

Produced on: 20 September 2023



# Performance Report

## Quarter 1

### 2023/24 financial year

#### Highways and Transport Committee

Governance & Performance  
Cambridgeshire County Council  
[business.intelligence@cambridgeshire.gov.uk](mailto:business.intelligence@cambridgeshire.gov.uk)

## Key



Data Item	Explanation
<b>Target / Pro Rata Target</b>	The target that has been set for the indicator, relevant for the reporting period
<b>Current Month / Current Period</b>	The latest performance figure relevant to the reporting period
<b>Previous Month / previous period</b>	The previously reported performance figure
<b>Direction for Improvement</b>	Indicates whether 'good' performance is a higher or a lower figure
<b>Change in Performance</b>	Indicates whether performance is 'improving' or 'declining' by comparing the latest performance figure with that of the previous reporting period
<b>Statistical Neighbours Mean</b>	Provided as a point of comparison, based on the most recently available data from identified statistical neighbours.
<b>England Mean</b>	Provided as a point of comparison, based on the most recent nationally available data
<b>RAG Rating</b>	<ul style="list-style-type: none"> <li>• <b>Red</b> – current performance is off target by more than 10%</li> <li>• <b>Amber</b> – current performance is off target by 10% or less</li> <li>• <b>Green</b> – current performance is on target by up to 5% over target</li> <li>• <b>Blue</b> – current performance exceeds target by more than 5%</li> <li>• <b>Baseline</b> – indicates performance is currently being tracked in order to inform the target setting process</li> <li>• <b>Contextual</b> – these measures track key activity being undertaken, to present a rounded view of information relevant to the service area, without a performance target.</li> <li>• <b>In Development</b> - measure has been agreed, but data collection and target setting are in development</li> </ul>
<b>Indicator Description</b>	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
<b>Commentary</b>	Provides a narrative to explain the changes in performance within the reporting period
<b>Actions</b>	Actions undertaken to address under-performance. Populated for 'red' indicators only
<b>Useful Links</b>	Provides links to relevant documentation, such as nationally available data and definitions

## Indicator 32a: Growth in cycling from a 2013 baseline

[Return to Index](#)

