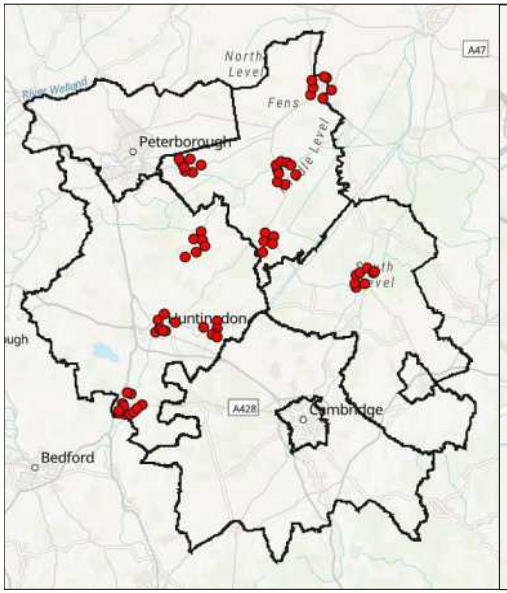
Highways and Transport Committee

Governance & Performance
Cambridgeshire County Council
governanceandperformance@cambridgeshire.gov.uk

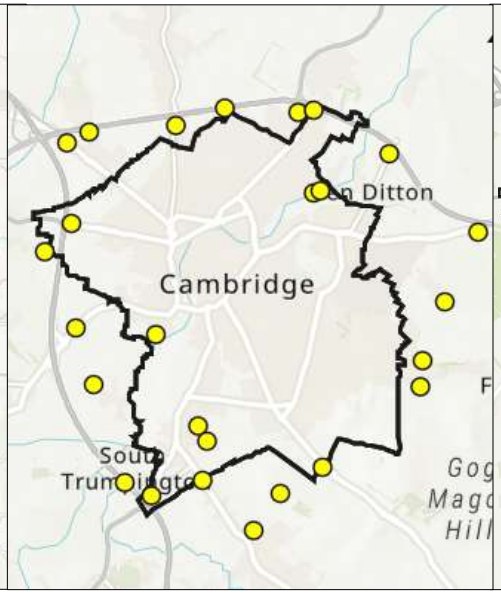
Key

Data Item	Explanation
Target / Pro Rata Target	The target that has been set for the indicator, relevant for the reporting period
Current Month / Current Period	The latest performance figure relevant to the reporting period
Previous Month / previous period	The previously reported performance figure
Direction for Improvement	Indicates whether 'good' performance is a higher or a lower figure
Change in Performance	Indicates whether performance is 'improving' or 'declining' by comparing the latest performance figure with that of the previous reporting period
Statistical Neighbours Mean	Provided as a point of comparison, based on the most recently available data from identified statistical neighbours.
England Mean	Provided as a point of comparison, based on the most recent nationally available data
RAG Rating	• **Red** – current performance is off target by more than 10% • **Amber** – current performance is off target by 10% or less • **Green** – current performance is on target by up to 5% over target • **Blue** – current performance exceeds target by more than 5% • **Baseline** – indicates performance is currently being tracked in order to inform the target setting process • **Contextual** – these measures track key activity being undertaken, to present a rounded view of information relevant to the service area, without a performance target. • **In Development** - measure has been agreed, but data collection and target setting are in development
Indicator Description	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
Commentary	Provides a narrative to explain the changes in performance within the reporting period
Actions	Actions undertaken to address under-performance. Populated for 'red' indicators only
Useful Links	Provides links to relevant documentation, such as nationally available data and definitions

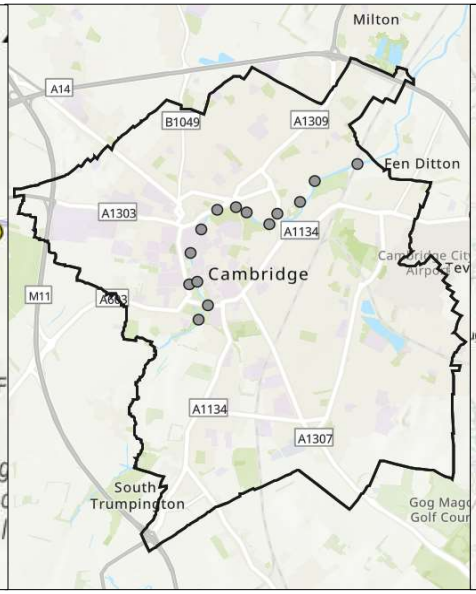
Useful Maps for Indicators 32, 32a, 32b and 238



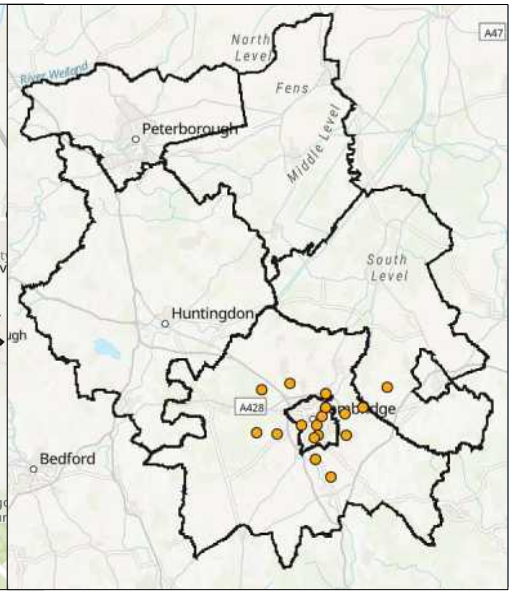
Map A above shows the locations of the Annual Market Town monitoring sites



Map B above shows the location of the Annual Cambridge radial sites



Map C above shows the location of the Annual Cambridge River Cam screenline sites



Map D above shows the location of the Annual cycle route monitoring sites

Indicators 32, 32a and 32b are measured using data from all four maps above. These relate to cycling and walking. Data for these indicators is sourced from CCC's annual traffic surveys that are carried out at over 100 locations across the county, including within the county's Market Towns and in/around the city of Cambridge. The traffic surveys are conducted by an external supplier using video cameras to capture footage which is then counted and manually classified by a human. The data is then provided to CCC.

Indicator 238 is measured using data from maps A, B and C. Data for this indicator is sourced from CCC's annual traffic surveys that are carried out at over 100 locations across the county, including within the county's Market Towns and in/around the city of Cambridge. The traffic surveys are conducted by an external supplier using video cameras to capture footage which is then counted and manually classified by a human. The data is then provided to CCC.

Further information and more detailed maps can be found using the below link:
https://cambridgeshireinsight.org.uk/roads-transport-and-active-travel/traffic-data-collection-sites/

Indicator 32: Growth in cycling and pedestrians from a 2013 baseline

Return to Index January 2024

Target	Direction for Improvement	Current Year	Previous Year	Change in Performance
Contextual	↑	10.2%	-14.5%	Improving

RAG Rating

Contextual

Indicator Description

This indicator shows the level of growth in cyclist and pedestrian volumes across Cambridgeshire. It shows a % change from a 2013 baseline, rather than showing the proportion of the population that cycle or walk.

