Appendix 1

Highways and Transport Committee

Quarterly Performance Report

Quarter 1, 2025/26 Financial Year

Produced on: 03 October 2025

Cambridgeshire County Council

Key

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 Comparable Period	The previously reported performance figure for comparison and trend analysis
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 comparable 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 • **Baseline** – indicates performance is currently being tracked in order to inform the target setting process • **Contextual** – these measures track key activity being undertaken, to present a rounded view of information relevant to the service area, without a performance target. • **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

Highways and Transport Committee Scorecard

KPI	Target	Direction for Improvement	Performance (Current Period)	Performance (Previous Comparable Period)	Change in Performance	RAG Rating
H&T 001 - Growth in cycling and pedestrians from a 2013 baseline (% change from 2013)	Contextual	Higher is better	+15%	+11%	↑	Contextual
H&T 002 - Changes in traffic flows across Cambridgeshire from a 2013 baseline (% change from 2013)	Contextual	Lower is better	0	+1%	↓	Contextual
H&T 003 - Number of road traffic collision cluster sites	Contextual	Lower is better	42	38	↑	Contextual
H&T 004 - Killed or seriously injured casualties (12 month rolling total)	286	Lower is better	335	345	↓	Red
H&T 005 - Proportion of Killed or seriously injured casualties who are defined as vulnerable road users (pedestrians, cyclists, motorcyclists, e-scooters, younger people and older people)	Contextual	Lower is better	68%	69%	↓	Contextual
H&T 006 - NHT Satisfaction Survey	42%	Higher is better	36%	38%	↓	Red
H&T 007 - Percentage of Category 1 & Category 2 defects repaired in line with Highways Operating Standards	90%	Higher is better	93%	93%	→	Green
H&T 008 - Percentage spend against forecasted budget of the Highways Capital Maintenance Programme	Contextual	Contextual	80.87%	n/a	n/a	Contextual
H&T 009 - Percentage of the A road network in Amber & Red condition	Contextual	Lower is better	25.80%	24.37%	↑	Contextual
H&T 009 - Percentage of the B road network in Amber & Red condition	Contextual	Lower is better	34.50%	33.80%	↑	Contextual
H&T 009 - Percentage of the C road network in Amber & Red condition	Contextual	Lower is better	38.70%	34.60%	↑	Contextual
H&T 009 - Percentage of the U road network in Amber & Red condition	Contextual	Lower is better	40.91%	35.00%	↑	Contextual

Indicator H&T 001: Growth in cycling and pedestrians from a 2013 baseline

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Target	Direction for Improvement	Current Year (2024)	Previous Year (2023)	Change in Performance
Contextual	↑	+15%	+11%	Improving

RAG Rating

Contextual

Indicator Description

This indicator shows the level of growth in cyclist and pedestrian volumes across Cambridgeshire. It shows a % change from a 2013 baseline, rather than showing the proportion of the population that cycle or walk.

The percentages in the boxes above are calculated based on the walking and cycling volumes.

Data for this indicator is sourced from CCC's annual traffic surveys that are carried out at over 100 locations across the county, including within the county's Market Towns and in/around the city of Cambridge. The traffic surveys are conducted by an external supplier using video cameras to capture footage which is then counted and manually classified by a human. The data is then provided to CCC.

The locations of CCC's annual traffic survey can be see on the 'Traffic Counts' map on the Cambridgeshire and Peterborough Insight website (link provided below). All sites from the Annual Town Monitoring, Annual Cambridge Radial, Annual Cycle Route Monitoring and Annual Cambridge River Screenline surveys with consistent data across all years are included in this comparison.

Due to data collection problems in Autumn 2022, reliable county-wide traffic count data is not available for 2022.

