Monitoring and Performance

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1   Overview

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.

The Combined Authority will at all times aim investment in the transport network that offers the best value for money for Cambridgeshire and Peterborough. The performance indicators will be essential to the Combined Authority 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 LTCP.

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.

Figure xx shows the outcomes being sought to ensure the aims and objectives of this LTCP are achieved in a timely and effective manner. These are colour coded to the set of indicators that are best placed to demonstrate the impacts of the agreed transport priorities.

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 the intention of the Combined Authority 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 in 2022 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.
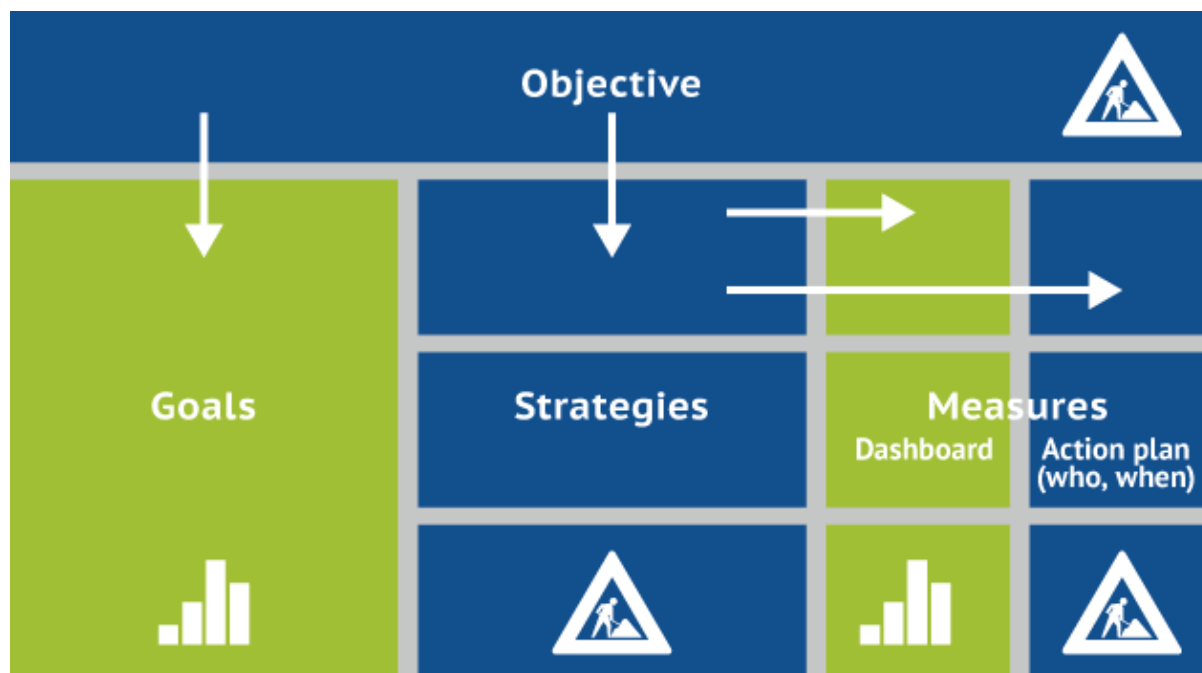
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Figure 1 - Needs a caption

2 Metrics

2.1 Connectivity

Indicators	Targets
- Mode share (cordons) - Proportion of households with access to cars by district - Proportion of households with access to cars by income - Public transport trips per person per year by household income % of households within 10 mins' walk of a bus stop with a service of at least once an hour - Car ownership by deprivation decile - Rail punctuality - Local bus passenger journeys originating in the authority area (million) - Average journey length by purpose and car ownership	- Digital (broadband) availability - Proportion of fully accessible buses on certain routes or in areas - Bus punctuality

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2.2 Productivity

Indicators	Targets
• Number of peak hour vehicle journeys	• Journey time reliability on strategic important routes during the AM peak • Key Route Network speed (AM peak) • % change in peak period journey time along key routes and corridors (by vehicle type)

2.3 Climate Change and Environment

Indicators	Targets
• Trips per person by mode of transport or journey purpose • Proportion of urban trips under five miles taken by (i) walking & cycling, (ii) Public Transport • % of plug-in vehicles	• Reduce per capita transport carbon emissions • Number of charge points available to the public

2.4 Health

Indicators	Targets
• Proportion of people within xx mins of green open space • % of deaths attributed to air pollution	• % increase use of cycling • Levels of noise pollution • Levels of light pollution • Levels of air pollution • Transport related AQMAs • Reduce levels of traffic derived Nitrogen Dioxide • Length of cycleway per district

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2.5 Safety

Indicators	Targets
• Number of child pedestrian casualties per 1,000 children in population • Reduce the number of highway casualties • Proportion of people who say they do not use public transport because of fear of crime • Child pedestrian accident rates • KSI casualties in 10% most deprived areas • KSI casualties by road user type and district • KSI casualties by user type vs user type	