The percentages in the boxes above are an average of the respective walking and cycling figures, to give a combined 'Cycle and Pedestrian' indicator.

Data for this indicator is sourced from CCC's annual traffic surveys that are carried out at over 100 locations across the county, including within the county's Market Towns and in/around the city of Cambridge. The traffic surveys are conducted by an external supplier using video cameras to capture footage which is then counted and manually classified by a human. The data is then provided to CCC.

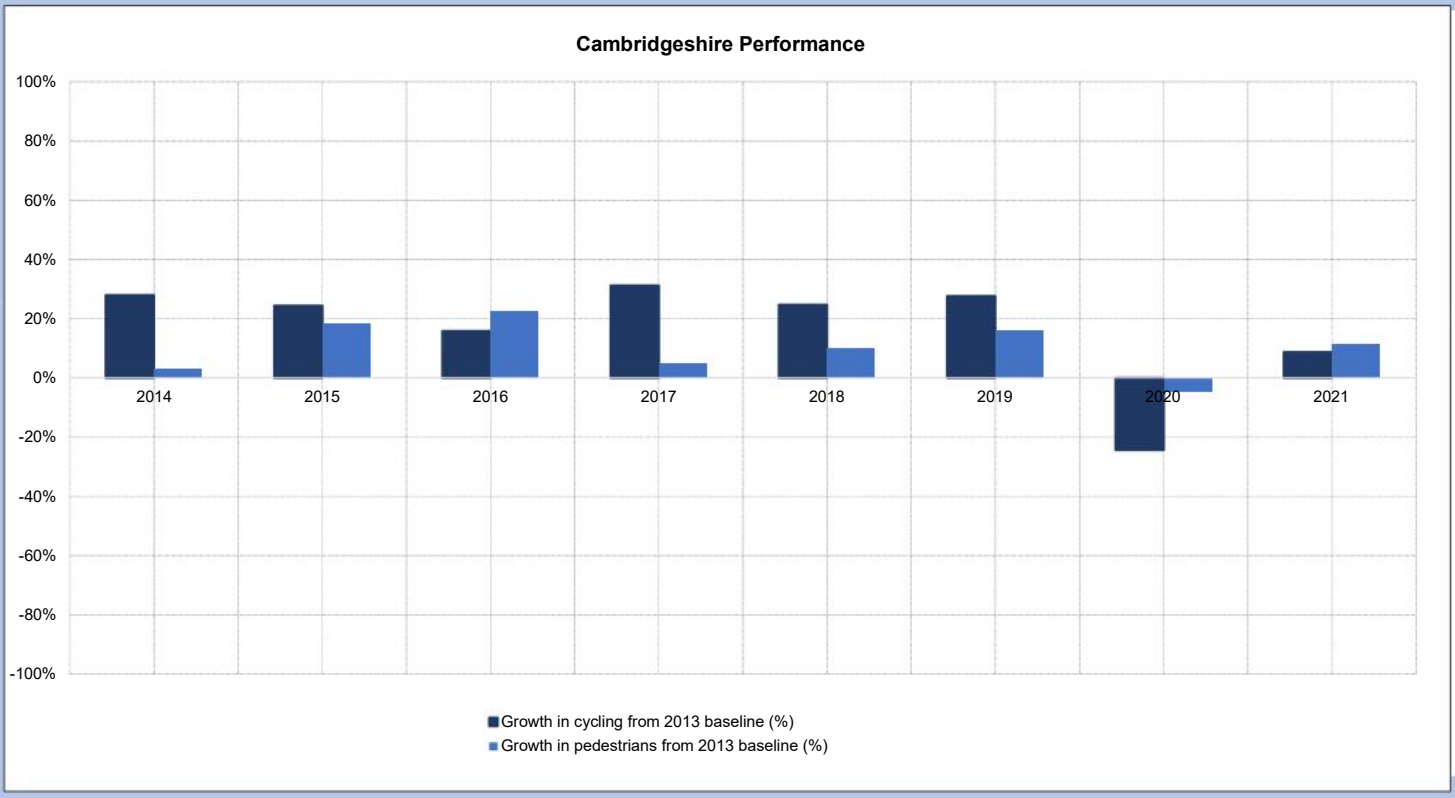
The locations of CCC's annual traffic survey can be see on the 'Traffic Counts' map on the Cambridgeshire and Peterborough Insight website (link provided below). Total cycle volumes are summed across the Annual Town Monitoring, Annual Cambridge Radial, Annual Cycle Route Monitoring and Annual Cambridge River Screenline surveys and are summed before being compared over time.

Due to data collection problems in Autumn 2022, reliable county-wide traffic count data is not available for 2022. Data for 2023 should be available in early 2024.

Useful Links

CCC Annual Traffic Counts Map

Department for Transport Policy paper - The second cycling and walking investment strategy (CWIS2)



Commentary

Cycling: The Department for Transport has set an aim to double cycling rates by 2025, 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 have 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 but 2021 cycling volumes were 9% above 2013 volumes.
Pedestrians: This indicator helps 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 which led to reductions in travel. Pedestrian volumes have increased since 2020 and in 2021 were +12% above 2013, like 2018.

This dataset currently uses data from CCC's 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 counted 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 the total volumes presented are caculated consistently across the period). Future iterations of this indicator could aim to improve the breadth of cycling data by including other data sources such as data from local permanent traffic counters. These permanent sites are now being used across the county and not only in Cambridge. At present the permanent counters are fairly new so little historic data exists at present. As more data is collected, it becomes more feasible to use the permanent counters for long-term monitoring purposes.

Actions

Indicator 32a: Growth in cycling from a 2013 baseline

Return to Index January 2024

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

RAG Rating

Contextual

Indicator Description

This indicator shows the level of growth in cyclist volumes across Cambridgeshire. It shows a % change from a 2013 baseline, rather than showing the proportion of the population that cycle or walk.

The percentages in the boxes above are an average of the respective walking and cycling figures, to give a combined 'Cycle and Pedestrian' indicator.

Data for this indicator is sourced from CCC's annual traffic surveys that are carried out at over 100 locations across the county, including within the county's Market Towns and in/around the city of Cambridge. The traffic surveys are conducted by an external supplier using video cameras to capture footage which is then counted and manually classified by a human. The data is then provided to CCC.