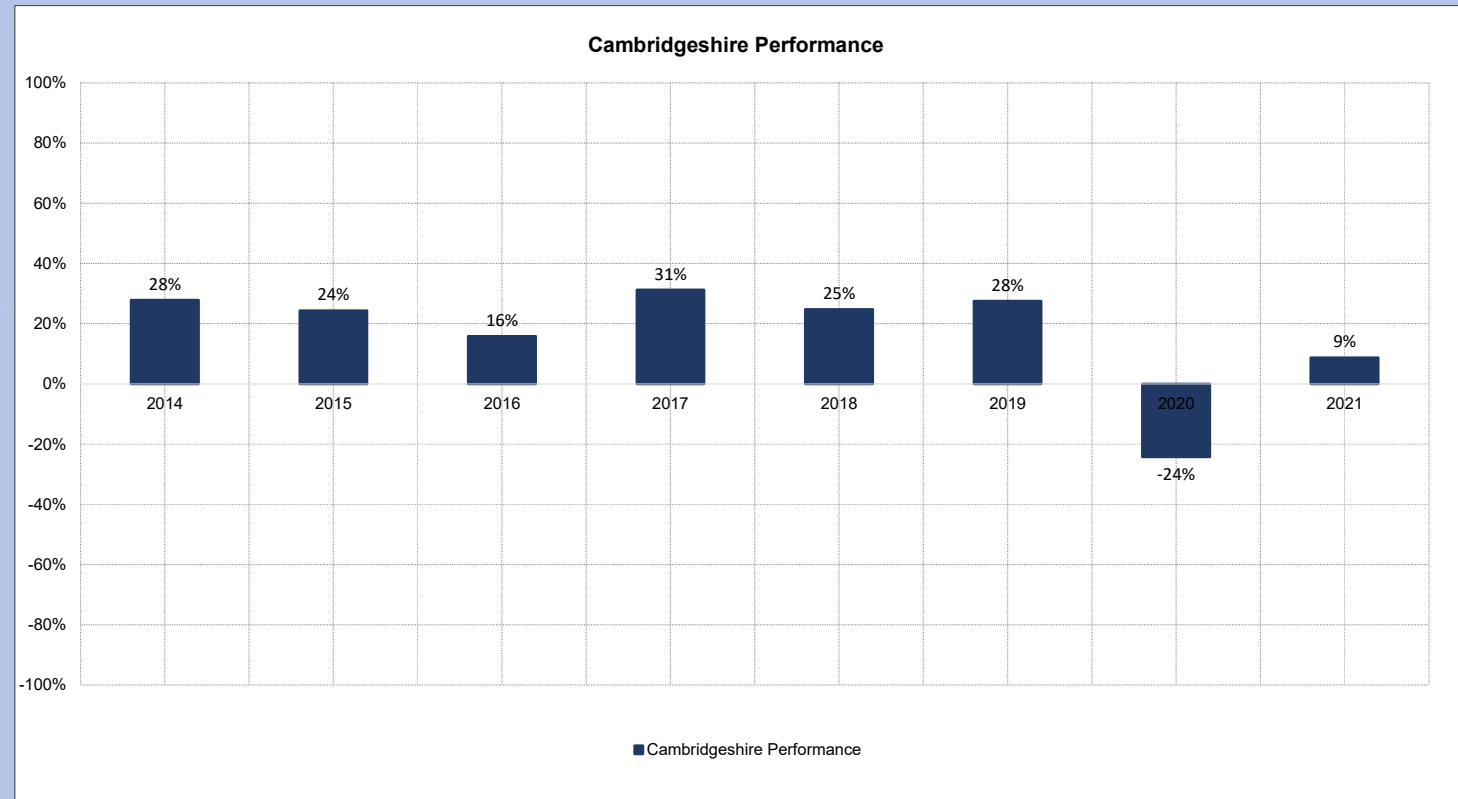
September 2023

Target	Direction for Improvement	Current Year	Previous Year	Change in Performance
Contextual	↑	8.7%	-24.3%	Improving
<b>RAG Rating</b>				
Contextual				

**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%), likely 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 dataset 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**

The figures shown are largely due to the pandemic, however officers have continued to progress delivery of active travel schemes, and are working to positively affect this KPI further, with significant opportunities in this regard. In Spring 2023, the Council established an Active Travel Centre of Excellence, following a successful bid to Active Travel England (through the CPCA) for Active Travel Capability and Ambition Funding. The new team will provide Active Travel expertise, develop a pipeline of Active Travel infrastructure improvements and secure funding for their delivery. Officers are also preparing for future rounds of Active Travel England capital funding.

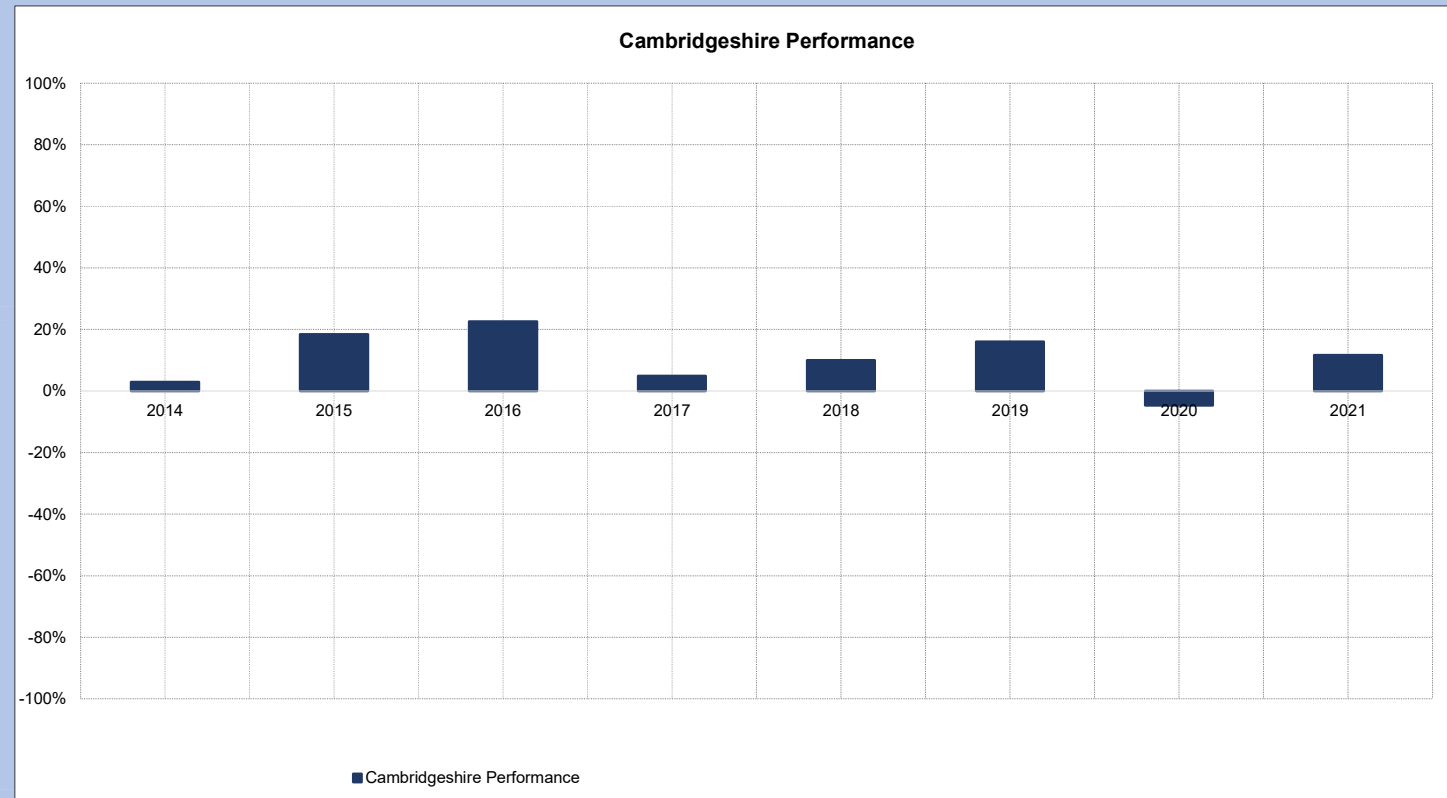
Target	Direction for Improvement	Current Year	Previous Year	Change in Performance
Contextual	↑	11.7%	-4.7%	Improving
RAG Rating				
Contextual				

