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Performance Report

Quarter 1

2022/23 financial year

Highways and Transport Committee

Business Intelligence
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Key

Cambridgeshire County Council

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, but where a target has not been deemed pertinent by the relevant service lead • **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

Indicator 32: Growth in cycling from a 2013 baseline

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Target	Direction for Improvement	Current Year	Previous Year	Change in Performance
#N/A	↑	8.7%	-24.3%	Improving

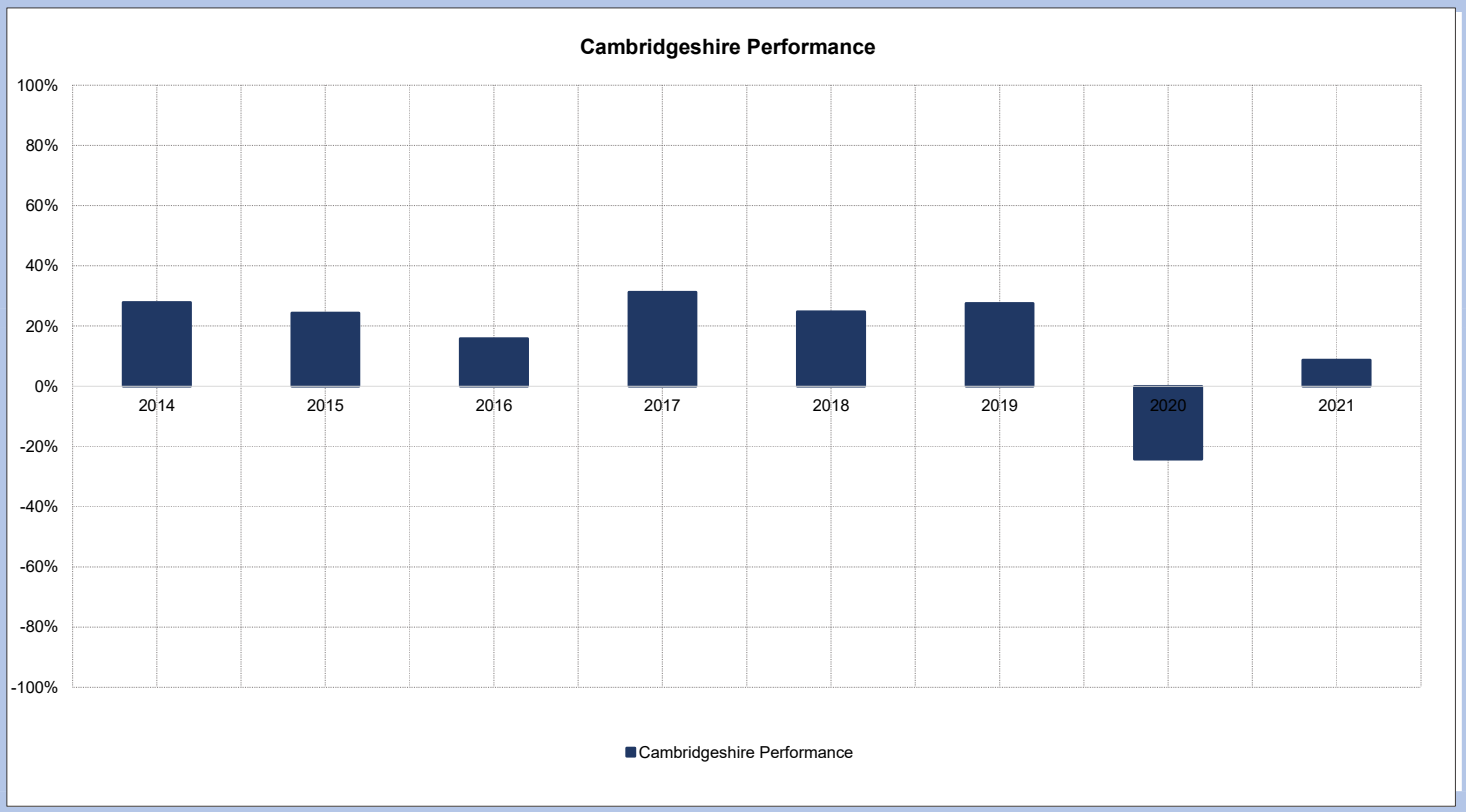
RAG Rating

#N/A

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%), likley 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 datset 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