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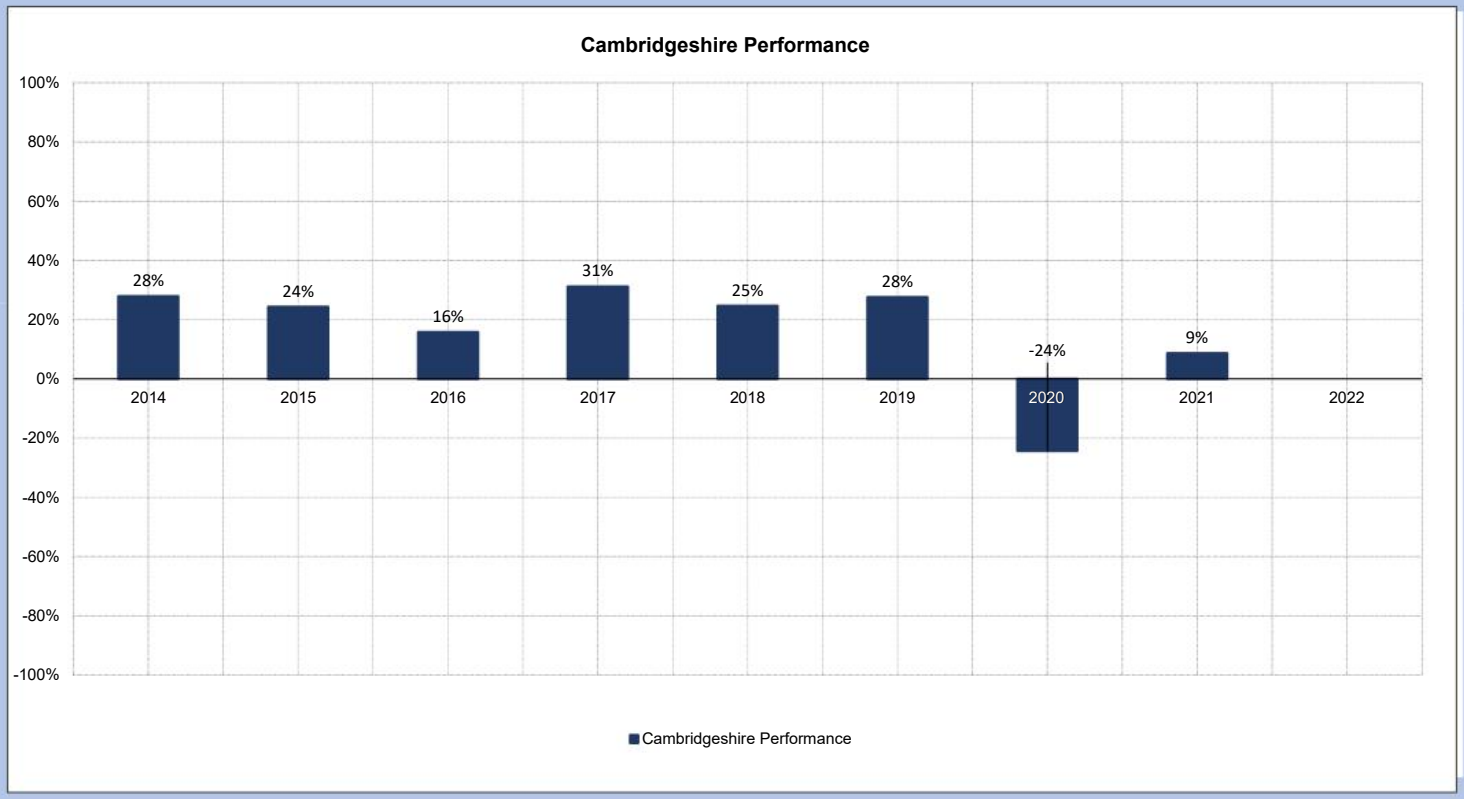
Due to data collection problems in Autumn 2022, reliable county-wide traffic count data is not available for 2022. Data for 2023 should be available in early 2024.



Commentary

The Department for Transport 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 decreased in 2020, likely influenced by the COVID-19 pandemic. When compared to 2013, 2020 saw a large decrease in cycling rates (-24%) but 2021 cycling volumes were 9% above 2013 volumes.
Due to quality concerns with some of the survey data during the Autumn 2022 surveys, 2022 data has not been included on this graph. Autumn 2023 surveys are taking place now, so we hope to update the graph with 2023 data in early 2024.
This datset currently uses data from the annual traffic monitoring surveys undertaken at key points across **Cambridgeshire each year, particularly on key commuter routes**. The figures in this report consider only those sites which have been used consistently across all the years.
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 recent years we have been using live traffic monitors that in certain locations provide real time breakdown of users by mode, work continues to expand the network of these counters.

Useful Links

Annual traffic montioring report 2021

Department for Transport Policy paper - The second cycling and walking investment strategy (CWIS2)

Actions

Indicator 32b: Growth in walking from a 2013 baseline

Return to Index January 2024

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

RAG Rating

Contextual

Indicator Description

This indicator shows the level of growth in pedestrian volumes across Cambridgeshire. It shows a % change from a 2013 baseline, rather than showing the proportion of the population that cycle or walk.

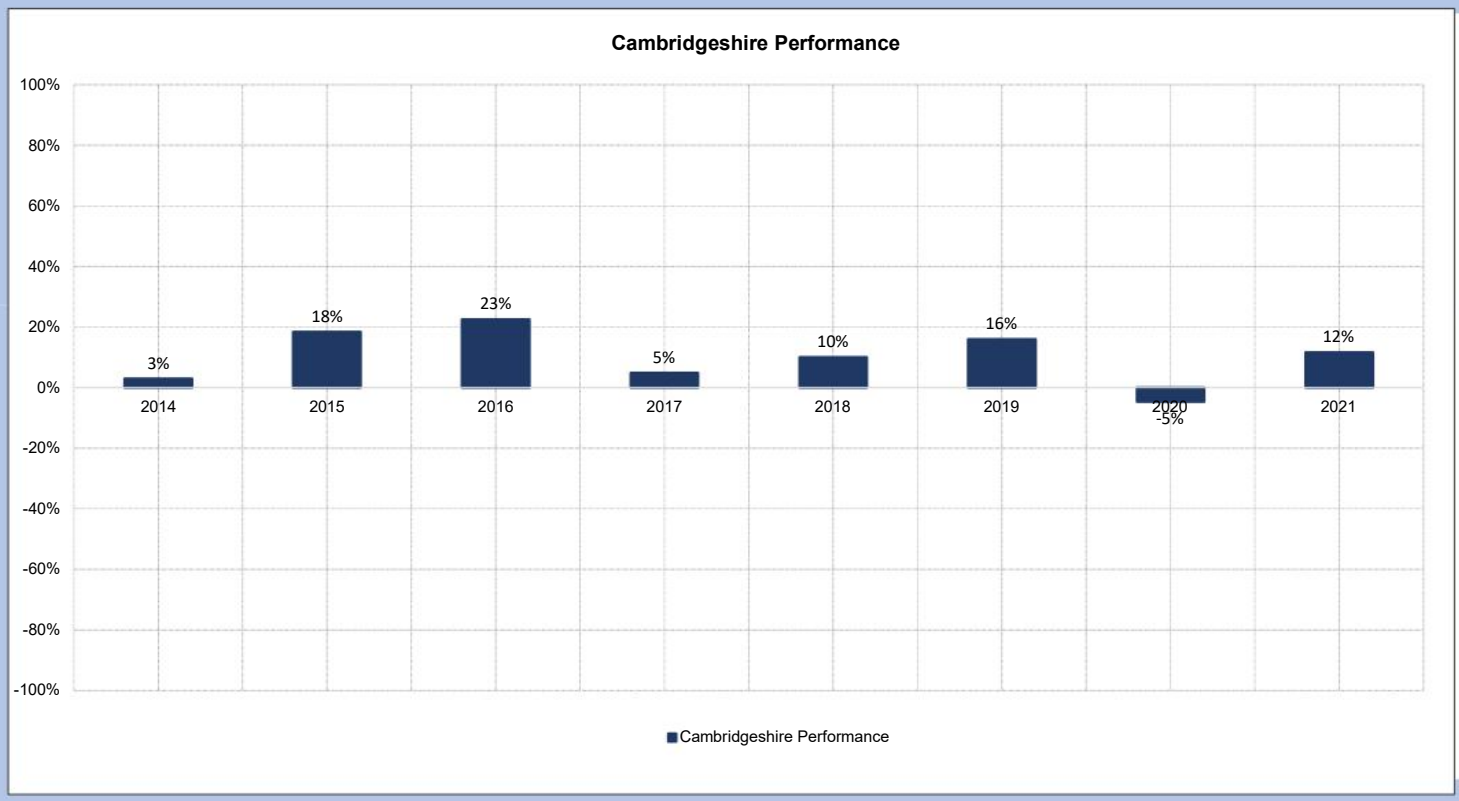
The percentages in the boxes above are an average of the respective walking and cycling figures, to give a combined 'Cycle and Pedestrian' indicator.