### 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%), likely 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 dataset 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

This KPI is related to the pandemic and subsequent social changes, however officers are working across the Place and Sustainability Directorate and through the Active Travel Centre of Excellence to plan and deliver schemes/places where walking is an attractive and easy travel choice. Officers are preparing for future rounds of Active Travel England capital funding to support with improvements in this area.

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

[Return to Index](#)

September 2023

Target	Direction for Improvement	Current Year	Previous Year	Change in Performance
In Development	↓			
<b>RAG Rating</b>				
In Development				

## 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.

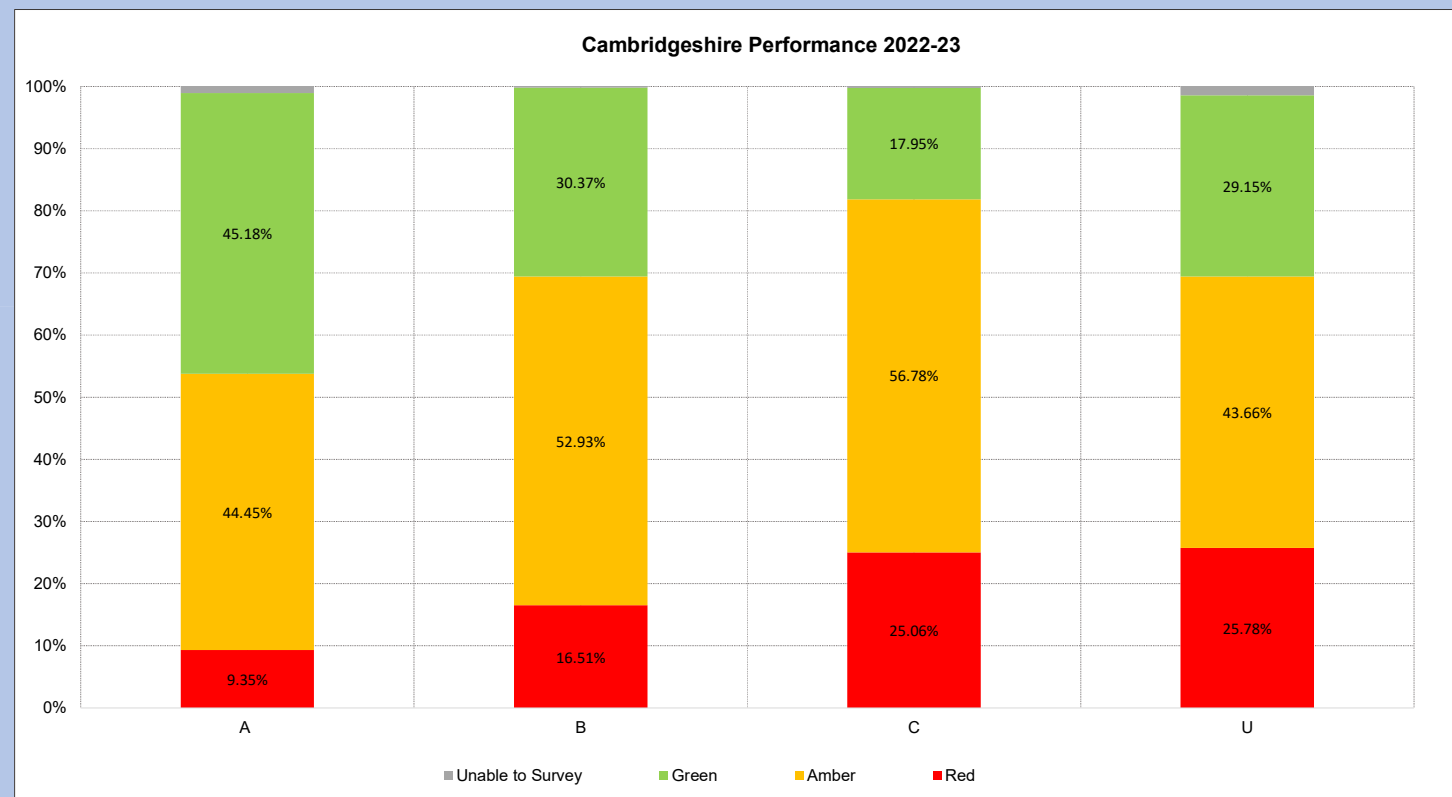
AMBER is where there are signs of wear in the surface.