Proposed Indicator 32b: Growth in walking from a 2013 baseline

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Target	Direction for Improvement	Current Year	Previous Year	Change in Performance
#N/A	↑	11.7%	-4.7%	Improving

RAG Rating

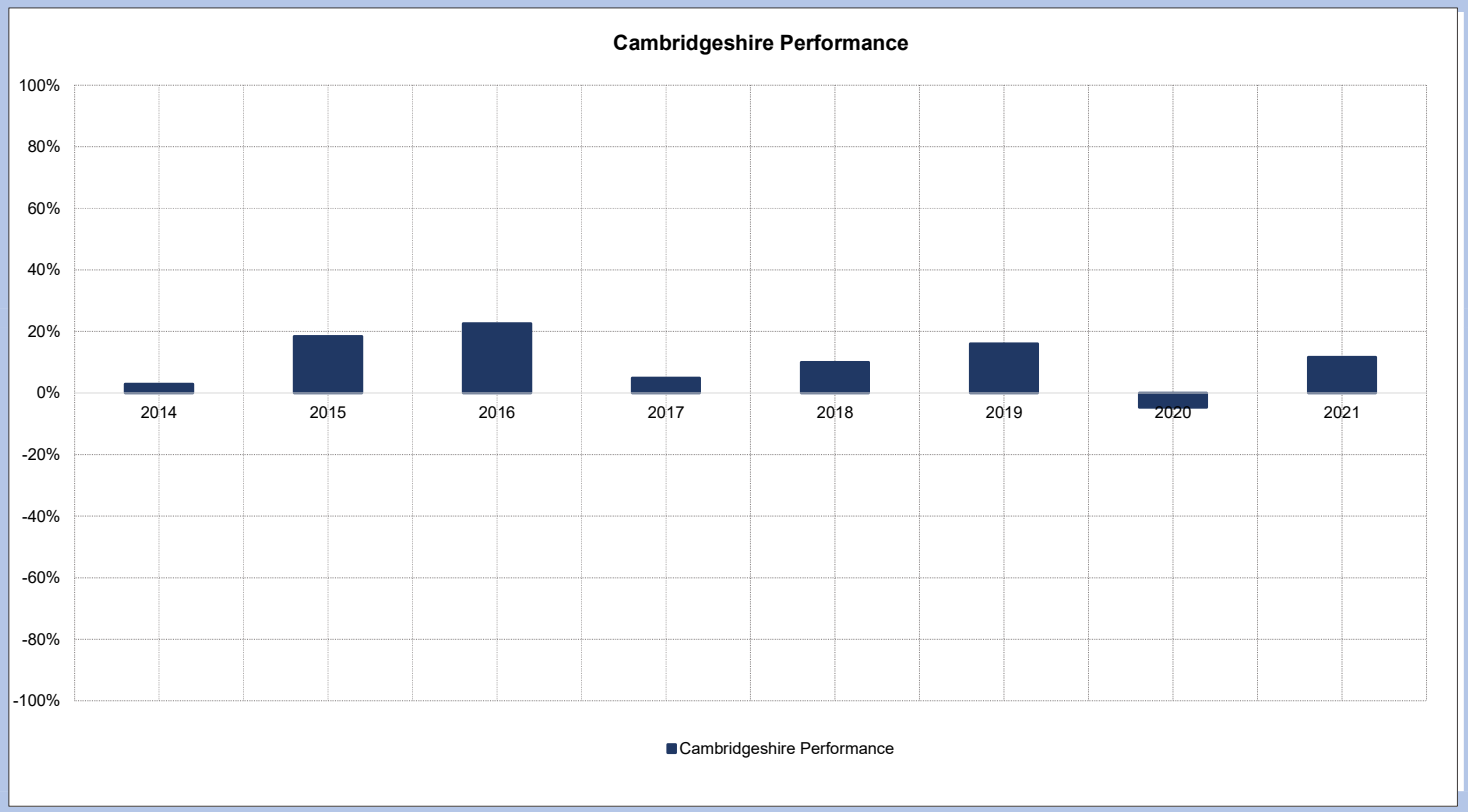
#N/A

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.

