



**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

# Monitoring and Evaluation Report



## Contents

Introduction .....	4
Metrics .....	5
Connectivity.....	5
C1 - Mode share (cordons) .....	5
C2 - Proportion of households with access to cars by district .....	6
C3 - Proportion of households with access to cars by income .....	7
C4 - Public transport trips per person per year by household income.....	7
C5 - Percentage of households within 10 minutes' walk of a bus stop with a service of at least once an hour .....	7
C6 - Car ownership by deprivation decile .....	7
C7 - Rail Punctuality .....	8
C8 - Bus Punctuality .....	8
C9 - Local bus passenger journeys originating in the authority area (million) .....	8
C10 - Average journey length by purpose and car ownership .....	9
C11 – Digital (broadband) availability.....	9
C12 – Proportion of fully accessible buses on certain routes or areas.....	10
Productivity.....	10
P1 - Number of peak hour vehicle journeys.....	10
P2 - Journey time reliability on strategic routes during the AM peak.....	10
P3 - Key route network speed (AM peak).....	10
P4 - Percentage change in peak period journey time along key routes and corridors (by vehicle type).....	11
Climate Change and Environment.....	11
CE1 - Trips per person by mode of transport or journey purpose .....	11
CE2 - Proportion of urban trips under five miles taken by walking & cycling .....	11
CE3 - Proportion of urban trips under five miles taken by Public Transport.....	12
CE4 - Proportion of plug-in vehicles .....	12
CE5 - Per capita transport carbon emissions .....	12
CE6 - Number of charge points available to the public .....	13
Health.....	13
H1 - Proportion of people within 15 minutes of green open space.....	14
H2 - Percentage of deaths attributed to particulate air pollution .....	14
H3 - Percentage increase use of cycling .....	14
H4 - Levels of noise pollution .....	15
H5 - Levels of light pollution .....	15

---

H6 - Levels of air pollution.....	15
H7 - Transport related Air Quality Management Areas (AQMAs) .....	15
H8 – Nitrogen dioxide levels from traffic.....	16
H9 – Length of cycleway per district.....	16
Safety.....	17
S1 - Number of child pedestrian casualties per 1,000 children in population .....	17
S2 – Number of highway casualties .....	18
S3 - Proportion of people who say they do not use public transport because of fear of crime.....	18
S4 – Killed or seriously injured (KSI) casualties in 10% most deprived areas.....	18
S5 – Killed and seriously injured (KSI) casualties by road user type and district .....	19
S6 – Killed and seriously injured (KSI) casualties by user type vs user type .....	19

## Introduction

A set of focused, clear, and measurable indicators provides accountability and incentives for improved performance and can help deliver better value for money as interventions are sought to maximise performance.

We will always aim investment in the transport network that offers the best value for money for Cambridgeshire and Peterborough. The performance indicators will be essential for us as part of its decision making about future priorities for funding in pursuit of the aims and objectives of this LTCP.

This LTCP has a total of twenty-two indicators and sixteen targets, these cover those areas considered most critical to local success. These are central to and most closely aligned to this Plan.

These locally relevant performance indicators have been grouped into three categories, designed to provide a clear measure of performance and delivery:

- Targets – where it is considered that an outcome is clearly attributable to our actions. As a result of this more direct influence, numerical targets have been set which act as a driver of performance;
- ‘Traffic lights’ – where measuring progress is also useful, but where many actions have contributed to an outcome, a ‘traffic light’ system is used to identify overall trends; and
- Monitoring only – indicators that lie outside of the partners’ direct influence and are therefore not considered to be a fair measure of performance, or where data quality is not sufficiently accurate to measure performance.

Further indicators may be developed as a result of new and emerging trends, especially in light of the continued emergence from the Covid-19 pandemic.

In addition, Public Health outcomes and indicators, developed by the NHS, may be useful in performance monitoring of this LTCP and we will explore these issues with partners as the Plan continues to be rolled out.

It is our intention to continue to monitor progress on implementing LTCP on an annual basis. It will therefore form an essential element of the process of review and decisions on future spending. The metrics will be reported by the Combined Authority’s Programme Management Office to the Transport and Infrastructure Committee on a regular basis. The metrics reported will have regular milestones and appropriate programme review dates to track progress and make the necessary amendments.

Due to the Covid-19 pandemic it is essential to have an appropriate baseline against which progress can be monitored. Therefore, the indicators and targets outlined in the Plan will be baselined and assessed against 2019 to ensure they reflect the current demands and position. Following this, targets and trajectories will be established, agreed, and monitored by the Transport and Infrastructure Committee.