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, the next of which will take place in September 2023.

Polarity is Low Red and High Green = Good



## 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 are considered red condition as per the national road condition indicator. Red is the percentage of the road network, by class, that requires major maintenance such as deep repairs and resurfacing now. The authority moved this year to a new method of survey which has resulted in a slight change to the results, as the survey method is a more accurate representation of the experience of the users than the previous method. Road condition is slowly getting worse as the road network ages and wear increases. The new survey is considered a more accurate representation of the experience of the users than the previous method. The survey also provides a broader, more useful range of data for the service to utilise. Road condition is slowly declining as the road network ages, wear increases and more defects occur.

## Useful Links

## Actions

To manage the decline, a number of network work level programmes are being carried out;

- Investment, through additional DfT Pothole funding, in proactive potholes maintenance repairs and increased reactive pothole repair resources.
- Planned patching regime including an assessment of new innovative and low carbon repair systems.
- Targeting Amber and Yellow roads, avoiding them becoming Red in the near future. These Asset Management led programmes require lower cost treatments, enabling more network to be treated per pound.
- Safe and Clear programme – targeted renewal of road markings.
- Safe and Dry programme – targeted renewal of highway drainage systems.
- Safe and Smooth programme – targeted programme of patching and surfacing.

These programmes all contribute to managing the state of the assets and providing a safe and functional network for all users.

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

Target	Direction for Improvement	Current Month	Previous Month	Change in Performance
208	↓	321	337	Improving

RAG Rating

Red

Indicator Description

Killed and seriously injured casualties is derived from Stats19 data.