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%), likley 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 datset 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.

Actions

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

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

RAG Rating

Blue

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.

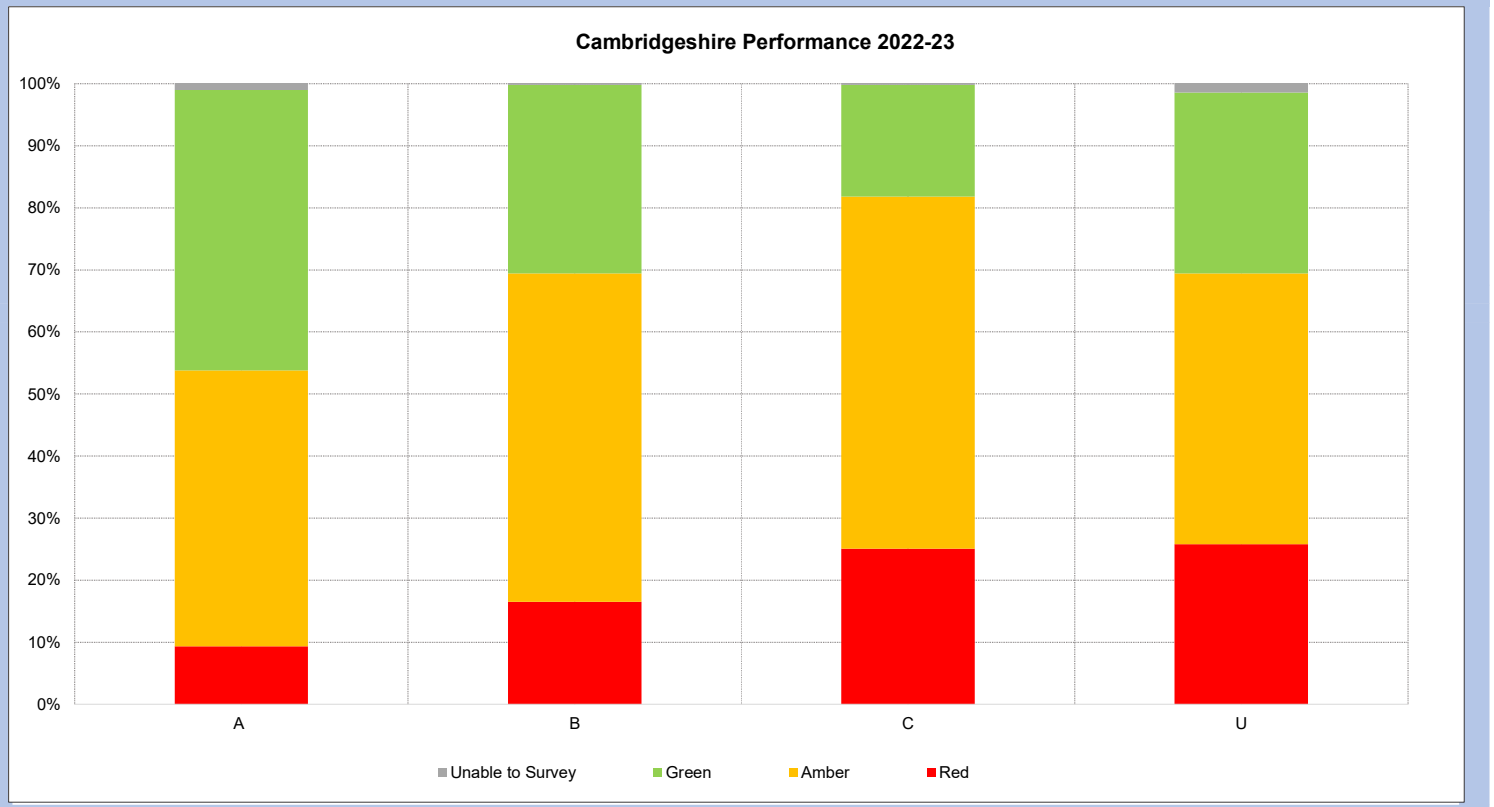
GREEN is where it is sound without surface defects that drivers would notice.