Figure 1 - Link between goals, objectives, strategies and measures

## Metrics

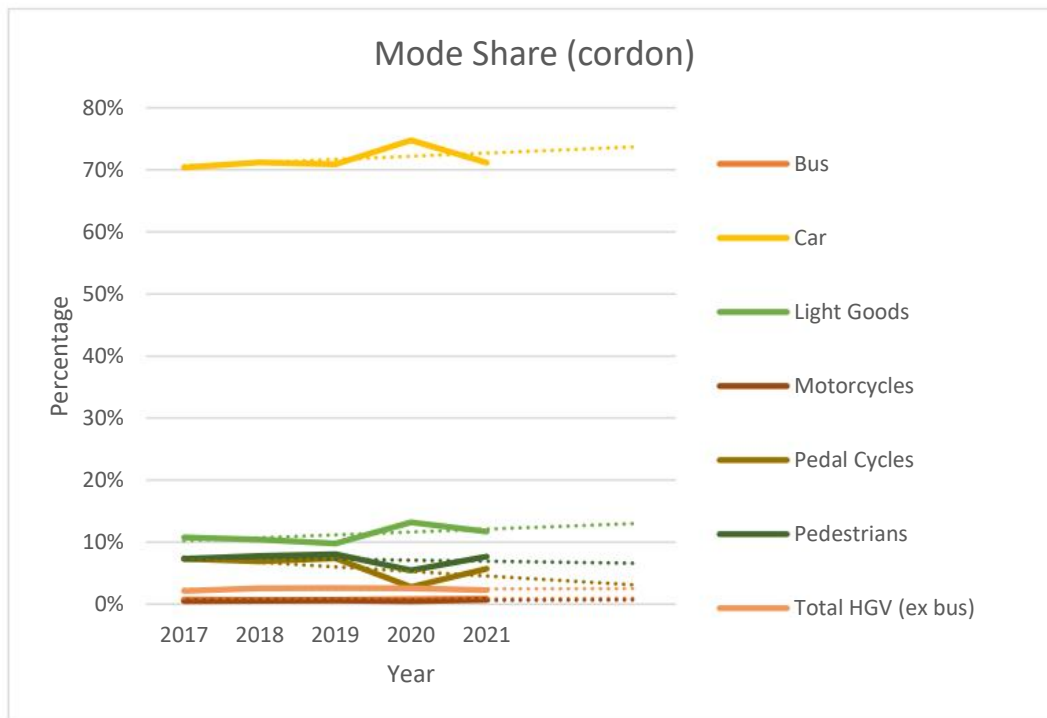
### Connectivity

Indicators
C1 - Mode share (cordons)
C2 - Proportion of households with access to cars by district
C3 - Proportion of households with access to cars by income
C4 - Public transport trips per person per year by household income
<b>Error! Reference source not found.</b>
C6 - Car ownership by deprivation decile
C7 - Rail Punctuality
C8 - Bus Punctuality
C9 - Local bus passenger journeys originating in the authority area (million)
C10 - Average journey length by purpose and car ownership
C11 – Digital (broadband) availability
C12 – Proportion of fully accessible buses on certain routes or areas

#### *C1 - Mode share (cordons)*

##### **What will this indicator show and assess?**

The current data on this indicator can be seen below from 2017 to 2021. However, only four local authorities from the CPCA region (Cambridge, East Cambridgeshire, Fenland, Huntingdonshire) have available mode share data.



Source: [Road traffic data - Cambridgeshire County Council](#)

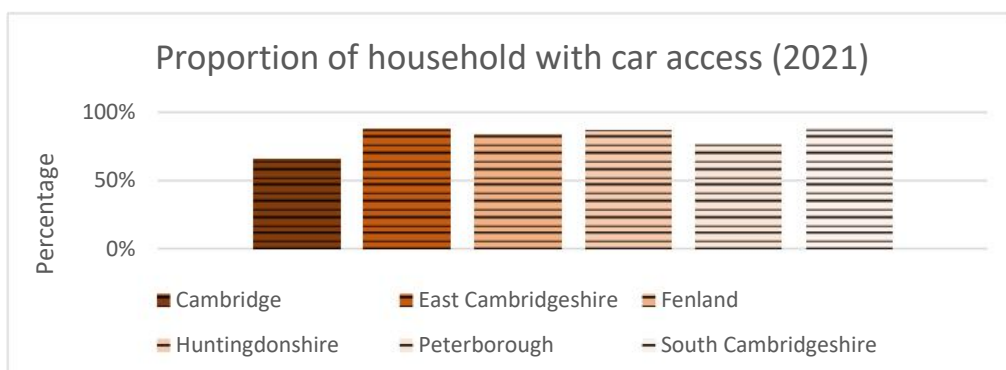
### Methodology for collecting the data.

The traffic counts data required to measure this indicator are collected by Cambridgeshire County Council (CCC) on single-day, twelve-hour manual counts yearly in the selected routes and corridors in the Cambridgeshire area. Traffic flows entering and traveling within Cambridge are monitored by using the River Cam screen line and Cambridge Radial Cordon. For the other LAs included in the dataset, the market town monitoring programme is conducted to record transport movements that enter and exit market towns. These observations are then used to assist and justify transport schemes to monitor targets. Data is collected on annual basis.

### C2 - Proportion of households with access to cars by district

#### What will this indicator show and assess?

This indicator shows the proportion of households with access to a car or van. Current data from 2021 shows the CPCA region percentages on household with at least one car access.



Source: [Car or van availability - Office for National Statistics \(ons.gov.uk\)](#)

### **Methodology for collecting the data**

The dataset is collected from the Census 2021 estimates the number of cars or vans available to members of households in England and Wales. Motorcycles, mobility scooters, visitor used vehicles and vehicles that have a Statutory Off-Road Notification (SORN) are not counted in the dataset. Data for this indicator is collected each Census period.

### *C3 - Proportion of households with access to cars by income*

#### **What will this indicator show and assess?**

This indicator will show the percentage of households in our region that can access at least one vehicle, by level of income. By monitoring this indicator, we can determine the relationship between income and transportation access and target transport provision.

### **Methodology of collecting the data**

There are currently no data for household access to cars by income. We will commission collection and reporting of this data to support the monitoring of this indicator.

### *C4 - Public transport trips per person per year by household income*

#### **What will this indicator show and assess?**

This indicator measures the number of public transport trips taken by individuals in Cambridgeshire and Peterborough based on their household income. It is important to assess this indicator because it gives us insight on the accessibility and affordability of public transportation for different income groups.

### **Methodology of collecting the data**

No data are currently available for the count of public transport journeys by income for regional and Local Authority level. We will commission data collection relating to household income to support the monitoring and evaluation of this indicator.

### *C5 - Percentage of households within 10 minutes' walk of a bus stop with a service of at least once an hour*

#### **What will this indicator show and assess?**

This indicator tracks households' access to public transportation. It indicates the percentage of household that have access to frequent and reliable bus services within a short walking distance. Convenience of bus services can be measured and can identify underserved areas.

### **Methodology of collecting the data**

There are currently no data available for this indicator for our region. We will commission data collection and reporting.