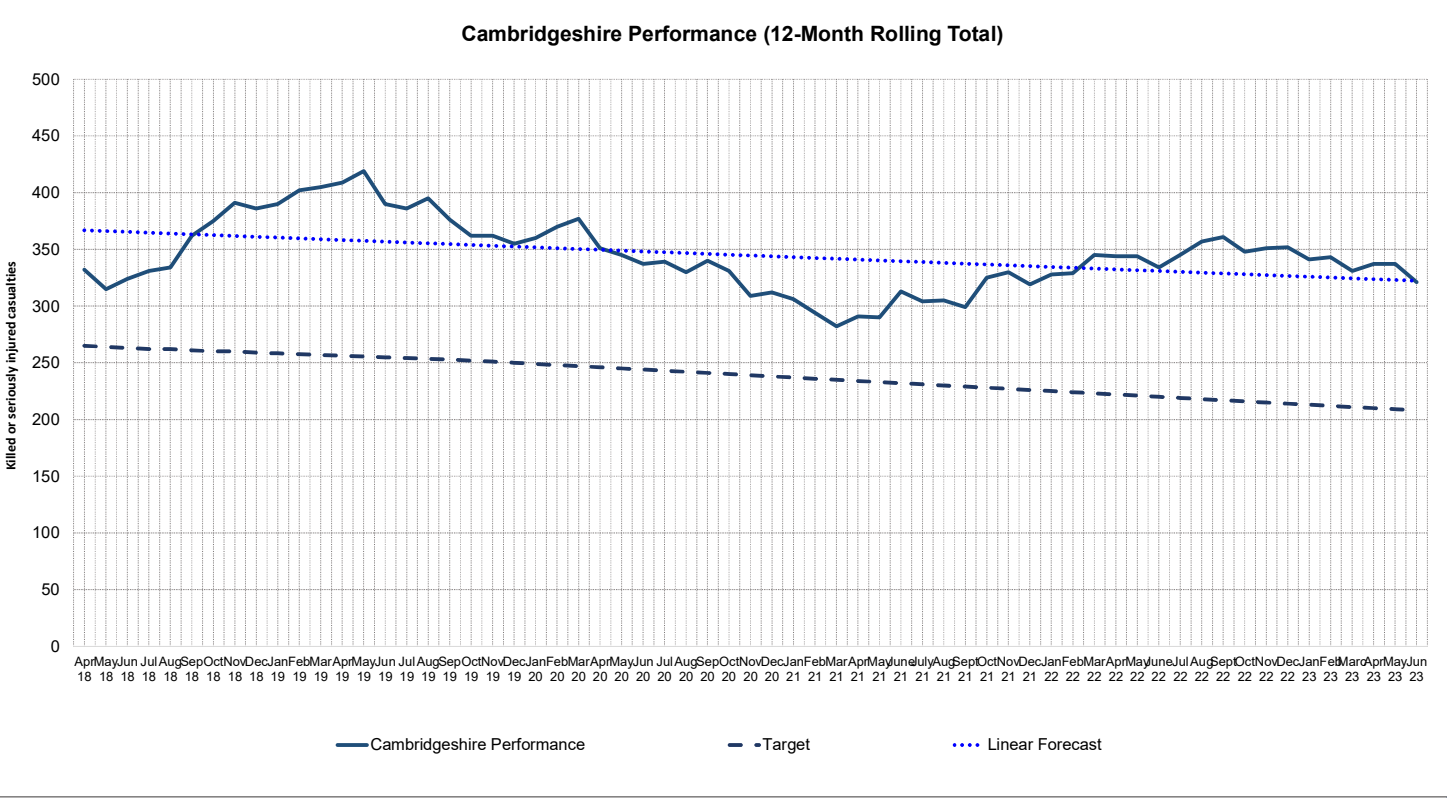
It is measured by the number of all people of all ages reported killed or seriously injured on Cambridgeshire roads over a 12 month rolling total.

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. There may be small differences in the historic monthly numbers since the last iteration of this report due to validation process by the DfT. Figures for 2022 are still provisional and may include accidents not confirmed as road traffic collisions by the DfT, such as suicides and medical episodes.

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.

The Killed or seriously injured casualties (12 month rolling total) has decreased from 341 at the start of 2023, to 321 as of June 2023. However, the rolling annual total remains well above the target of 208 for June 2023.

Actions

This indicator is being developed in line with national measure per km of road. Officers are also exploring whether progress can be presented against the Vision Zero Partnership's 50% reduction by 2030 goal.

## Indicator 238: Changes in traffic flows across Cambridgeshire from a 2013 baseline

[Return to Index](#)

September 2023

Target	Direction for Improvement	Current Year (2021)	Previous Year (2020)	Change in Performance
Contextual	↓	-9.9%	-26.8%	Declining
RAG Rating				
Contextual				