Data for this indicator is sourced from CCC's annual traffic surveys that are carried out at over 100 locations across the county, including within the county's Market Towns and in/around the city of Cambridge. The traffic surveys are conducted by an external supplier using video cameras to capture footage which is then counted and manually classified by a human. The data is then provided to CCC.

The locations of CCC's annual traffic survey can be see on the 'Traffic Counts' map on the Cambridgeshire and Peterborough Insight website (link provided below). Total cycle volumes are summed across the Annual Town Monitoring, Annual Cambridge Radial, Annual Cycle Route Monitoring and Annual Cambridge River Screenline surveys and are summed before being compared over time.

Due to data collection problems in Autumn 2022, reliable county-wide traffic count data is not available for 2022. Data for 2023 should be available in early 2024.

Useful Links



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, particularly for school and commuting. However, pedestrian volumes have increased since 2020 and are in 2021 were +12% above 2013, which is similar to 2018.

This datset currently uses data from the annual traffic monitoring surveys undertaken at key points across Cambridgeshire each year, particularly urban areas and commuter routes. 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 walking data to include other data sources such as data from permanent traffic monitors or footfall data from major towns and cities in the region.

Actions

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

Return to Index January 2024

Target	Direction for Improvement	Current Year	Previous Year	Change in Performance
In Development	↓			

RAG Rating

In Development

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.

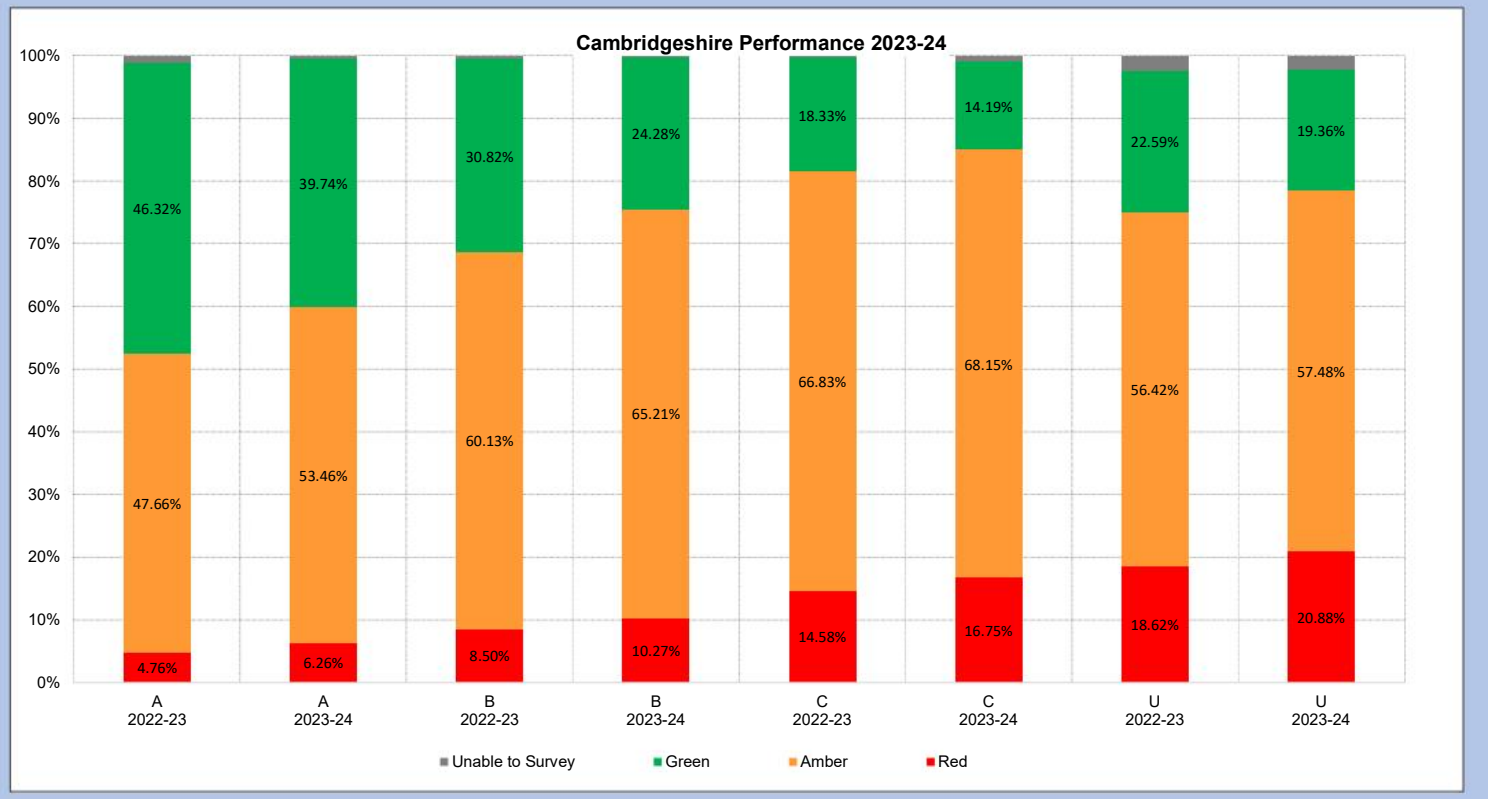
GREEN is where it is sound without surface defects that drivers would notice.