### *C6 - Car ownership by deprivation decile*

#### **What will this indicator show and assess?**

This indicator shows the relationship between car ownership and socio-economic disadvantages within our region. By monitoring this indicator, we can identify areas where car ownership is high or low, and where alternative transportation options may be needed.

### **Methodology for collecting the data**

The current data available for this indicator is split into two different data sets from the Census 2021 and the Ministry of Housing, Communities and Local Government, with collection dates

that are mismatched. We will commission an annual collection and reporting of new data to support the performance of any projects that relate to this indicator.

### *C7 - Rail Punctuality*

#### **What will this indicator show and assess?**

The rail punctuality indicator tracks the percentage of trains that arrive at their final destination on time. This is typically defined by train arrivals within a certain number of minutes of the scheduled arrival time, such as within 5 or 10 minutes. This is essential to study as it helps determine the reliability and efficiency of the rail network in our region. Monitoring rail punctuality can help to increase the satisfaction of customers towards the rail network and shift demand from private transport to train journeys.

#### **Methodology of collecting the data**

We currently do not have access to this data. We will work with partners to receive and monitor data for this indicator.

### *C8 - Bus Punctuality*

#### **What will this indicator show and assess?**

This indicator refers to the percentage of buses that arrive at their destination within a specified time frame. It is an important measure for us to improve trust on the bus service and have a reliable sustainable mode of transport for everyone in the community.

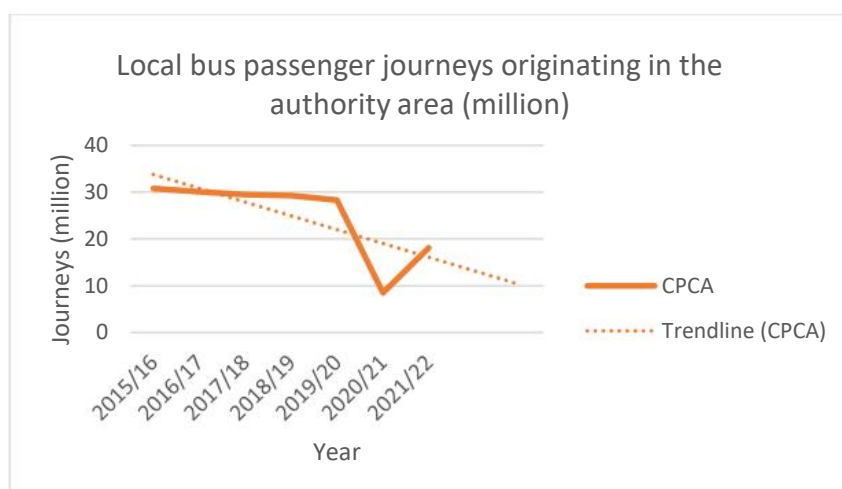
#### **Methodology of collecting the data**

We currently do not have access to this data. We will work with partners to receive and monitor data for this indicator.

### *C9 - Local bus passenger journeys originating in the authority area (million)*

#### **What will this indicator show and assess?**

The current data for this indicator can be seen below, covering 2015 to 2022 and measures the total number of bus journeys in the region to allow us to evaluate the demand for buses in the region.



Source: [Bus statistics data tables - GOV.UK \(www.gov.uk\)](https://www.gov.uk/bus-statistics-data-tables)



### Methodology of collecting the data

The data for bus passenger journeys are based on several sources compiled from the Public Service Vehicle (PSV) survey of over 500 local bus operators. The survey provides information on passenger journeys, vehicle distance, revenue and costs, and vehicles and staff. Data is collected on an annual basis.

### *C10 - Average journey length by purpose and car ownership*

#### What will this indicator show and assess?

This indicator measures the average distance travelled by individuals for different purposes, such as commuting or leisure, by car ownership status. By monitoring this indicator, we can provide insight into travel behaviour patterns that can indicate the need for better public transportation options.

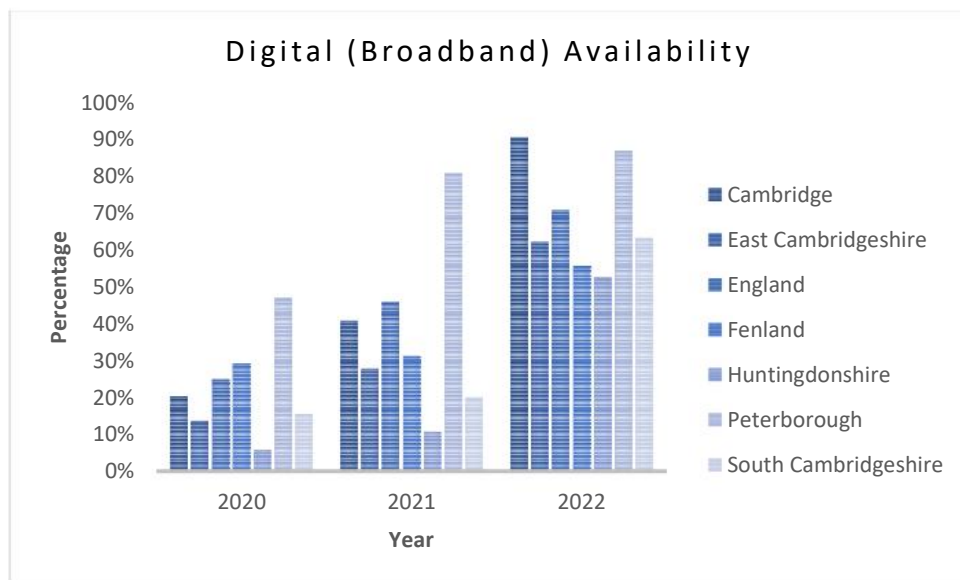
### Methodology of collecting the data

Currently, regional data for this data is not available. We will commission collection and reporting of new data to support the performance monitoring of any transport projects connected to this indicator.

