

Highways and Transport Corporate Performance Report

To: Highways and Transport Committee

Meeting Date: 7th March 2023

From: Executive Director, Place and Sustainability

Electoral division(s): All

Key decision: No

Forward Plan ref: Not Applicable

Outcome: To provide the Committee with a performance monitoring information update.

Recommendation: The Committee is asked to:

Note performance information and suggest action as necessary.

Officer contact:

Name: Rachel Hallam
Post: Research Manager, Business Intelligence Service
Email: Rachel.Hallam@cambridgeshire.gov.uk
Tel: 07770 282116

Member contacts:

Names: Councillors Beckett and Shailer
Post: Chair/Vice-Chair
Email: alex.beckett@cambridgeshire.gov.uk
neil.shailer@cambridgeshire.gov.uk
Tel: 01223 706398

1. Background

- 1.1 The Council adopted a new Strategic Framework and Performance Management Framework in February 2022, for the financial year 2022/23. The new Performance Management Framework sets out that Policy and Service Committees should:
- Set outcomes and strategy in the areas they oversee.
 - Select and approve addition and removal of Key Performance Indicators (KPIs) for the committee performance report.
 - Track progress quarterly.
 - Consider whether performance is at an acceptable level.
 - Seek to understand the reasons behind the level of performance.
 - Identify remedial action.
- 1.2 Following a workshop with officers and H&T committee members, the Committee reviewed the previous KPI list in September 2022 to ensure that KPIs remain relevant, reliable, clear, fit for use and are balanced. The outcome was a revised list of 18 KPIs to be used to support the Committee with its performance management role moving forward.
- 1.3 This report, to be delivered quarterly, will provide an update on status of the 18 selected and agreed KPIs which track the performance of the services the Committee oversees.
- 1.4 Due to the amount of work needed in developing methodologies and collection of the data for the new suite of KPIs, this report focuses on the progress to developing the five KPIs in the list which will form the Strategic Key Performance Indicators (SKPIs) for tracking of committee corporate priorities to Strategy and Resources Committee.
- 1.5 The report covers the period of quarter three 2022/23, up to the end of December 2022.
- 1.6 The full report is in Appendix 1.

2. Main Issues

- 2.1 The Highways and Transport Committee agreed the Key Performance Indicators (KPIs) set in September 2022. This contained 18 KPIs, of which 5 are SKPIs.
- 2.2 There are still a number of strategic indicators which are identified as in development, and not all strategic indicators have targets. This is because data collection methodology and targets for these SKPIs are being developed or performance is currently being tracked in order to inform the target setting process.

2.3 Current performance of the SKPI indicators monitored by the Committee is as follows:

Status	Number of KPIs	Percentage of KPIs*
Red	1	20%
Amber	0	0%
Green	0	0%
Blue	0	0%
Baseline	1	20%
Contextual	0	0%
In Development	3	60%
Suspended	0	0%

*Figures may not add to 100 due to rounding.

2.4 Commentary on the indicators is as follows:

2.3.1 There is one red indicator for commentary this quarter:

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

This indicator relates to supporting 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. Local authorities have a statutory duty under section 39 of the 1988 Road Traffic Act to ‘take steps both to reduce and prevent accidents’.

The indicator is collated by the council’s Business Intelligence Service using information derived from Stats19 data collection. The STATS19 database is a collection of all road traffic accidents that resulted in a personal injury and were reported to the police within 30 days of the accident.

It is important to note that the figures for 2022 remain provisional and include accidents that may later be removed due to being confirmed as suicides or medical episodes. The current number is likely to decrease as investigations conclude.

Fatal collisions are rising nationally, and Cambridgeshire is seeing increases in killed or seriously injured casualty numbers. The Council will be taking a wider view in the context of Department for Transport (DfT) guidance and are awaiting the new DfT Road Safety Framework and the Roads Policing Review alongside this.

Locally, the following actions are being put in place by the service to improve this indicator:

- A local area quarterly review board will be established in 2023, to include the Police Serious Collision Investigation Unit, County maintenance officers, county intelligence analysts, communications and the road safety team to identify patterns/trends and identify any lessons to be learned.
- Council officers will analyse the data at greater depth to increase understanding of factors (i.e., causes, high risk groups), helping to inform interventions and campaigns.
- Council officers have worked with the Cambridgeshire and Peterborough Combined

Authority (CPA) to ensure that Road Safety forms a key pillar of the Local Transport Plan, with supporting actions to match. This will allow the Council to better lever in CPCA funding in supporting the delivery of Vision Zero objectives. The CPCA has reassigned over £1m of its Transforming Cities Funding to road safety interventions.

- The Council is in the process of procuring iRAP assessments on the County's strategic network – a proactive route-based approach to road safety. This will be a risk-based review of our A roads, irrespective of collision statistics that will aim to create more forgiving roadsides such that crashes are avoided or in the event of a collision the severity is significantly reduced. This should not only improve the casualty record on our major routes but by reducing delays associated with more serious incidents it will reduce the likelihood of drivers 'rat running' through local roads they may be less familiar with to make up time and which may not be suitable for higher volumes of traffic.

We also continue to support our residents locally. In Cambridgeshire there is the Road Victim's Trust who support anyone who has been affected by a fatal road traffic collision. This provides a vital support network. It is free, not time limited and is the only one in the Country.

2.3.2 There is one strategic indicator in development which does not form part of the full appendix report. This is:

- **Indicator 149 - major infrastructure projects being delivered to agreed programmes and budgets** – this project delivery SKPI will measure cost and programme against a baseline. It is intended to measure where a financial and programme baseline is set, the cumulative percentage of projects that are on time and within budget.

The project delivery team are in the process of developing and maturing the data in the corporate project management system so that reports can be run against both key dates and forecast costs. The system will be capable of pulling data early in the new financial year for accurate reporting.

3. Alignment with corporate priorities

3.1 Environment and Sustainability

The following bullet points set out details of implications identified by officers:

- The indicators proposed here provide an overview of performance in key priority areas, to enable appropriate oversight and management of performance.

3.2 Health and Care

There are no significant implications for this priority.

3.3 Places and Communities

There are no significant implications for this priority.

3.4 Children and Young People

There are no significant implications for this priority.

3.5 Transport

There are no significant implications for this priority.

4. Source documents guidance

4.1 Source documents

[CCC Performance Management Framework](#)