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 2024.

Polarity is Low Red and High Green = Good

Useful Links



Commentary

The 2022-23 charts have been revised following the discovery of an error in the survey data provide to us. The error has now been resolved. The new survey is considered a more accurate representation of the experience of the users than the previous method. The survey also provides a broader more useful range of data for the service to utilise.
Road condition is slowly declining as the road network ages, wear increases and more defects occur. To manage the decline a number of network work level programmes are being carried out;
•Investment, through additional DfT Pothole funding, in proactive potholes maintenance repairs and increased reactive pothole repair resources.
•Planned patching regime including an assessment of new innovative and low carbon repair systems.
•Targeting Amber condition roads, avoiding them becoming Red in the near future. These Asset Management led programmes require lower cost treatments enabling more network to be treated per pound.
•Safe and Clear programme – targeted renewal of road markings.
•Safe and Dry programme – targeted renewal of highway drainage systems.
•Safe and Smooth programme – targeted programme of patching and surfacing.
These programmes all contribute to managing the state of the assets and providing a safe and functional network for all users.
These programmes all contribute to managing the state of the assets and providing a safe and functional network for all users.
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.

Actions

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

Return to Index January 2024

Target	Direction for Improvement	Current Month	Previous Month	Change in Performance
200	↓	308	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.

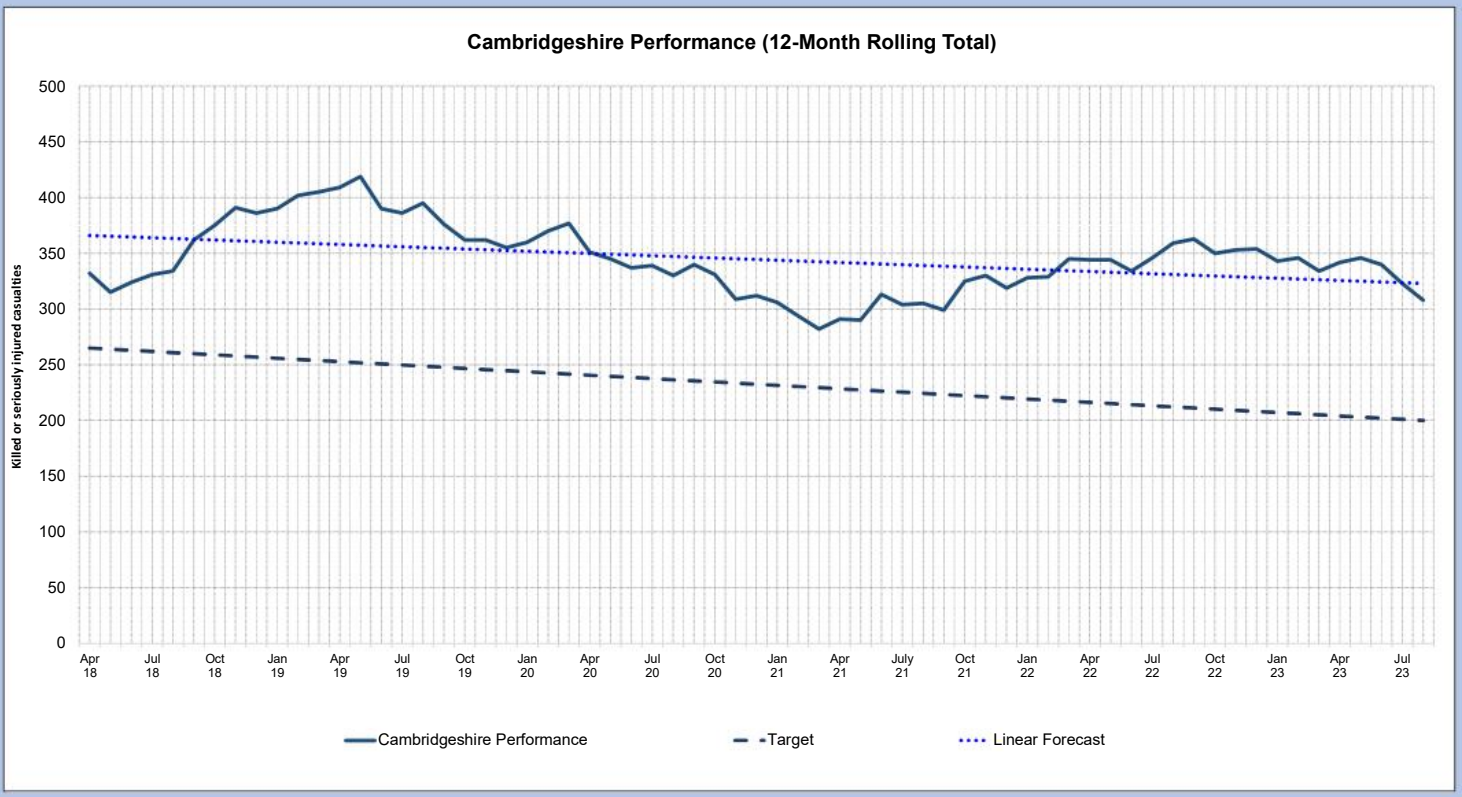
2. Seriously injured casualties who suffered an injury that led to hospitalisation as an inpatient, or any of the following injuries, whether or not they are admitted to hospital. Fractures, concussion, internal injuries, crushing, burns (excluding friction burns), severe cuts and lacerations, severe 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 and 2023 are still provisional as they have not been confimed against DfT data and so may include accidents not confirmed as road traffic collisions, such as suicides and medical episodes.
This indicator directly supports monitoring for the Cambridgeshire and Peterborough Vision Zero (road safety partnership) aim of a 50% reduction in Killed and Seriously Injured (KSI) casualties by 2030 and is linked to the service priority of delivering safe roads for Cambridgeshire.
The Killed or seriously injured casualties (12 month rolling total) has decreased from 343 in January 2023 to 308 in August 2023. However, the rolling annual total remains well above the target of 200 for August 2023.
The KSI's remain stubbornly high and a greater understanding of the data and service delivery by partners is providing a greater insight as to why. 40% of the fatalities in 2022 were as a result of a driver being involved in criminality. The antecedents of these drivers showed their involvement in serious arrestable offences and the use of a vehicle to perpetrate these crimes. The obvious link between Criminality and Risky behaviours exists and therefore tacking this issue is more complex.
This indicator is being developed in line with national measure for KSI per km of road (Indicator 43b).

Actions

Indicator 43b: Killed or seriously injured casualties per 1,000 km of road (12 month rolling total)

Return to Index January 2024

Target	Direction for Improvement	Current Month	Previous Month	Change in Performance
45	↓	70	73	Improving

RAG Rating

Red

Indicator Description

The Killed or seriously injured (KSI) casualties per 1,000 km of road indicator is calculated using the KSI rolling total for each month and the total km of road network in Cambridgeshire - 2022 total km of road network: 4,426 km

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.