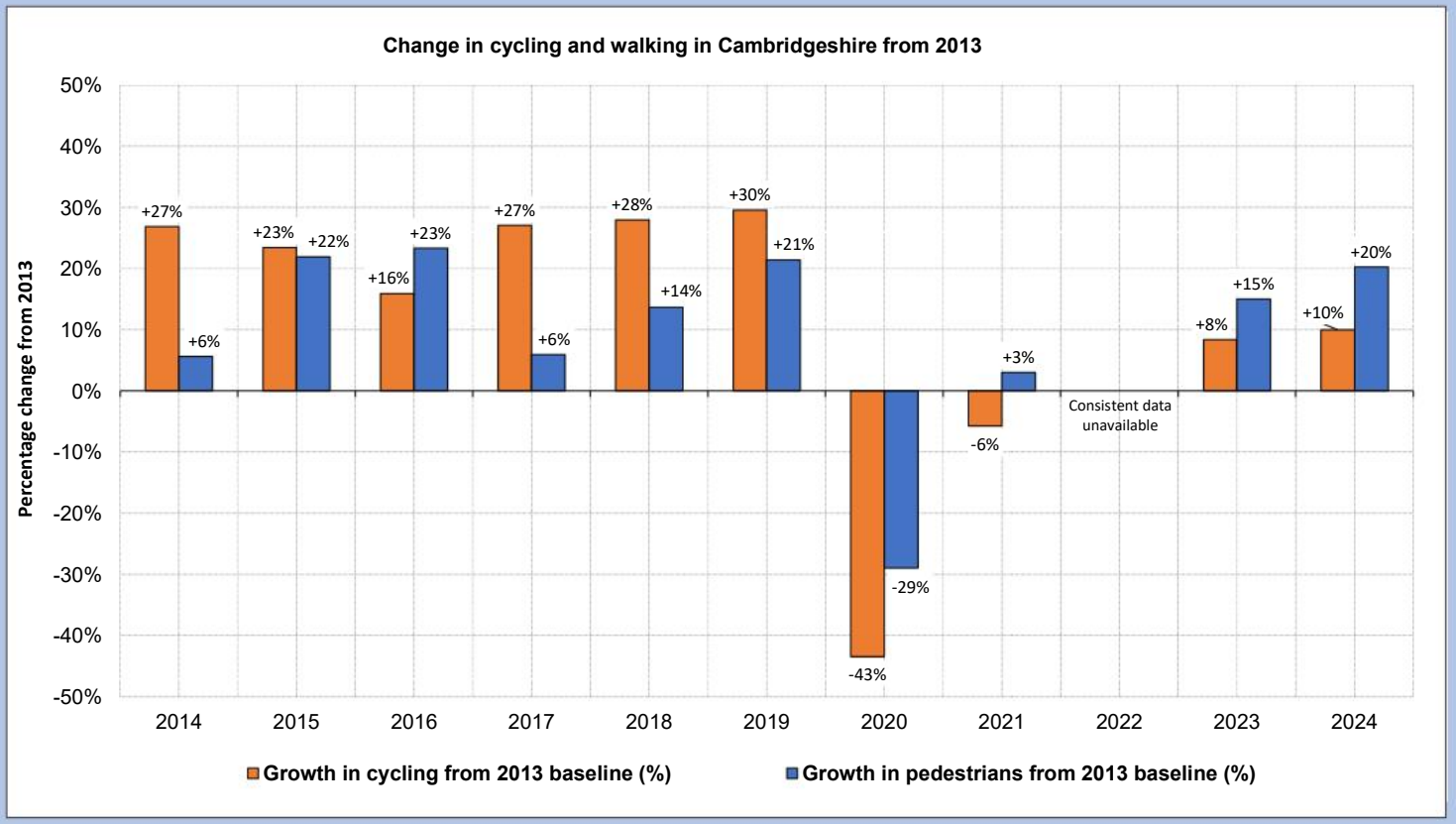
Cycling volumes in 2024: 58,663
Pedestrian volumes in 2024: 56,305

Useful Links

CCC Annual Traffic Counts Map

Department for Transport Policy paper - The second cycling and walking investment strategy (CWIS2)

Annual traffic surveys dashboard



Commentary

Cycling: The Department for Transport has set an aim to double cycling rates by end of 2025, which also links to the vision to increase rates of Active Travel. Cambridgeshire has historically had high rates of cycling. However, rates of cycling decreased during the COVID-19 pandemic by 43% from 2013 to 2020. More recent trends show an increase on 2012 volumes though, with 2023 8% ahead of 2013 and 2024 10% ahead of 2013.
Pedestrians: This indicator helps to determine whether walking trends are increasing over time, which links to the vision to increase rates of Active Travel. Similar to cycling volumes, pedestrian volumes decreased during the COVID-19 pandemic, though not as much as cycling (a 29% decrease from 2013 in 2020). Despite this decrease during the pandemic, recent volumes are above 2013, with 2024 volumes 20% above 2013.