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.

Polarity is Low Red and High Green = Good

Useful Links



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.

Actions

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

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Target	Direction for Improvement	Current Month	Previous Month	Change in Performance
220	↓	298	322	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.

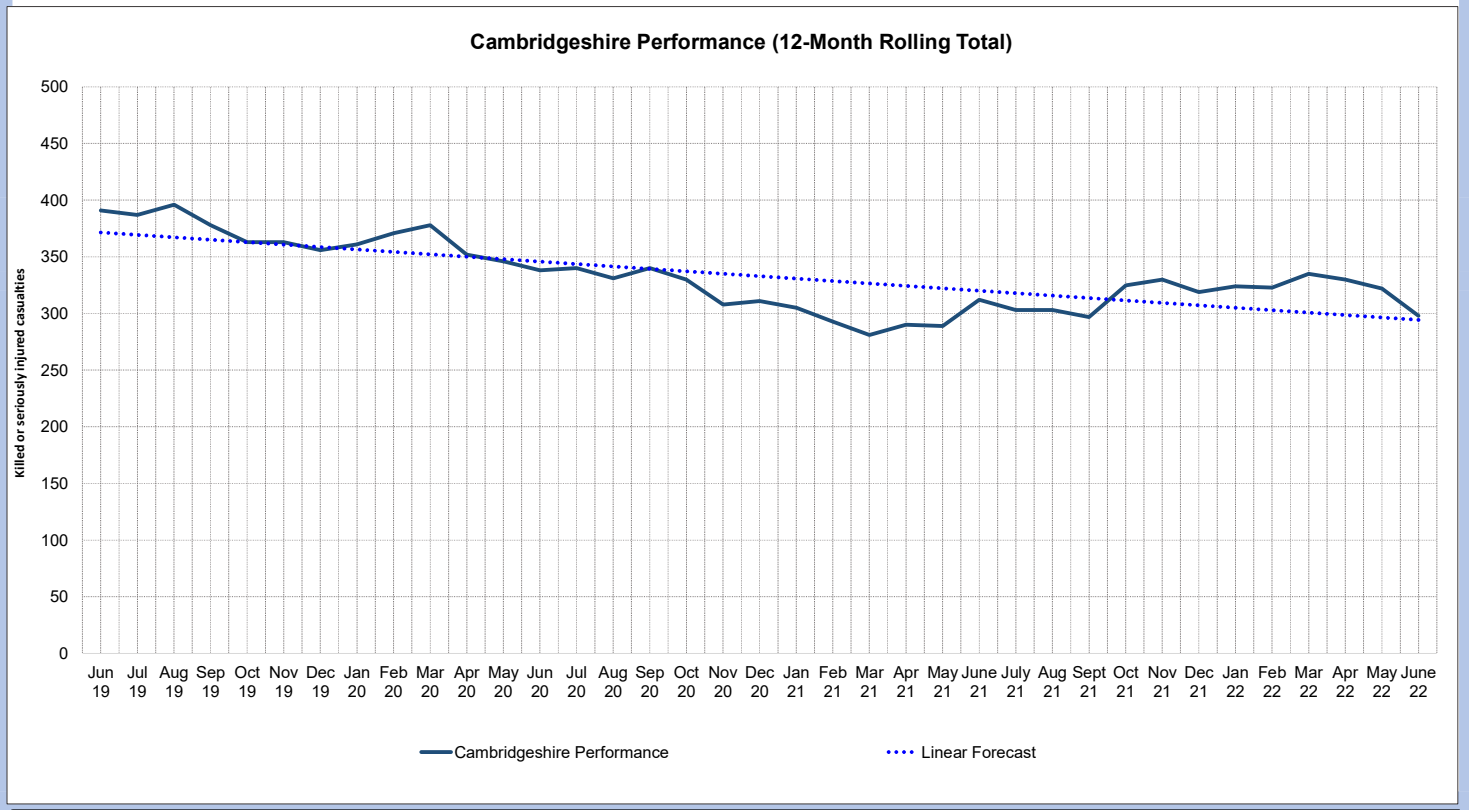
2. Seriously injured casualties who suffered an injury that led to hospitalisation as an inpatient, or any of the following injuries, whether or not they are admitted to hospital. Fractures, concussion, internal injuries, crushing, burns (excluding friction burns), severe cuts and lacerations, severe 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. 2020 data has now be confirmed by the DFT and so there may be small differences in the 2020 monthly numbers since the last iteration of this report. Please note that figures for 2021 and 2022 however, are still provisional, meaning they may include accidents currently under investigation and not confirmed as road traffic collisions by the DFT, such as suicides and medical episodes.