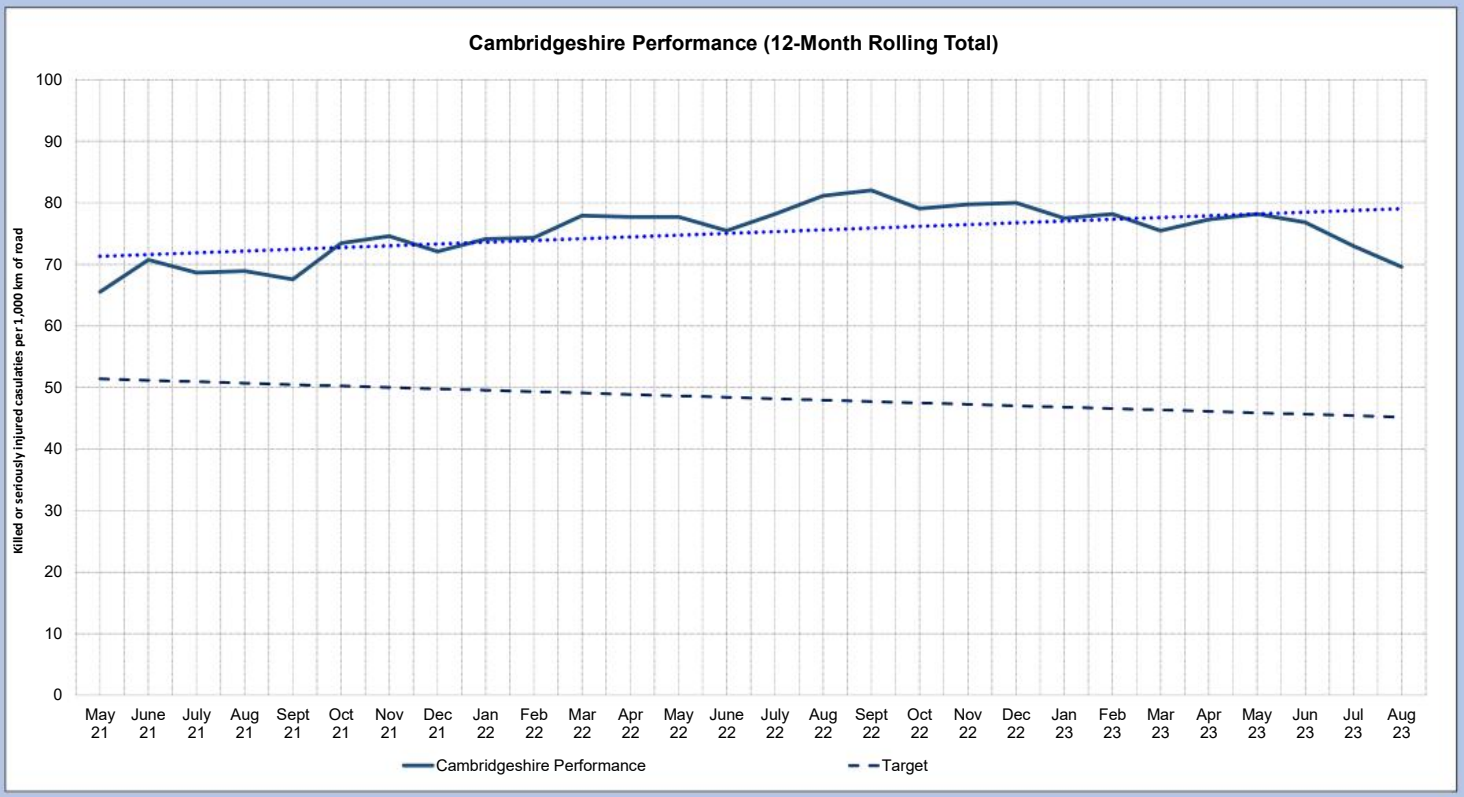
2. Seriously injured casualties who suffered an injury that led to hospitalisation as an inpatient, or any of the following injuries, whether or not they are admitted to hospital. Fractures, concussion, internal injuries, crushing, burns (excluding friction burns), severe cuts and lacerations, severe 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

This indicator is calculated using the monthly 12-month rolling KSI figure and the total km of road network in Cambridgeshire. Currently only road network figures for 2022 are know (4426 km). In future years, the monthly rolling totals will be divided by the total road network for that year, as the information becomes available. This will help to account for changes in the size of the Cambridgeshire road network which may affect the frequency of KSI collisions.

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 and 2023 are still provisional as they have not been confimed against DfT data and so may include accidents not confirmed as road traffic collisions, such as suicides and medical episodes.

This indicator directly supports monitoring for the Cambridgeshire and Peterborough Vision Zero (road safety partnership) aim of a 50% reduction in Killed and Seriously Injured (KSI) casualties by 2030 and is linked to the service priority of delivering safe roads for Cambridgeshire. iRAP 'A' road risk mapping will also assist in managing the network assets to support the 'Safer Roads' agenda under Vision Zero. Work is already underway to understand what aspect of the network have a direct effect on possible outcomes in a collision. The fatal review board meets quarterly for a 'deep dive' into every fatal rtc in that quarter to ensure that where road or asset defects exist or where safety improvement can be identified there is a rapid responce to introducing these measures. The review board includes key stakeholders from our partners, Road Safety Engineers and Highways Maintenance.

Actions

Indicator 43c: Killed or seriously injured casualties by mode

Return to Index January 2024

Target	Direction for Improvement	Current Month	Previous Month	Change in Performance
Contextual	↓	308	323	Improving

RAG Rating

Contextual

Indicator Description

The number of people killed or seriously injured, by their mode of transport (same as Indicator 43a but split by mode of transport).