This dataset currently uses data from CCC's 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 counted consistently between 2013 and 2024 (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 that the total volumes presented are comparable across the period).

Indicator H&T 002: Changes in traffic flows across Cambridgeshire from a 2013 baseline

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Target	Direction for Improvement	Current Year (2024)	Previous Year (2023)	Change in Performance
Contextual	↓	0%	+1%	Improving

RAG Rating

Contextual

Indicator Description

This indicator considers motorised traffic volumes (car, motorcycle, LGV, HGV, bus) 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 whilst River Cam Screenline data is collected each Spring.

Due to data collection problems in Autumn 2022, reliable county-wide traffic count data for the Autumn surveys (Market Town survey and Camrbidge Radial cordon) is not available for 2022.

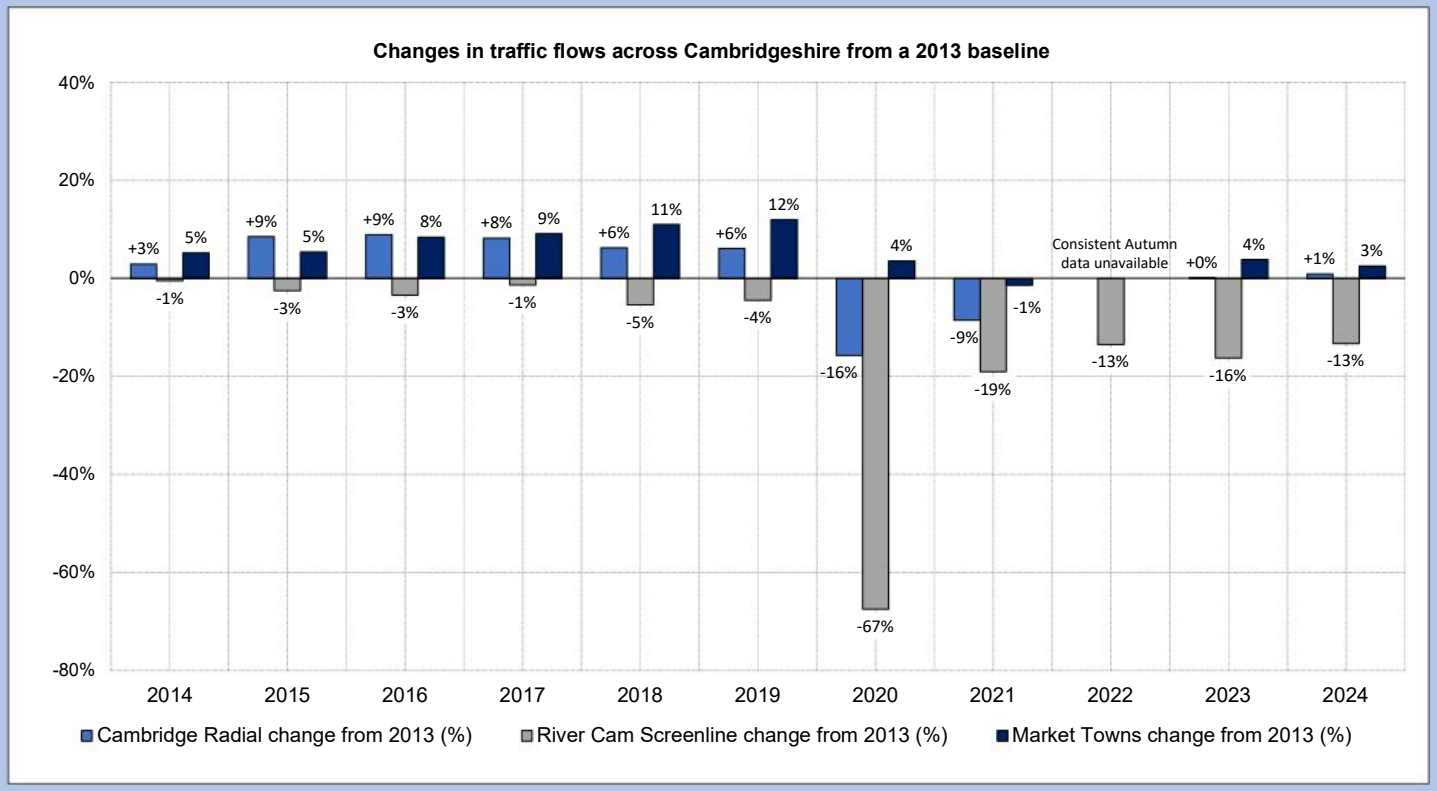
Total motorised flow volumes in 2024 for context:
- Cambridge Radial cordon = 183,607
- River Cam Screenline = 51,691
- Market Towns = 380,563

