Table 1: KPI Review

The following table shows a recommendation and rationale for each indicator (new and existing) featured in the LTCP. The key outlines RAG status definitions for estimated cost of commissioning data and value of insight gained which have been applied. For example, if the committee agree to our recommendation to amend indicator C2 to measure the average number of cars per dwelling by district, this has no cost as the data is publicly available and provides valuable insight to support monitoring the LTCP.

Data Commissioning Cost (estimated)		Valuable/Actionable Insight	
R	High	R	Low
A	Medium	A	Some
G	Low	G	High
Free	Free/No cost	N/a	Not assessable
N/a	Not assessable		

Theme	KPI	LTCP KPI	Recommendation	Rationale	RAG Status	
					Cost	Insight
Headline	HI1 (New)	Annual car and taxi vehicle miles (measures 15% reduction in car mileage by 2030)	Approve	Road traffic estimates showing Motor vehicle traffic (vehicle miles) for selected vehicle types are published annually by the Department for Transport (DfT) and data is available for Cambridgeshire and Peterborough.	Free	G
Connectivity	C1	Mode share (cordons)	No change	Road traffic data published by Cambridgeshire County Council covers some market towns and Cambridge. An internal data source has been identified to provide results for Peterborough.	Free	G

Theme	KPI	LTCP KPI	Recommendation	Rationale	RAG Status	
					Cost	Insight
Connectivity	C2	Proportion of households with access to cars by district	Amend KPI to: Average number of cars per dwelling by district.	Census data (previous source) is not updated annually. The total number of vehicles licensed, by district is published quarterly by the Driving Vehicle License Agency (DVLA) and DfT. This can be divided by the number of dwellings per district, issued by Ministry of Housing, Communities and Local Government (MHCLG) to give an average number per dwelling.	Free	G
Connectivity	C3	Proportion of households with access to cars by income	Amend KPI to: Average number of cars per residential property by income decile.	The total number of vehicles licensed, by Lower Super Output Area (LSOA) is published quarterly by DVLA and DfT and this can be divided by residential property counts to calculate the average number of cars per property. These can be aggregated to provide a Middle Super Output Area (MSOA) average which can be combined with MSOA level income estimates to allow us to show variation in car ownership levels by income decile.	Free	G
Connectivity	C4	Public transport trips per person per year by household income	Commission	There is no data source identified to measure this indicator. A survey would be required to collect this data and would require large sample sizes if results needed to split by district level. This would be new data but would be limited in terms of insight unless repeated annually.	A	A

Theme	KPI	LTCP KPI	Recommendation	Rationale	RAG Status	
					Cost	Insight
Connectivity	C5	Percentage of households within 10 minutes' walk of a bus stop with a service of at least once an hour	No change	This data is available from a system we can access which reports on bus services as logged on the DfT Bus Open Data Service (BODS). This will show the percentage of households within a 10 minutes' walk of a bus stop with a service of at least once an hour on average. The household numbers used are from the 2021 Census. Data will be based on buses running between 7am and 7pm on Mondays.	Free	G
Connectivity	C6	Car ownership by deprivation decile	Amend KPI to: Average number of cars per residential property by deprivation decile	Data is published quarterly by the DfT and DVLA which shows the number of cars by LSOA and this can be divided by residential property counts to calculate the average number of cars per property. This can be combined with data from the Indices of Deprivation 2019 to allow us to show variation in car ownership levels by deprivation decile.	Free	G
Connectivity	C7	Rail Punctuality	No change	There is no public data source identified to measure this indicator at the Combined Authority level. We therefore recommend using regional data from the Office of Rail and Road until we have fully explored whether an alternative can be developed. As CPCA has no powers relating to rail services, insight may not be actionable.	Free	R
Connectivity	C8	Bus Punctuality	No change	This will be defined as the percentage of scheduled buses departing between1 min early and 5:59 mins late for all bus stops. This will be calculated from real-time data reported from BODS. Data will be based on buses scheduled to depart between 07:00 and 18:59 on Monday to Fridays.	Free	G