Rolling counts show that there was a decrease in collisions involving a fatality or serious casualty during the first national lockdown (~April - June 2020). However, the 12 month rolling counts did not drop significantly against historic levels due to increased counts in the final quarter of 2019/20. Data shows there were further decreases in the 12 month rolling counts through the winter of 2020/2021, likely related in part to the second and third national lockdowns. KSI rolling totals saw an increasing trend from mid-2021 to a peak in February 2022 of 335.

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.

Actions

Indicator 145: Traffic entering and leaving Cambridge. Motor vehicle total counts at Cambridge radial cordon

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Target	Direction for Improvement	Current Year	Previous Year	Change in Performance
Contextual	↓	174,183	161,907	Declining

RAG Rating

Contextual

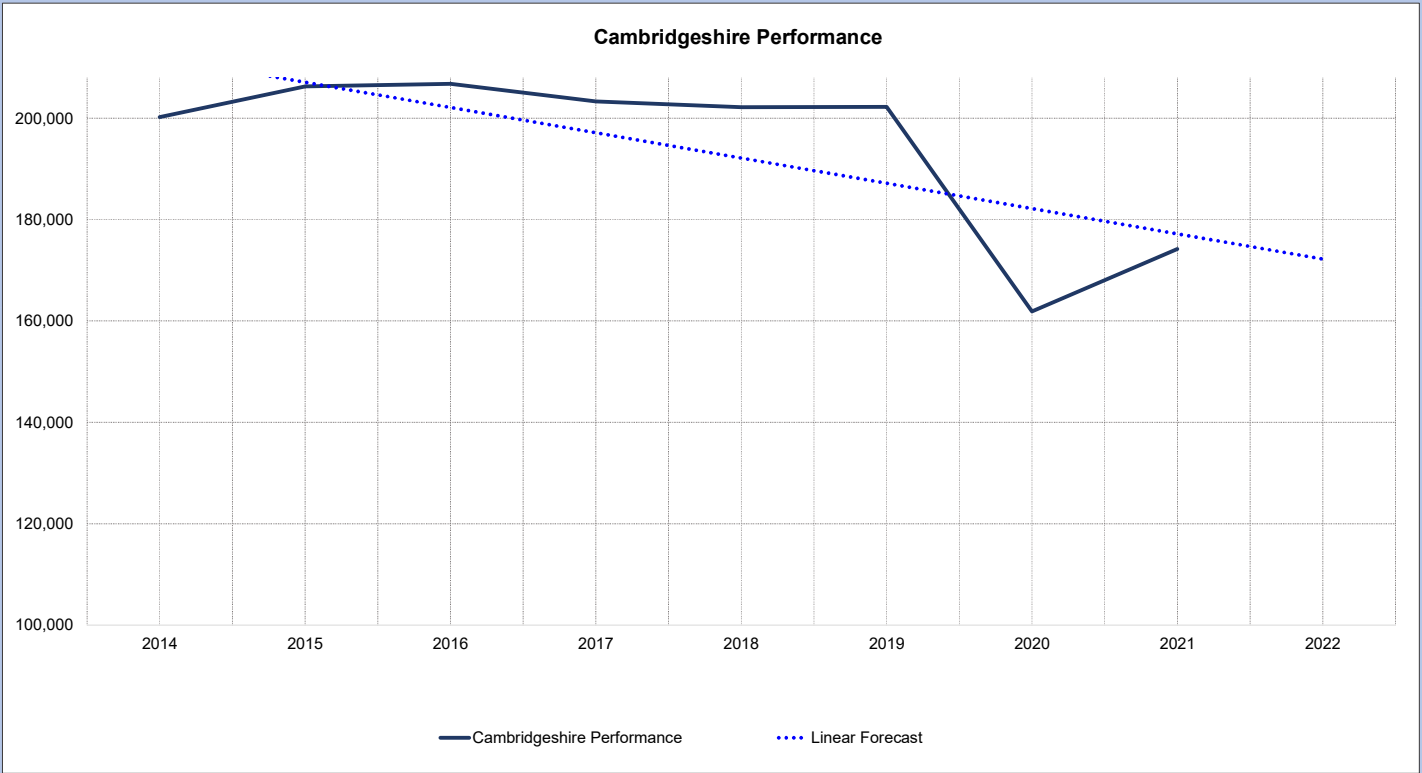
Indicator Description

This indicator shows the number of motor vehicles entering and leaving Cambridge in a 12 hour day (7am to 7pm).

Data is collected on the radial survey day which is usually in October.

Useful Links

Traffic Monitoring Report (cambridgeshireinsight.org.uk)



Commentary

The Cambridge Radial Cordon survey is undertaken annually, usually in October.

Whilst traffic volumes on the radial cordon remained fairly stable between 2014 and 2019, a distinct decrease can be seen in October 2020 (-20% on 2019 volumes), likely attributable to the impacts of the COVID-19 pandemic. The October 2021 survey was undertaken during a period of minimal restrictions but traffic volumes still remained well below 2014-2019 volumes at 174,183. Monthly trend monitoring across Cambridge since October 2021 shows that since the beginning of 2022, traffic volumes in Cambridge have started to increase though in some areas still remain below pre-pandemic volumes, though not as significantly as in 2020 or 2021.

Actions

Indicator 146: Changes in traffic flows within Cambridge. Motor vehicle total counts at River Cam screenline

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Target	Direction for Improvement	Current Year	Previous Year	Change in Performance
Contextual	↓	56,103	51,443	Declining