### *C11 – Digital (broadband) availability*

#### What will this indicator show and assess?

This indicator monitors the proportion of households that have access to broadband internet services within our region, providing critical information on the level of digital connectivity and availability. Below shows the internet coverage in the regions from 2020 to 2022.



Source: [Connected Nations 2022: data downloads - Ofcom](#)

### Methodology of collecting the data

The data on regional fixed broadband coverage is collected from several operators. Internet operators are asked to provide data for each address where a service is provided or available. This premises data from Ordnance Survey Address Base Premium is combined with additional geographical classification from the Office of National Statistics (ONS) Postcode Lookup. Data for this indicator is collected annually.

## *C12 – Proportion of fully accessible buses on certain routes or areas*

### **What will this indicator show and assess?**

This indicator monitors the percentage of buses that are fully accessible for people with disabilities on selected regional routes or areas. Bus accessibility includes features such as audio and visual announcements, wheelchair ramps and lower flooring. By assessing this indicator, we can identify areas or routes with insufficient accessibility and improve inclusivity.

### **Methodology of collecting the data**

There are no data currently for fully accessible buses in the region. To keep robust figures on improving transport connectivity, we will commission data collection and reporting for performance evaluation.

## **Productivity**

Indicators
P1 - Number of peak hour vehicle journeys
P2 - Journey time reliability on strategic routes during the AM peak
P3 - Key route network speed (AM peak)
P4 - Percentage change in peak period journey time along key routes and corridors (by vehicle type)

### *P1 - Number of peak hour vehicle journeys*

#### **What will this indicator show and assess?**

This productivity indicator monitors the total count of vehicle journeys during peak hours in the region. By tracking this indicator, we can identify high demand for travel and reducing congestion during the morning peak.

#### **Methodology of collecting the data**

We currently do not have access to this data. We will work with partners to receive and monitor data for this indicator.

### *P2 - Journey time reliability on strategic routes during the AM peak*

#### **What will this indicator show and assess?**

This indicator measures the consistency and predictability of travel time on major routes in the region during morning rush hour. It is calculated by comparing the actual travel time with the expected or planned travel time. This indicator enables us to provide insight in improving road congestion, transportation capacity, and public health effects.

#### **Methodology of collecting the data**

We currently do not have access to this data. We will work with partners to receive and monitor data for this indicator.

### *P3 - Key route network speed (AM peak)*

#### **What will this indicator show and assess?**

The average speed of vehicles on key routes during the morning peak is measured. Effective monitoring of this indicator will provide information on longer commutes and increased

congestion. This allows informed decisions on road, signal timing, and public transport improvements.

#### **Methodology of collecting the data**

We currently do not have access to this data. We will work with partners to receive and monitor data for this indicator.

#### *P4 - Percentage change in peak period journey time along key routes and corridors (by vehicle type)*

##### **What will this indicator show and assess?**

This indicator will monitor the percentage change in travel time during peak hours on specific routes for different types of vehicles (e.g., cars, buses, etc.). It is important to assess this indicator to identify traffic inefficiencies and help prioritise investments to improve travel times.

#### **Methodology of collecting the data**

We currently do not have access to this data. We will work with partners to receive and monitor data for this indicator.

## **Climate Change and Environment**

Indicators
CE1 - Trips per person by mode of transport or journey purpose
CE2 - Proportion of urban trips under five miles taken by walking & cycling
CE3 - Proportion of urban trips under five miles taken by Public Transport
CE4 - Proportion of plug-in vehicles
CE5 - Per capita transport carbon emissions
CE6 - Number of charge points available to the public

#### *CE1 - Trips per person by mode of transport or journey purpose*

##### **What will this indicator show and assess?**

This indicator will monitor the number of trips made by individuals using different modes of transport (walking, cycling, public transport, and private vehicles) or for different journey purposes (commuting, leisure, or shopping). By measuring this indicator, we can evaluate travel behaviour or residents and identify opportunities to shift towards more sustainable modes of transport.

#### **Methodology of collecting the data**

There are currently no regional data available for this indicator for journey purpose. We will commission new data to support the monitoring and evaluation of this indicator.

#### *CE2 - Proportion of urban trips under five miles taken by walking & cycling*

##### **What will this indicator show and assess?**

The percentage of short urban trips that are made by walking or cycling instead of vehicles are measured for our region. By monitoring this indicator, the CPCA can provide insight in the level of active travel in the local authorities and help identify areas where walking and cycling may need to be improved or promoted.

### Methodology of collecting the data

We do not currently have any available distance based urban trip data by walking and cycling. New data will be commissioned to monitor the indicator.

### CE3 - Proportion of urban trips under five miles taken by Public Transport

#### What will this indicator show and assess?

This indicator will monitor the percentage of total urban trips by public transport that are less than five miles. Measuring this indicator will identify the potential in reducing traffic congestion, improving confidence in public transportation and carbon emissions from private vehicles.

### Methodology of collecting the data

Like CE2, we do not have any usable data for urban public transport trips under five miles for the region. We will commission an annual data collection and reporting to closely monitor and evaluate these climate indicators.

### CE4 - Proportion of plug-in vehicles

#### What will this indicator show and assess?

This indicator will measure the percentage of registered vehicles in the region that are electric or hybrid electric. By monitoring this indicator, we can provide insight into the level of adoption of low-emission vehicles in the region and a shift towards sustainable transport options and reduced transport emissions.