Theme	KPI	LTCP KPI	Recommendation	Rationale	RAG Status	
					Cost	Insight
Connectivity	C9	Local bus passenger journeys originating in the authority area (million)	No change	Data for bus passenger journeys are based on several sources compiled from the Public Service Vehicle survey of over 500 local bus operators and provides a total for all bus journeys with no further breakdown. Data is collected on an annual basis and published by DfT. These are National Statistics produced to high standards.	**Free**	**A**
Connectivity	C10	Average journey length by purpose and car ownership	Commission	There is no data source identified to measure this indicator. Whilst the National Travel Survey collects similar data, sample sizes are limited so results would not be robust for the CPCA area. Commissioning collection and reporting of this data to support the monitoring of this indicator is likely to be expensive due to the detail to be collected from a survey.	**R**	**A**
Connectivity	C11	Digital (broadband) availability	No change	Data is collected annually from the Office of Communications (Ofcom) and published in the Connected Nations report.	**Free**	**G**
Connectivity	C12	Proportion of fully accessible buses on certain routes or areas	Report as 100% based on regulations requiring this for all buses	The Public Service Vehicles Accessibility Regulations (PSVAR) that govern access to buses and coaches required that all buses and coaches would be fully accessible by January 2017 at the latest. As the result will be 100%, this is what will be reported.	**Free**	**G**
Connectivity	C13 (New)	Percentage of all journeys in our towns and cities which are walked, wheeled, or cycled	Amend KPI to: Percentage of all journeys on specific routes in selected towns and cities which are walked, wheeled, or cycled	There is no way to measure all journeys across all towns and cities, however sensor data can be used to monitor this in specific locations on key routes in some places in the region. Currently it is only possible to include some routes in Cambridge and Peterborough so this will be the starting position for this metric.	**Free**	**G**

Theme	KPI	LTCP KPI	Recommendation	Rationale	RAG Status Cost	RAG Status Insight
Productivity	P1	Number of peak hour vehicle journeys	Commission	There is no data source identified to measure this indicator. Commission collection and reporting of this data to support the monitoring of this indicator (e.g. sensors).	N/a	N/a
Productivity	P2	Journey time reliability on strategic routes during the AM peak	Recommend: option b.	a) Retain measure - complex calculations using the National Highways Open Data RIS2 Metrics Peak time dataset and no benchmarking. b) Amend to measure: Journey time reliability on strategic routes (remove AM peak). This will enable the same data source to be re-used for P4 – if also agreed. Data is published annually by DfT, via the average delay (seconds per vehicle per mile) dataset, enables benchmarking and is not complex to calculate.	a) **A** b) **Free**	a) **G** b) **G**
Productivity	P3	Key route network speed (AM peak)	Recommend: option b.	a) Retain measure - complex calculations using the National Highways RIS2 Metrics Peak time dataset and no benchmarking. b) Amend to measure: Strategic route network speed (remove AM peak). Data is published by the DfT, via the Average Speed (miles per hour) dataset, enables benchmarking and is not complex to calculate.	a) **A** b) **Free**	a) **G** b) **G**

Theme	KPI	LTCP KPI	Recommendation	Rationale	RAG Status	
					Cost	Insight
Productivity	P4	Percentage change in peak period journey time along key routes and corridors (by vehicle type)	Recommend: option b.	a) Retain measure - If there is a requirement to include vehicle type and peak period, we will commission collection and reporting of this data to support the monitoring of this indicator. b) Amend to measure: Percentage change in journey time along strategic routes. This removes peak period and vehicle type and is linked to the amended metric proposed for P2.	a) **R** b) **Free**	a) **G** b) **A**
Climate Change and Environment	CE1	Trips per person by mode of transport or journey purpose	Commission	There is no data source identified to measure this indicator. As for some other indicators, the National Travel Survey collects similar data, sample sizes are limited so results would not be robust for the CPCA area. Commissioning collection and reporting of this data to support the monitoring of this indicator is likely to be expensive due to the detail to be collected from a survey.	**R**	**A**
Climate Change and Environment	CE2	Proportion of urban trips under five miles taken by walking & cycling	Commission	There is no data source identified to measure this indicator. As for some other indicators, the National Travel Survey collects similar data, sample sizes are limited so results would not be robust for the CPCA area. Commissioning collection and reporting of this data to support the monitoring of this indicator is likely to be expensive due to the detail to be collected from a survey.	**R**	**R**

Theme	KPI	LTCP KPI	Recommendation	Rationale	RAG Status	
					Cost	Insight
Climate Change and Environment	CE3	Proportion of urban trips under five miles taken by Public Transport	Commission	There is no data source identified to measure this indicator. As for some other indicators, the National Travel Survey collects similar data, sample sizes are limited so results would not be robust for the CPCA area. Commissioning collection and reporting of this data to support the monitoring of this indicator is likely to be expensive due to the detail to be collected from a survey.	**R**	**R**
Climate Change and Environment	CE4	Percentage of plug-in vehicles	No change	A combination of statistics published quarterly by the DfT and DVLA about vehicle licensing and registered vehicles is used to generate this measure.	**Free**	**G**
Climate Change and Environment	CE5	Per capita transport carbon emissions	No change	The UK local authority and regional greenhouse gas emissions national statistics data published by the Department for Energy Security and Net Zero is used to generate this measure.	**Free**	**G**
Climate Change and Environment	CE6	Number of charge points available to the public	No change	The Electric vehicle charging device statistics, published quarterly by DfT and the Office for Zero Emission Vehicles are used to generate this measure.	**Free**	**G**
Climate Change and Environment	CE7 (New)	Percentage uplift in biodiversity from new transport infrastructure delivered/enabled by CPCA	Approve	There is a requirement for new planning applications to deliver biodiversity net gain. Plans to deliver this will be set out in internal documentation such as project plans and planning applications.	**Free**	**G**