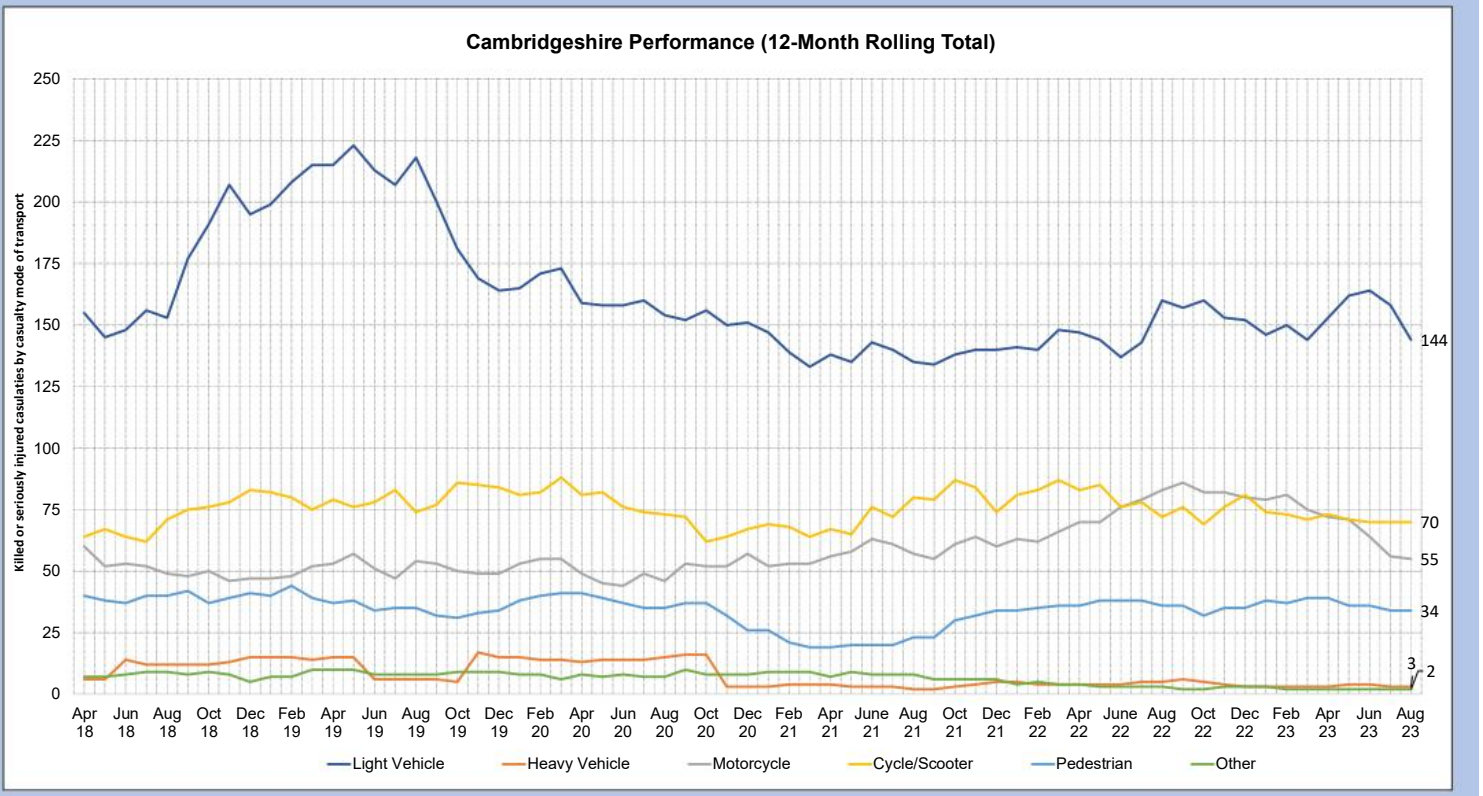
The number of casualties are derived from STATS19 data which follows Department for Transport requirements and therefore only captures collisions that "*involve personal injury occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. Damage-only accidents, with no human casualties or accidents on private roads or car parks are not included*".

The transport modes presented are grouped as follows:

Light Vehicle = Car or van, including taxis.
Heavy Vehicle = HGV, mini-bus, bus or coach
Motorcycle = Motorcycles of all sizes including mopeds and electric motorcycles.
Cycle/Scooter = Pedal cycle, electric bicycle or e-scooter.
Pedestrian = On foot or in a pram
Other = None of the above, e.g. ambulance, fire engine, quad bike.

Useful Links

STATS20 mode definitions used by the police (see p.43-44):
https://assets.publishing.service.gov.uk/media/60d0cc968fa8f57cf3f0b3ad/stats20-2011.pdf



Commentary

This indicator is a key measure for the wider Road Safety audience and partners. By understanding the collisions by road user type it provides greater insight as to who are our most vulnerable road users and how to target any interventions. This may be any one of the 3 'E's'. Education/Enforcement/Engagement. With changes to the Highway Code in March 2022 where it identified the 4 vulnerable road user types - Pedestrians - Cyclists - Horse Riders - Motorcyclists, it follows that there is a need to understand how they feature in our collision data and enable us to target interventions to best support a reduction in deaths and injuries. There is currently no record made of E-Scooter or E-Bicycles on the Stats 19 form completed by the Police nationally, so this is currently only established in free hand text in any collision report therefore the true picture of this user group is not fully understood. As the use of this mode of transport increases it is currently unknown what if any impact it may have on the KSI results, but one would invisage an increase in KSIs as the legistaltion and preparedness of infrustrauctire for this mode of transport is not in place.

Actions

Proposed Indicator 149: Major Infrastructure projects being delivered to agreed programmes and budgets

Return to Index January 2024

Target	Direction for Improvement	Current Quarter	Previous Quarter	Change in Performance
95.0%	↑	98.0%	N/A	Improving

RAG Rating

Green

Indicator Description

Where a financial and programme baseline is set, the cumulative percentage of projects that are on time and within budget.

Green – COST - Forecast outturn cost is no more than 3% over the baseline*
Green – TIME - Planned Completion is no more than 3% over the baseline*

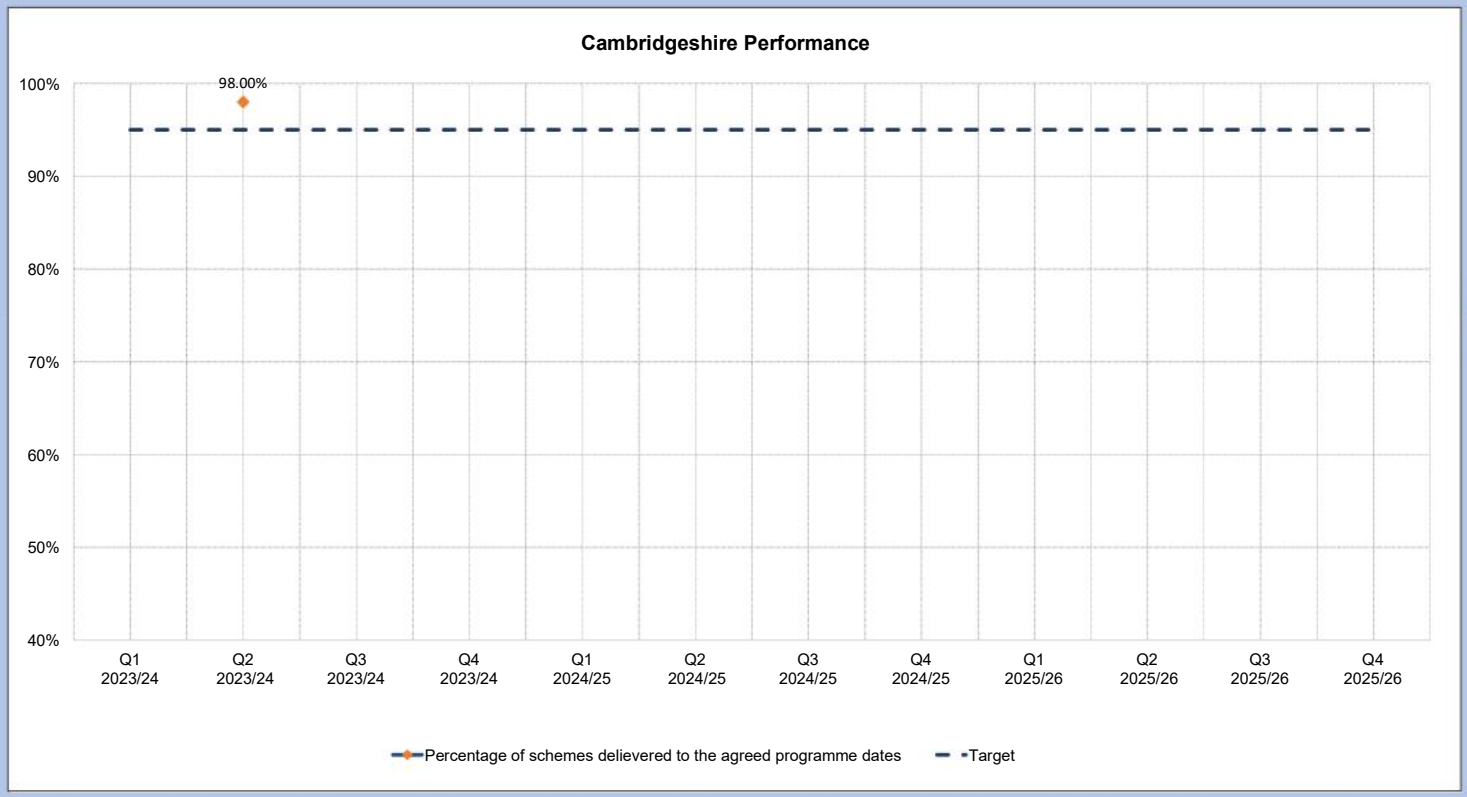
Amber – One of the measures are red and the other green.