## Indicator Description

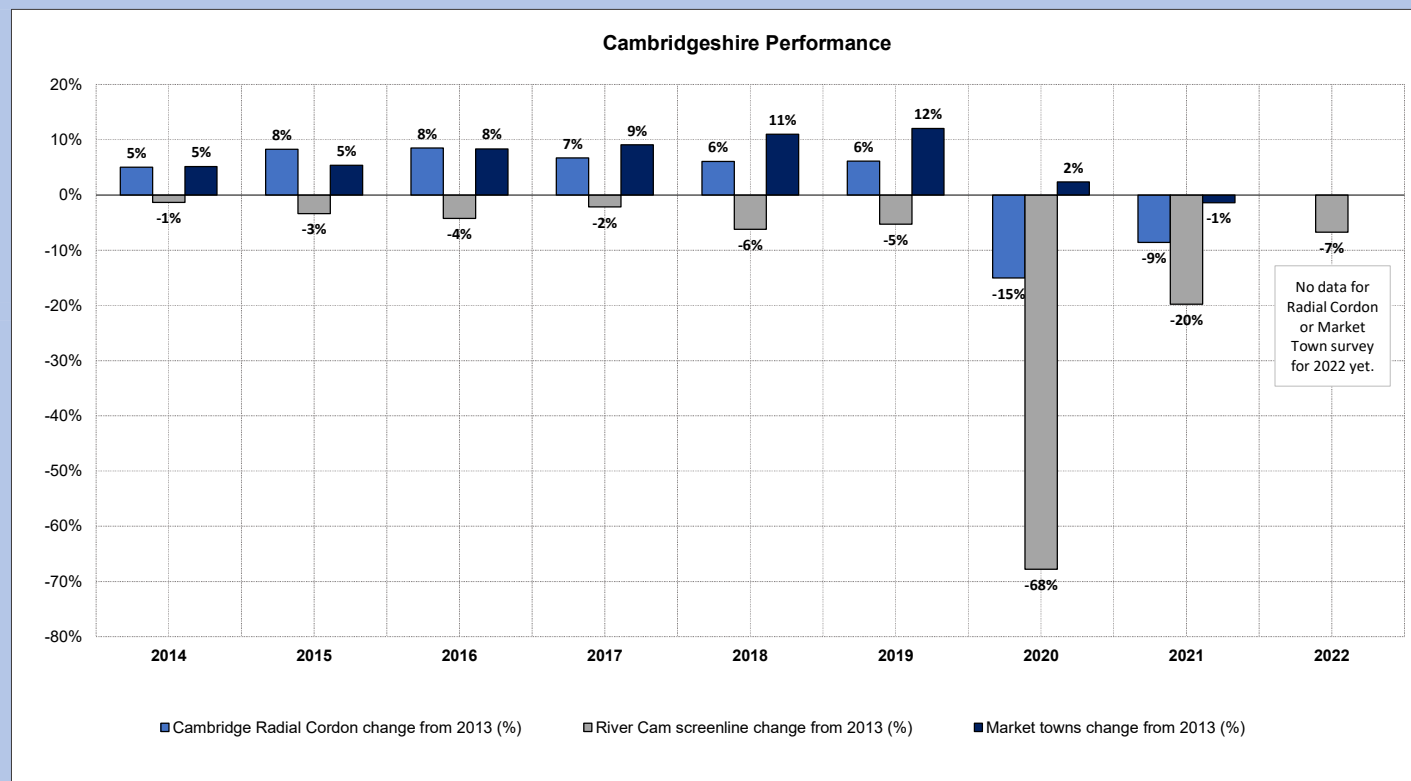
This indicator considers traffic volumes based on annual surveys undertaken across Cambridgeshire. Data from three annual surveys has been included: Cambridge Radial Cordon, River Cam Screenline and Market Towns survey.

The indicator shows the % change in traffic volumes from a 2013 baseline.

Data for the Radial Cordon and Market Town surveys is collected in October/November each year. Indicator percentages above are based on the last full year of data, in this case the 'current year' is 2021 and the 'previous year' is 2020.

## Useful Links

[Traffic Monitoring Report \(cambridgeshireinsight.org.uk\)](https://cambridgeshireinsight.org.uk)



## Commentary

**Cambridge Radial:** This survey monitors the number of motor vehicles entering and leaving Cambridge in a 12 hour day (7am to 7pm). The survey is usually undertaken in October.

**River Cam Screenline:** This survey monitors the number of motor vehicles every 12 hour day (7am to 7pm) across the River Cam screenline. The survey is usually undertaken in April.

**Market Town Survey:** This survey monitors 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 survey is usually undertaken in October/November.

Whilst traffic volumes remained fairly stable between 2014 and 2019, a distinct decrease can be seen in 2020 in all surveys, likely attributable to the impacts of the COVID-19 pandemic. 2021 traffic flow volumes increased for the Radial Cordon Survey and the River Cam Screenline Survey but the Market Towns survey continued to decrease from the 2014 baseline.

The movement in the Radial Cordon, River Cam Screenline and market town cordon surveys in 2021 reflected the increases back towards 'normal' levels of traffic as the country came out of pandemic restrictions. It is not possible to consider robustly how traffic levels have normalised in a post pandemic situation from the 2021 data alone.

## Actions