Theme	KPI	LTCP KPI	Recommendation	Rationale	RAG Status	
					Cost	Insight
Health	H1	Proportion of people within 15 minutes of green open space	Amend KPI to: Percentage of households with access to all green space with a distance threshold of 1 km.	The dataset Access to green space in England published by Department for Environment, Food and Rural Affairs (DEFRA) reports on households rather than people. DEFRA advise that 1km is equivalent to 15 minutes walking time.	**Free**	**G**
Health	H2	Percentage of deaths attributed to air pollution	No change	Data is published by the Office of Health Improvement and Disparities (OHID), part of Public Health England and collected annually.	**Free**	**G**
Health	H3	Percentage increase use of cycling	Amend KPI to: Percentage increase in adults who cycle at least once a month, for any purpose.	Amend the definition to align with the available dataset and define the frequency of cycling trips counted, for any purpose. Statistics on walking and cycling (based on the National Travel Survey and Active Lives Survey) is updated and published annually by DfT.	**Free**	**G**
Health	H4	Levels of noise pollution	Commission	There is no data source identified to measure this indicator. This needs to be more clearly defined with regards to what types of noise needs to be monitored (e.g. noise from traffic or other modes of transport). Commission collection and reporting of this data to support the monitoring of this indicator (e.g. sensors).	N/a	N/a
Health	H5	Levels of light pollution	Commission	There is no data source identified to measure the amount of artificial light present. Commission collection and reporting of this data to support the monitoring of this indicator (e.g. sensors).	N/a	N/a
Health	H6	Levels of air pollution	No change	This data is published annually by DEFRA, for all areas of the UK.	**Free**	**G**

Theme	KPI	LTCP KPI	Recommendation	Rationale	RAG Status Cost	RAG Status Insight
Health	H7	Transport related Air Quality Management Areas (AQMAs)	No change	The data is published by DEFRA and collected annually. We will need to contact each Local Authority to confirm how many AQMAs are transport related.	Free	G
Health	H8	Traffic derived Nitrogen Dioxide	Commission	There is no data source identified to measure this indicator. Commission collection and reporting of this data to support the monitoring of this indicator (e.g. sensors).	N/a	N/a
Health	H9	Length of cycleway per district	No change	A cycleway in this measure is defined as traffic free, shared use paths (pedestrians and cyclists together) and segregated cycle paths. This data is provided by Cambridgeshire County Council and is not currently available for Peterborough.	Free	G
Safety	S1	Number of child pedestrian casualties per 1,000 children in population	No change	Road Safety Statistics are published by DfT, collected annually and available for all Local Authorities.	Free	G
Safety	S2	Number of highway casualties	No change	Road Safety Statistics are published by DfT, collected annually and available for all Local Authorities.	Free	G
Safety	S3	Proportion of people who say they do not use public transport because of fear of crime	Commission	There is no data source identified to measure this indicator. A survey would be required to collect this data and would require large sample sizes if results needed to split by district level. This would be new data but would be limited in terms of insight unless repeated annually. Commission collection and reporting of this data to support the monitoring of this indicator.	R	G

Theme	KPI	LTCP KPI	Recommendation	Rationale	RAG Status	
					Cost	Insight
Safety	S4	Killed or seriously injured casualties in 10% most deprived areas	Amend KPI to: Killed or seriously injured casualties by deprivation decile of driver of casualty vehicle.	If the measure is changed to record the deprivation decile of the driver of the casualty vehicle, Road Safety Statistics published by DfT is available, collected annually and at Local Authority level.	Free	G
Safety	S5	Killed or seriously injured casualties by road user type and district	No change	Peterborough data is available via the Road Safety Statistics collected annually by DfT. Cambridgeshire Road Traffic Collision Data is published annually by Cambridgeshire County Council.	Free	G
Safety	S6	Killed or seriously injured casualties by user type vs user type	No change	Road Safety Statistics are published by DfT, collected annually and available for all Local Authorities.	Free	G