Red – COST - Forecast outturn cost is more than 3% over the baseline*
Red – TIME - Planned Completion is more than 3% over the baseline*

*Baselines can change through standard change control processes and gateways. The cumulative baseline will include all projects with a baseline up to the reporting date. Baselines include optimism bias and risk.

Target: 90% of baselined projects on time and on budget.

Useful Links



Commentary

This KPI is based on active projects within Project Delivery that have been baselined and are in the centralised system (POWA). This includes 48 projects.

The KPI indicates 98% projects are within a 3% tolerance of their cost and time baselines.

There is currently only one project that is outside these tolerances. A separate confidential paper will be presented to committee with further details on the position of this specific project in due course.

Actions

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

Return to Index January 2024

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

RAG Rating

Contextual

Indicator Description

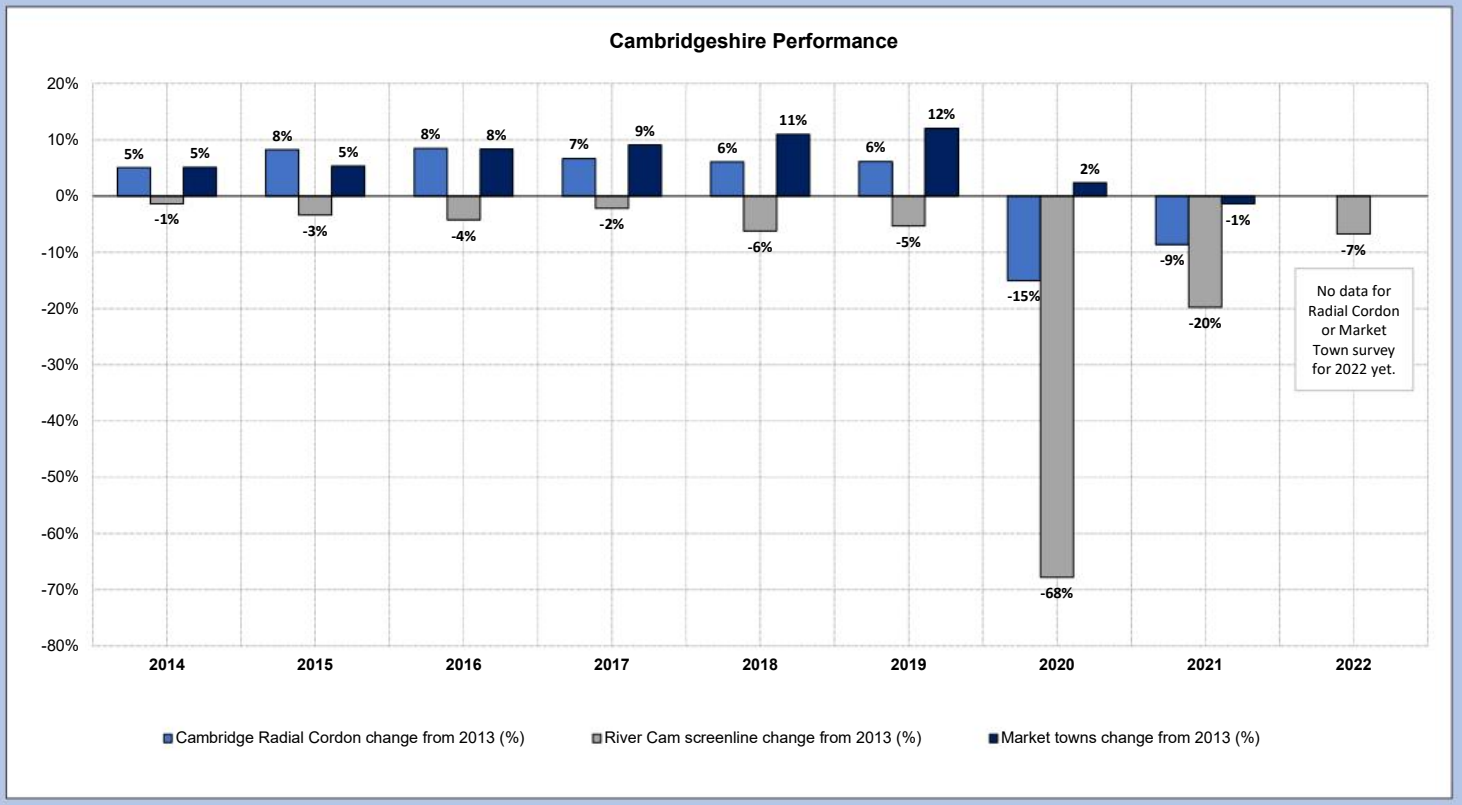
This indicator considers traffic volumes based on annual surveys undertaken across Cambridgeshire. Data from three annual surveys has been included: Cambridge Radial Cordon, River Cam Screenline and Market Towns survey.

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.

Useful Links

Traffic Monitoring Report (cambridgeshireinsight.org.uk)



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 Sruevy and the River Cam Screenline Survey but the Market Towns survey continued to decrease from the 2014 baseline. **Can we provide a map for counting points and cordens?**

Actions