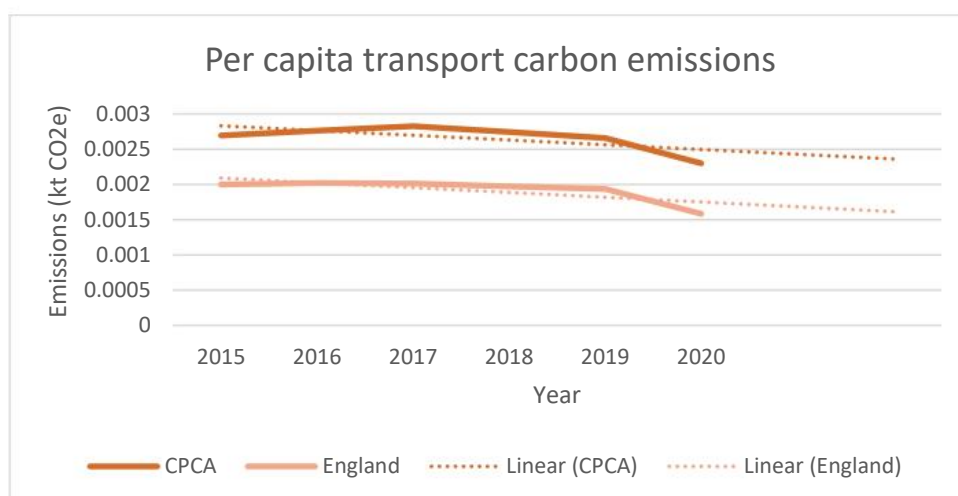
### Methodology of collecting the data

We currently do not have any available data accessible for this indicator. We will commission collection and reporting of data to clearly monitor electric vehicle performance.

### CE5 - Per capita transport carbon emissions

#### What will this indicator show and assess?

This is a key measurable of the amount of greenhouse gas emissions produced by an individual because of transport activity. This indicator provides a way to track progress towards reducing carbon emission from transportation, helping to promote sustainable mode shares or low-emission vehicles.



Source: [UK local authority and regional greenhouse gas emissions national statistics, 2005 to 2020 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/uk-local-authority-and-regional-greenhouse-gas-emissions-national-statistics-2005-to-2020)

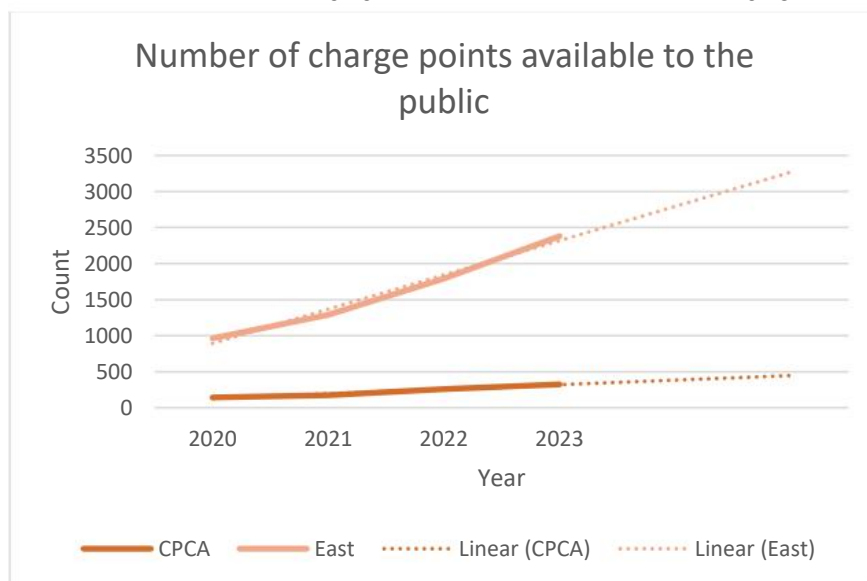
### Methodology of collecting the data

The data for this indicator is collected by the Department for Business, Energy & Industrial Strategy (BEIS). The estimates are generated and compiled by the UK Greenhouse Gas Inventory (GHGI) and reported annually. The emissions are reported on an end user basis, where the energy consumed by the final consumer reflects the total emissions relating to that energy use.

### CE6 - Number of charge points available to the public

#### What will this indicator show and assess?

This indicator measures the publicly accessible charging points for electric vehicles in each area. Data starts from 2020 with the current release in 2023.



Source: [Electric vehicle charging device statistics: January 2023 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/electric-vehicle-charging-device-statistics-january-2023)

### Methodology of collecting the data

This data is collected by the Department for Transport (DfT) and collaborating with the electric and charging point platform Zap-Map. The statistics provide the number of publicly available electric vehicle charging devices and rapid charging devices in the UK. Data is collected on a quarterly basis.

## Health

Indicators
H1 - Proportion of people within 15 minutes of green open space
H2 - Percentage of deaths attributed to particulate air pollution
<b>Error! Reference source not found.</b>
H4 - Levels of noise pollution
H5 - Levels of light pollution
H6 - Levels of air pollution
H7 - Transport related Air Quality Management Areas (AQMAs)
H8 -
H9 - Length of cycleway per district

### *H1 - Proportion of people within 15 minutes of green open space*

#### **What will this indicator show and assess?**

This indicator measures the percentage of the population living within a 15-minute walk of publicly accessible green open spaces, such as parks, playgrounds, and public gardens. By assessing this indicator for the region, we can help track progress in increasing access to green open space and promote a more sustainable and healthier urban environment.

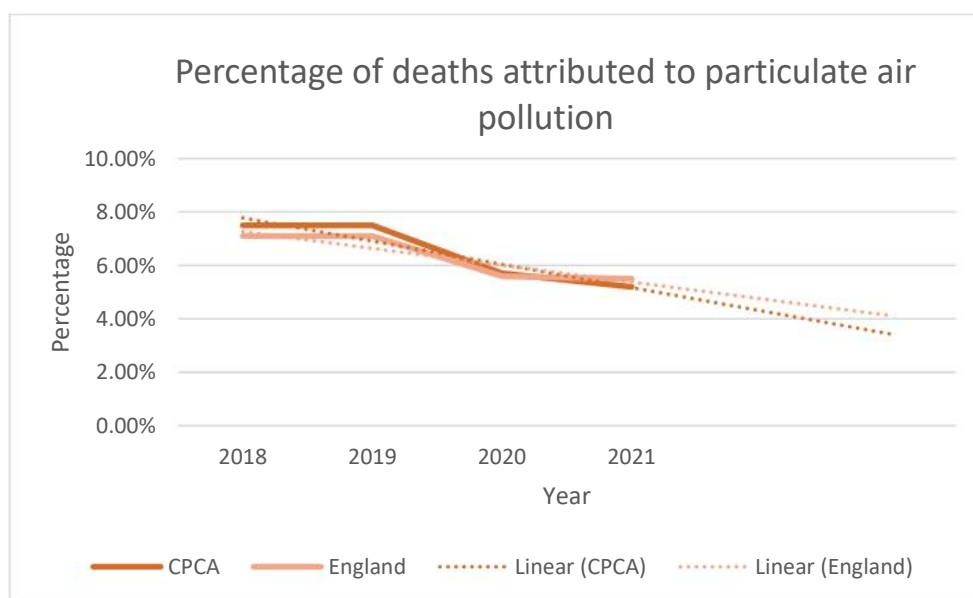
#### **Methodology of collecting the data**