Useful Links

Traffic Monitoring Report (cambridgeshireinsight.org.uk)

Annual traffic surveys dashboard

CCC Annual Traffic Counts Map



Commentary

Cambridge Radial: This survey monitors the number of motor vehicles entering and leaving Cambridge in a 12 hour period (7am to 7pm). The survey is usually undertaken in October/November. Cambridge Radial flows in 2024 present a 1% increase when compared to 2013 flows.
River Cam Screenline: This survey monitors the number of motor vehicles crossing the River Cam in Cambridge in a 12 hour period (7am to 7pm). The survey is usually undertaken in April/May. In 2024, motorised flows crossing the river Cam were 13% below 2013 volumes. However, this is a slight increase on 2023, when volumes were 16% below 2013.
Market Town Survey: This survey monitors the number of motor vehicles that enter/exit the Cambridgeshire market towns in a 12 hour period (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. In 2024, motorised traffic volumes were 3% ahead of 2013 volumes, which is similar to 2023 (+4%).

Volumes across all surveys decreased in 2020, likely attributable to the impacts of the COVID-19 pandemic and associated lockdown periods. Since 2020, central Cambridge volumes (River Cam Screenline) have remained lower (-13% in 2024) whilst the Cambridge Radial (entering/exiting the city) and Market Town volumes have gradually increased back to 2013 volumes (+1% and +3% change from 2013 respectively).

This dataset currently uses data from CCC's 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 counted consistently between 2013 and 2024 (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 that the total volumes presented are comparable across the period).

Indicator H&T 003: Number of road traffic collision cluster sites

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Metric	Direction for Improvement	Latest 3yr period	Previous 3yr period	Change in Performance
No. sites	↓	42	38	Declining
No. KSI sites	↓	17	18	Improving
Average severity score	↓	13.38	12.95	Declining

Indicator Description

The number and severity of road traffic collision cluster sites identified on CCC-managed public highway. A cluster site is a location that is experiencing a higher volume of road traffic collisions. Cambridgeshire County Council defines a cluster site as:
a) 6 or more injury collisions of any severity within 100m or at a junction, in the most recent 3 calendar year period; or
b) 3 or more fatal or serious collisions within 100m or at a junction, in the most recent 3 calendar year period.

A KSI cluster site is a cluster with 3 or more KSI collisions (3 or more collisions where at least 1 person was killed or seriously injured).