RAG Rating

Contextual

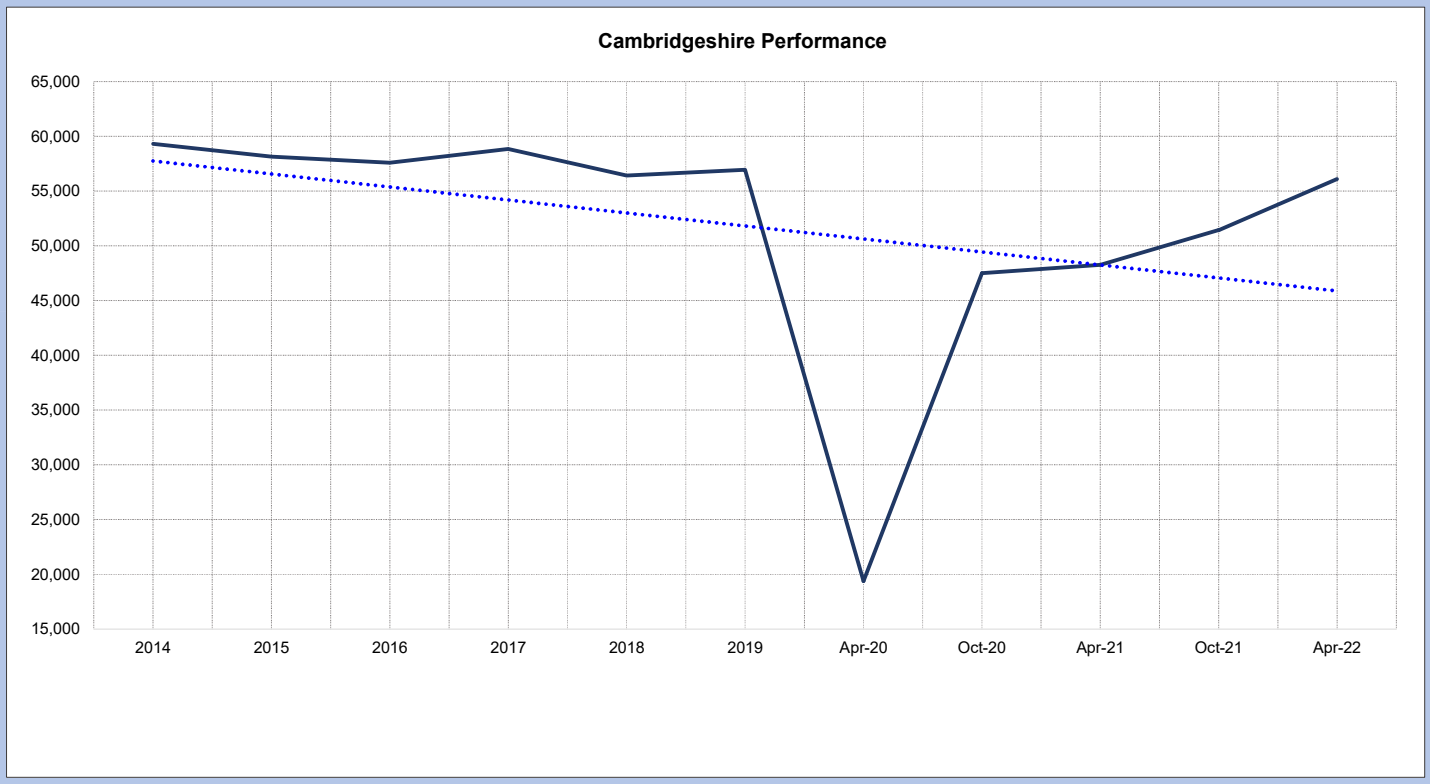
Indicator Description

This indicator shows the number of motor vehicles every 12 hour day (7am to 7pm) across the River Cam screenline.

The River Cam screenline is based on 1 day for the motor vehicles. Data is collected in May but in 2020 and 2021 the survey was repeated in October so the impacts of COVID-19 could be assessed.

Useful Links

Traffic Monitoring Report (cambridgeshireinsight.org.uk)



Commentary

The annual River Cam Screenline survey is undertaken annually, usually in April. In April 2020, the survey coincided exactly with the first national COVID-19 lockdown, severely influencing traffic volumes and driving the decision to re-do the survey in October 2020.

In April 2020, there was a distinct reduction in the number of motor vehicles crossing the River Cam bridges to just 19,383, from 56,960 in April 2019. The October 2020 and April 2021 surveys see an increase on April 2020 volumes but still remain well below 2014-2019 volumes. October 2021 sees the start of the recovery to pre-pandemic volumes, though October 2021 volumes remained 10% below April 2019 volumes. However, April 2022 volumes see a return to pre-pandemic, with average motor vehicle volumes just -1.5% below April 2019 in April 2022.

Indicator 147: Changes in traffic flows entering market towns. Motor vehicle counts for market towns in Cambridgeshire

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Target	Direction for Improvement	Current Year	Previous Year	Change in Performance
Contextual	↓	366,111	380,063	Improving