The CPCA does not have any available data currently that will measure this indicator accurately. We will commission data collection and reporting to evaluate impacts of any projects that relate to this indicator.

### *H2 - Percentage of deaths attributed to particulate air pollution*

#### **What will this indicator show and assess?**

Current data on this indicator can be seen below from the year 2018 to 2021.



Source: [Public health profiles - OHID \(phe.org.uk\)](https://publichealthprofiles.org.uk)

#### **Methodology for collecting the data**

This data is collected by the Office of Health Improvement and Disparities (OHID), part of Public Health England. Particulate air pollution concentrations for each lower tier LA are calculated by approximating LA boundaries to a 1km-by-1km grid and using census population data. These concentrations are then used for estimating the mortality burden attributable to particulate air pollution. Data is collected on an annual basis.

### *H3 - Percentage increase use of cycling*

#### **What will this indicator show and assess?**

This indicator monitors the change in the proportion of trips made by cycling over a specific period of time in the region. It will monitor the effectiveness of promoting cycling as a mode of transport and provisions to improve the cycling infrastructure.

### **Methodology of collecting the data**

The data on this indicator is currently incomplete with missing local authorities. We will commission collection and reporting of new data to track the performance of interventions by the CPCA.

#### *H4 - Levels of noise pollution*

##### **What will this indicator show and assess?**

This indicator refers to the measurement of sound levels in the region, caused by various transportation modes such as cars, trains and airplanes. This will monitor and help the CPCA understand levels of noise pollution from traffic and take appropriate actions to mitigate negative health impacts.

### **Methodology of collecting the data**

Currently, the available data for our region is incomplete and will need commissioning to accurately monitor this indicator. We will commission data collection and reporting.

#### *H5 - Levels of light pollution*

##### **What will this indicator show and assess?**

This indicator highlights the amount of artificial light that is present in the area, often in urban areas, that cause a significant increase in ambient light levels that can lead to light pollution. The bright headlights of cars, trucks, and other vehicles can contribute significantly to light pollution due to its intensity that can be blinding to other drivers and pedestrians. By monitoring this for the region, we can take action to address health, safety, and environmental effects.

### **Methodology of collecting the data**

Currently, the available data for our region is incomplete and will need commissioning to accurately monitor this indicator. We will commission a biyearly collection and reporting to get access to pollution data.

#### *H6 - Levels of air pollution*

##### **What will this indicator show and assess?**

This indicator will track the concentration of harmful particles and gases in the air, such as nitrogen dioxide, sulphur dioxide and particulate matter that can have significant negative impacts on human health. By monitoring this indicator, we can monitor the performance of strategies to reduce air pollution from transportation.

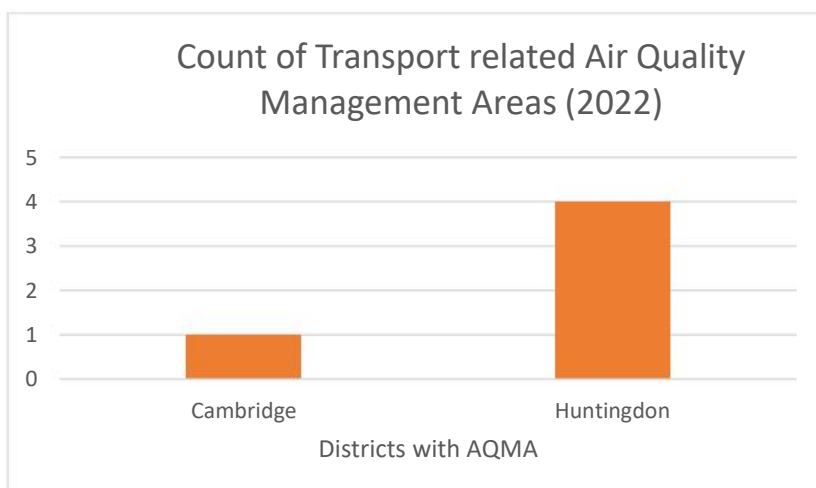
### **Methodology of collecting the data**

The data available for this indicator are available. We will commission a biyearly reporting of data to support the monitoring and evaluation of this indicator.

#### *H7 - Transport related Air Quality Management Areas (AQMAs)*

##### **What will this indicator show and assess?**

This indicator shows areas designated by local authorities where air quality standard is being exceeded due to transport-related emissions. This indicator links to the serious implication on health and climate. By measuring the number of transport related AQMAs, the effects of emissions reduction programs and policies affecting those areas can be monitored.



Source: [Air Quality Management Areas \(AQMA\) - Defra, UK](#)

### Methodology for collecting the data.

The data for the AQMAs are carried out by DEFRA and measure the air pollution for each Local Authority to make sure that the national air quality objectives are achieved. An AQMA is declared if a Local Authority is not likely to achieve these objectives. Data on new AQMAs are collected annually but reviewing current AQMAs are done case by case depending on pollutant type.