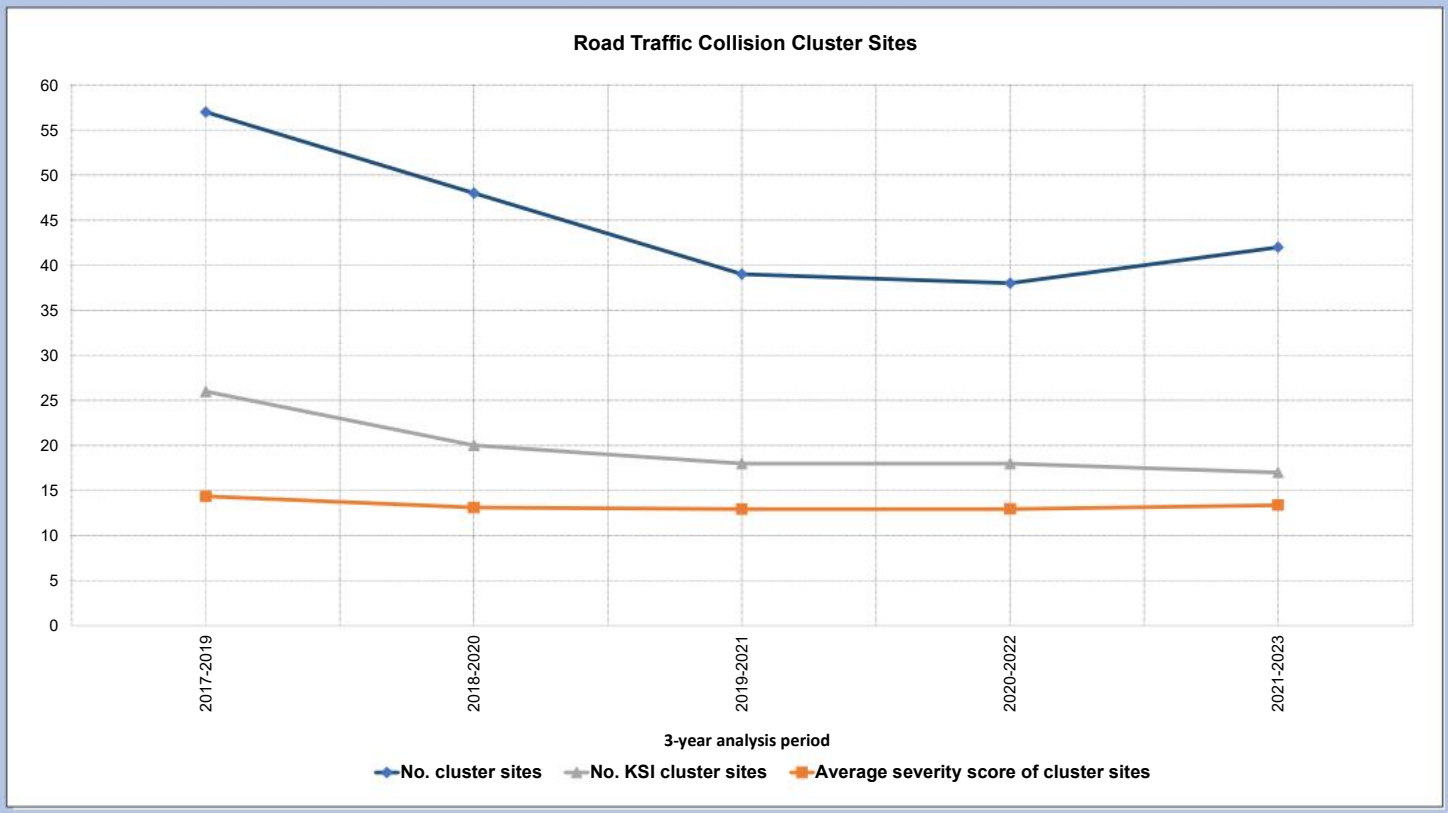
The severity score aims to reflect the seriousness of the collisions within a cluster. The score is calculated using a weighting of 4 for a fatal collision, 3 for a serious collision and 1 for a slight collision. Each cluster is scored on this basis and the average score across all identified cluster sites is presented here.

The number of injury collisions are derived from STATS19 data which follows Department for Transport requirements and therefore only captures collisions that "involve personal injury occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. Damage-only accidents, with no human casualties or accidents on private roads or car parks are not included".

Cluster site analysis is updated annually once DfT-verified data becomes available for the latest calendar year. This is usually in Autumn/Winter time each year.

Useful Links

CCC's quarterly transport data updates



Commentary

Prior to the COVID-19 pandemic, 57 locations on the CCC highway were identified as collision cluster sites ("hotspots").

Traffic flows and travel demand reduced significantly during 2020 and early 2021 which lead to a drop in road traffic collisions. This reduction in collisions also lead to a reduction in the no. of cluster sites being identified (48 in 2018-2020, 39 in 2019-2021 and 38 in 2020-2022). The average cluster severity score has remained fairly stable but did reduce slightly during this period from 14.3 to 13.