RAG Rating

Contextual

Indicator Description

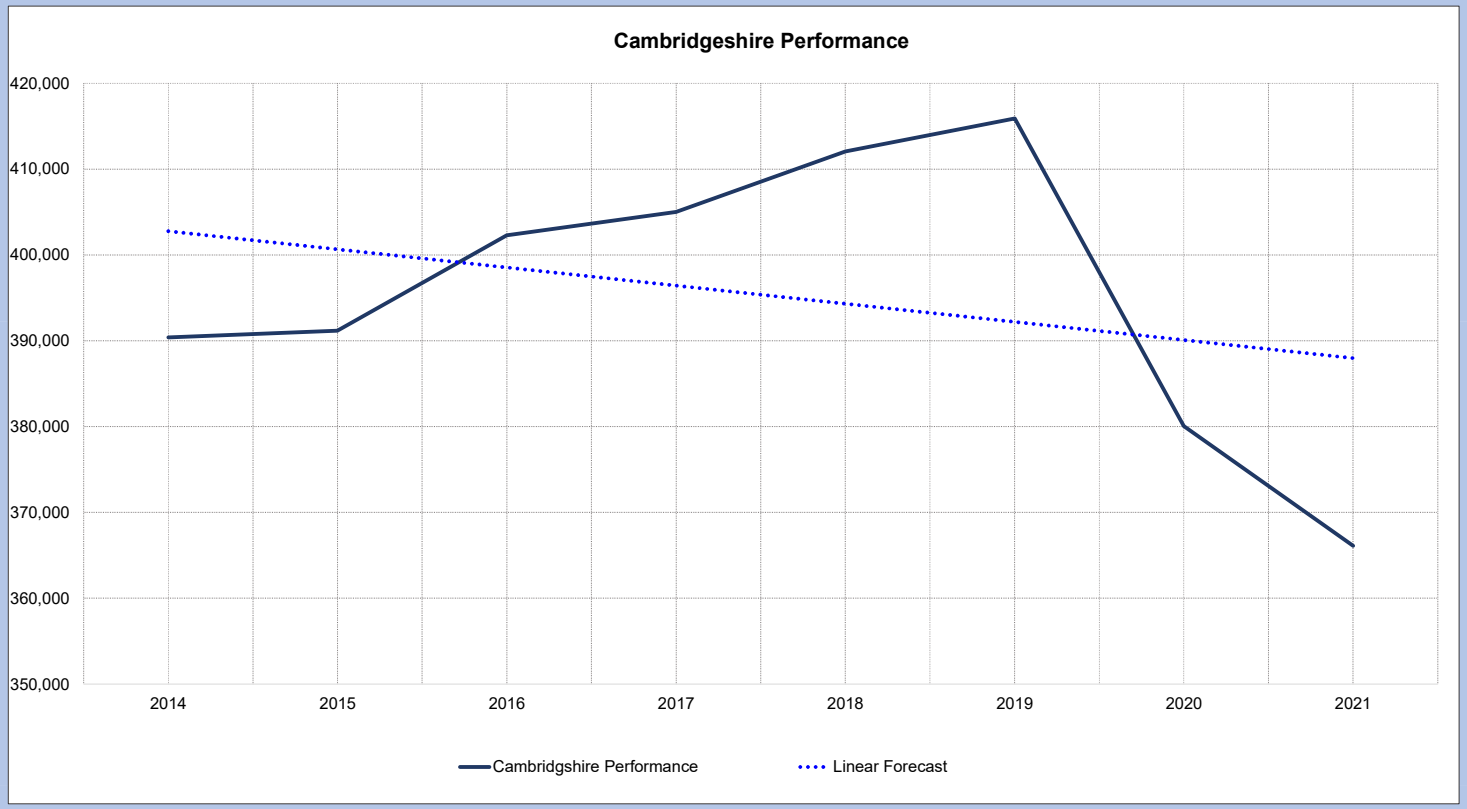
This indicator shows the number of motor vehicles that pass through Cambridgeshire market towns in a 12 hour day (7am to 7pm). The Market Towns surveyed are: Huntingdon, Wisbech, St. Neots, St. Ives, Ely, March, Whittlesey, Ramsey and Chatteris.

The market town surveys are based on 1 count day. This is carried out around the end of October/beginning of November.

Useful Links

The local area benchmarking tool from the Local Government Association

Traffic Monitoring Report (cambridgeshireinsight.org.uk)



Commentary

The Market Town survey measures traffic flows in and out of 9 of the major market towns across the county annually.

In 2020, there was an overall decrease of 9% across the 9 market towns due to the impact of the COVID-19 pandemic. The volume of vehicles saw a further 3% decrease from 2020 to 2021, representing a 12% decrease on 2019 volumes. All towns see a decrease from 2020 to 2021 of between -0.1% and -5.7% except for Ely which saw a +1% increase.

The number of motor vehicles entering and leaving the 9 individual market towns in a 12 hour day in 2021 (comparison to pre-pandemic 2019 volumes) were: Huntingdon 68,480 (-12%) , Wisbech 63,810 (-8%), St. Neots 54,455 (-11%) , St. Ives 46,546 (-15%) , Ely 41,742 (-11) , March 35,341 (-5%) , Whittlesey 32,259 (-12%) , Ramsey 19,171 (-5%) and Chatteris 19,406 (-9%).

Actions