### *H8 – Nitrogen dioxide levels from traffic*

#### What will this indicator show and assess?

This indicator monitors the levels of nitrogen dioxide (NO<sub>2</sub>) in the air that are primarily caused by vehicle emissions. NO<sub>2</sub> is a harmful air pollutant and assessing the levels for the region can help us to prioritise sustainable modes of transport and reduce the negative effects of transportation on air quality.

#### Methodology of collecting the data

There are currently no available data for traffic specific nitrogen dioxide levels for the region. We will commission collection and reporting of data to support and monitor this health indicator.

### *H9 – Length of cycleway per district*

#### What will this indicator show and assess?

This indicator measures the total length of cycleways in the region. By monitoring this indicator, we can provide insight on the availability and quality of the cycling infrastructure.

#### Methodology of collecting the data

We currently do not have access to this data. We will work with partners to receive and monitor data for this indicator.



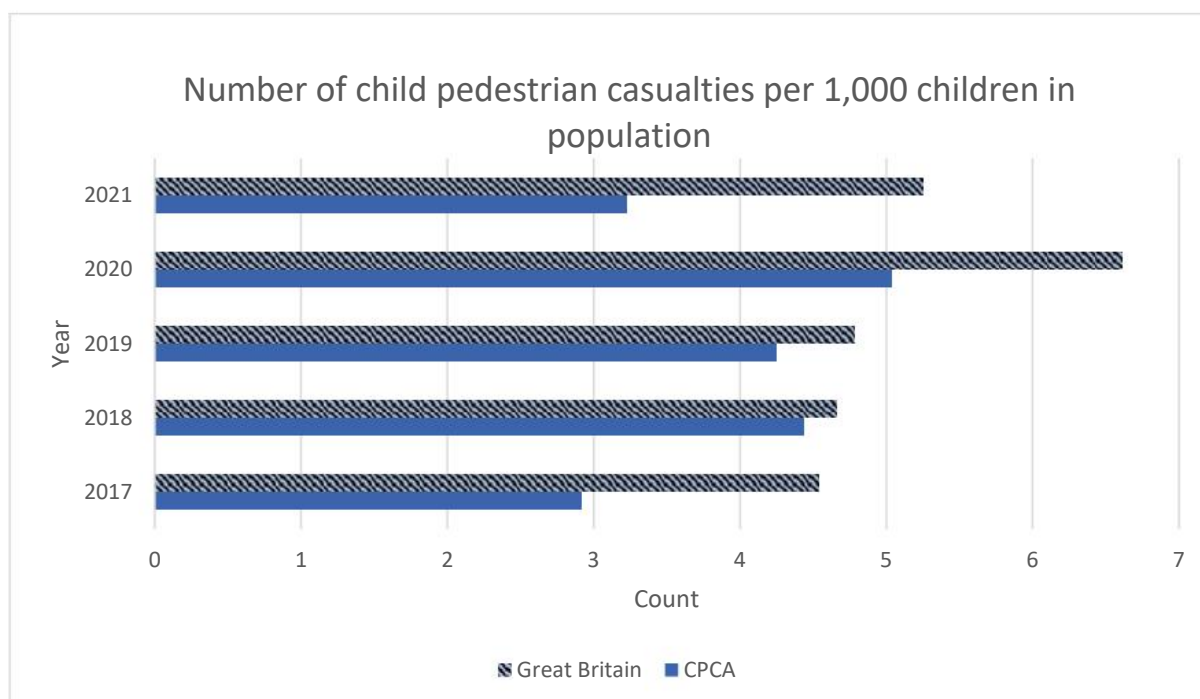
## Safety

Indicators
S1 - Number of child pedestrian casualties per 1,000 children in population
S2 – Number of highway casualtiesS2 – Number of highway casualties
S3 - Proportion of people who say they do not use public transport because of fear of crime
S4 – Killed or seriously injured (KSI) casualties in 10% most deprived areas
S5 – Killed and seriously injured (KSI) casualties by road user type and district
S6 – Killed and seriously injured (KSI) casualties by user type vs user type

### *S1 - Number of child pedestrian casualties per 1,000 children in population*

#### **What will this indicator show and assess?**

This indicator will monitor road safety data for child pedestrians. This will enable us to identify areas where safety improvements can be made and evaluate the impact of any projects that aim to improve road safety for children, such as dedicated, pedestrian crossing, pavement, and pedestrian-only areas. Current data on this indicator can be seen below compared to Great Britain from 2017 to 2021.



Source: [Road traffic statistics - About \(dft.gov.uk\)](https://www.dft.gov.uk/road-traffic-statistics/about)

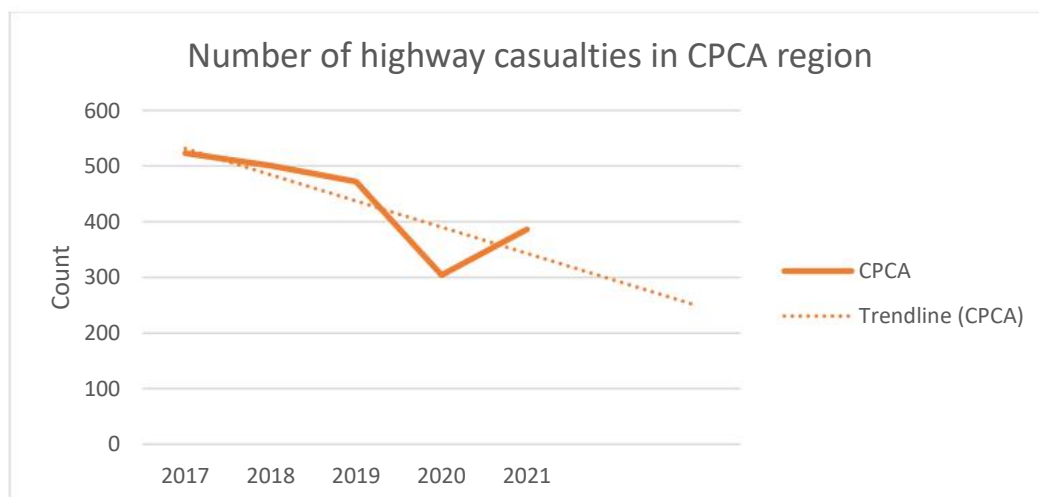
#### **Methodology for collecting the data**

The DfT collects road traffic statistics mostly based on injury collision reported to the police through statistical form inputting using the STATS19 guidance, but police forces can use any technology to approach the reporting of data. The STATS19 form collects collision, vehicle, casualty, and contributory factors that caused the incident. Data is collected on annual basis.