Traffic flows had mostly recovered by summer 2021 and since then traffic volumes have plateaued at / near pre-pandemic levels (see the latest quarterly transport data update). Despite traffic flows being almost back at 2019 levels, the number of cluster sites and average severity score are not back at pre-COVID levels. There are currently 42 identified cluster sites (2021-2023) which is 4 more than the lowest number detected during the pandemic (38 in 2020-2022) but 15 fewer than the pre-COVID analysis (57 in 2017-2019). Given that traffic flows are 5-10% below pre-COVID levels, it is encouraging that the no. clusters remains at 26% below pre-COVID levels, the no. KSI clusters remains 35% below pre-COVID levels and the average severity score has remained fairly stable despite increasing slightly recently (from 12.95 to 13.38).

Indicator H&T 004: Killed or seriously injured casualties (12 month rolling total)

Return to Index June 2025

Target	Direction for Improvement	Most recent month	Same month last year	Change in Performance
286	↓	335	345	Improving

RAG Rating

Red

Indicator Description

Indicator 004 is a 12-month rolling total of the number of people reported Killed or Seriously Injured (KSI) in a road traffic collision on public roads in Cambridgeshire.

Road traffic collision records are provided to CCC by the police. Only collisions that follow the Department for Transport STATS19 definition of a road traffic collision are included in this indicator:*"Involves personal injury occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. Damage-only accidents, with no human casualties or accidents on private roads or car parks are not included."*

Only casualties who were Killed or Seriously Injured are included in this indicator. For more information about the DfT's casualty injury classification, please see the DfT STATS19 guidance.

The 'KSI casualty target' uses the same methodology as the Vision Zero Partnership KSI casualty target, which aims to reduce KSI casualties in Cambridgeshire and Peterborough by 50% by 2030. Please see the Vision Zero Partnerhip website (cprsp.co.uk)

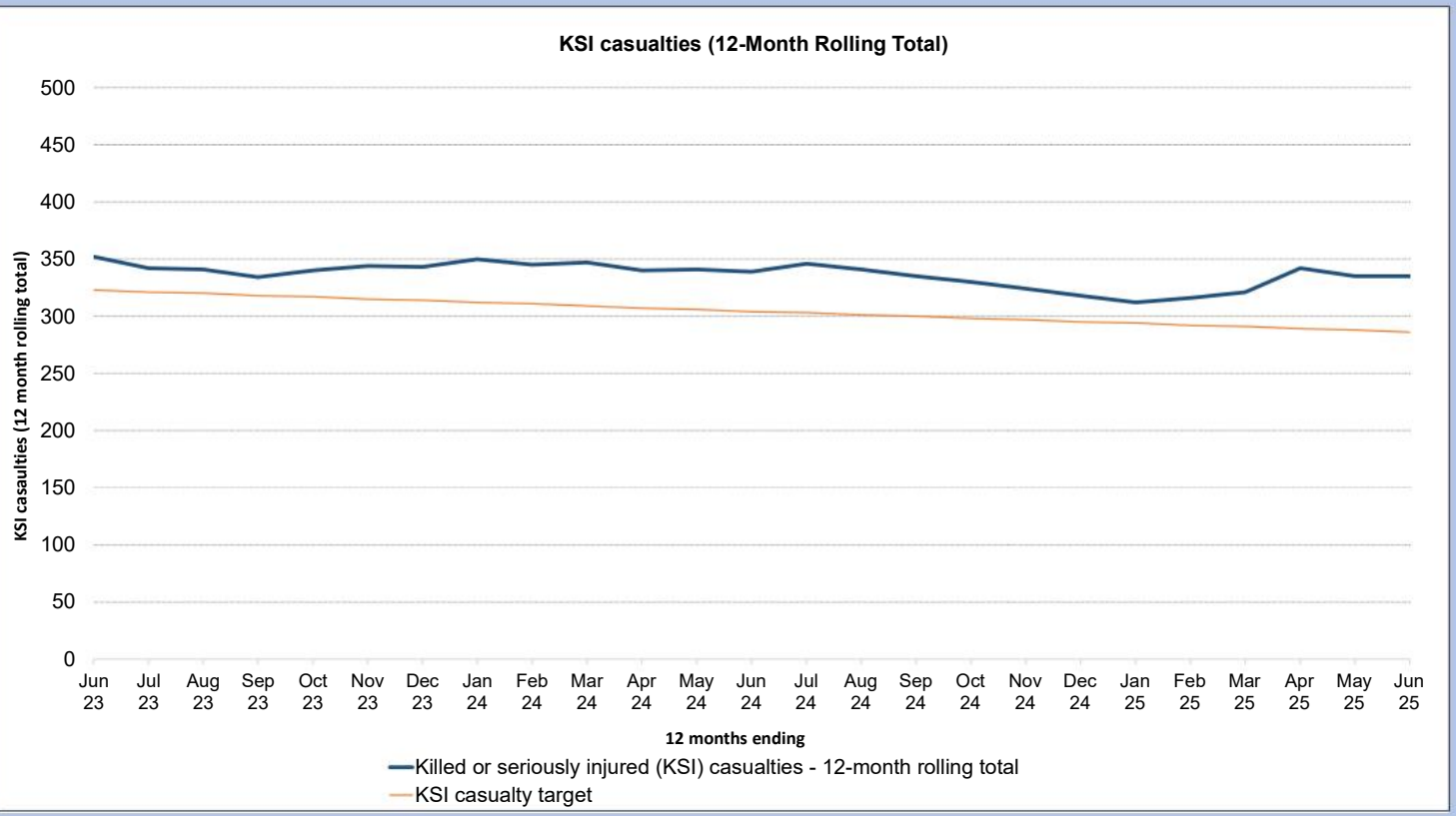
Please note: There is a delay of around 2 months between collisions taking place and all cleaned data records for the month being available in our dataset. This is because the collisions must be recorded by the police, provided to CCC and then internally validated prior to being included in analysis. Figures for 2025 are still provisional as they have not yet been verified by the DfT and some collisions may subsequently be removed from the data having been ruled by a coroner to be a suicide or medical episode and not a road traffic collision. Due to the nature of this data, it is subject to change.