## S2 – Number of highway casualties

### What will this indicator show and assess?

This indicator monitors casualties by road type and is essential to highlight safety improvements for the community. Data is only available for the region, not specific districts from 2017 to 2021.



Source: [Road traffic statistics - About \(dft.gov.uk\)](https://www.dft.gov.uk/road-traffic-statistics/about)

### Methodology of collecting the data

The DfT collects road traffic statistics mostly based on injury collision reported to the police through statistical form inputting using the STATS19 guidance, but police forces can use any technology to approach the reporting of data. The STATS19 form collects collision, vehicle, casualty, and contributory factors that caused the incident. Data is collected on annual basis.

## S3 - Proportion of people who say they do not use public transport because of fear of crime

### What will this indicator show and assess?

This indicator refers to the percentage of people who report that fear of crime is a barrier to their use of public transport. Monitoring this indicator is important to assess for us to identify the perception of safety among public transport users that can impact overall ridership and public transport accessibility.

### Methodology of collecting the data

There are no data currently available to measure this indicator. However, we will commission data collection and reporting to support safety interventions.

## S4 – Killed or seriously injured (KSI) casualties in 10% most deprived areas

### What will this indicator show and assess?

This indicator will monitor the number of people that have been killed or seriously injured in road traffic accidents in the 10% most deprived areas of Cambridgeshire and Peterborough. By monitoring this indicator, we can identify levels of vulnerability to road traffic accidents and prioritise safety interventions.

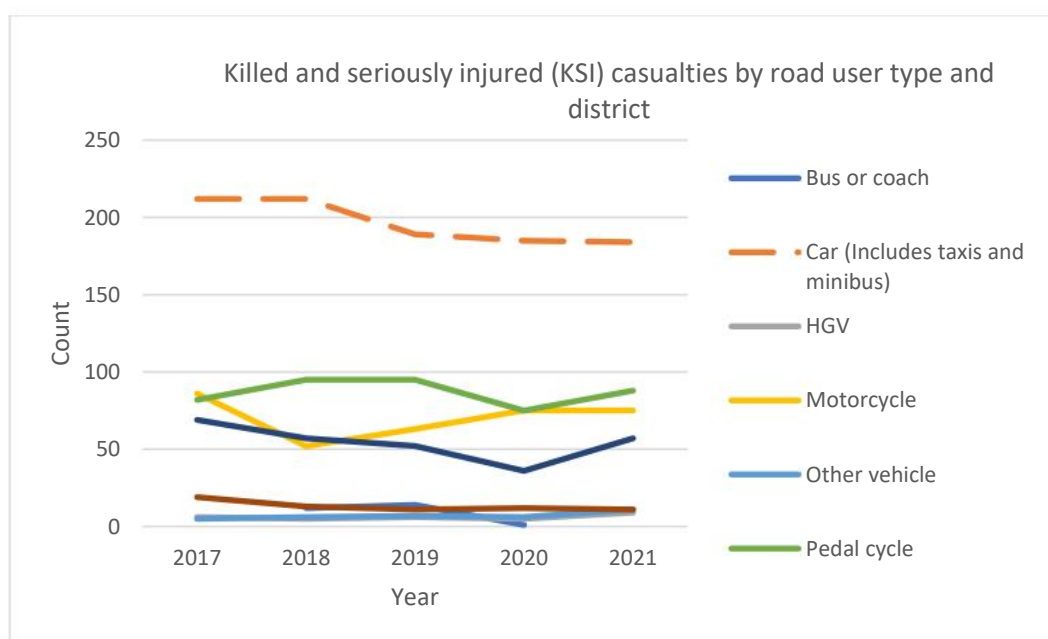
### Methodology of collecting the data

There are currently no available data for KSI casualties by lower-layer super output area. We will commission an annual collection and reporting of new data to support the monitoring and evaluation of this indicator.

### *S5 – Killed and seriously injured (KSI) casualties by road user type and district*

#### **What will this indicator show and assess?**

In this KSI indicator, road user type is considered and will identify the people in casualties categorised by transport type. The current data available shows data for the region from 2017 to 2021.



Source: [Road traffic statistics - About \(dft.gov.uk\)](https://www.gov.uk/government/statistics/road-traffic-statistics-about)

#### **Methodology of collecting the data**

The DfT collects road traffic statistics mostly based on injury collision reported to the police through statistical form inputting using the STATS19 guidance, but police forces can use any technology to approach the reporting of data. The STATS19 form collects collision, vehicle, casualty, and contributory factors that caused the incident. To obtain data for the Local Authority, we will need to collaborate with district police to have a better representation for the CPCA region. Data is collected on annual basis.

### *S6 – Killed and seriously injured (KSI) casualties by user type vs user type*

#### **What will this indicator show and assess?**

This will monitor the number of road casualties that are categorised by both road users that are involved in the incident. This can be presented in a matrix format where the columns represent the type of user at fault, and the rows represent the type of user who is the victim. Monitoring this indicator will give the ability to prioritise investment for vulnerable road users and make necessary adjustments to improve road safety.

#### **Methodology of collecting the data**

The current data available from the DfT does not include filtering for the categories of the indicator description. We will commission reporting of the data to capture this indicator.