Useful Links

Cambridgeshire Insight – Cambridgeshire Road Traffic Collision Data

DfT STATS19 guidance

Road Safety Partnership - Road Safety Partnership (cprsp.co.uk)



Commentary

This indicator is linked to the strategic framework and the ambition relating to delivering safe roads for Cambridgeshire. In January 2024, the casualty reduction target was updated to align with the target being used by the Vision Zero Partnership (local road safety partnership for Cambridgeshire and Peterborough), which aims to reduce the number of KSI casualties by 50% by 2030. The number of serious injury casualties has reduced and is continuing a downward trend.

However, over the rolling 12 month period, the number of fatal injuries have risen by nearly 1/3 . Further work to understand the underlying causes of these collisions is already underway by the Police who have responsibility for policing the roads in Cambridgeshire. An increase in the number of people drink and drug driving and being involved in fatalities has increased, but that may only be part of the picture.

Fatal and Serious Injury collisions are on a downward trend. However there is a spike in powered two wheeler (PTW) fatalities in 2025. The total number of PTW fatalities for 2024 was 5, at the time of writing 2025 has already seen 10. This is subject to further scrutiny in the Vision Zero board meeting and as part of the Vision Zero fatal review process, from both of which updates will be provided for the next quarterly performance report.

Path to Green

Following the Cluster Site Analysis methodology this will continue identify those locations where there is the greater risk of harm. Using further digital analysis in the form of vehicle telemetary data will further enhance our capability to greater understand how drivers are approaching, using and then leaving a location through braking and acceleration monitoring as well as lateral 'G' force or harsh steering. Bringing these measures together and then layering iRAP on the 'A' road cluster sites will enable engineers to add the correct treatment to a site and get the most out of the available funding. Whilst not every collision is preventable as this relies on human behaviour and decision making, the severity of the collision can be reduced by design - which is demonstrated in the 'Safe System Approach'.

Indicator H&T 005: Proportion of killed or seriously injured casualties who are defined as vulnerable road users (pedestrians, cyclists, motorcyclists, e-scooters, younger & older casualties)

Return to Index June 2025

Target	Direction for Improvement	Most recent month	Same month last year	Change in Performance
Contextual	↓	68%	69%	Improving

RAG Rating

Contextual

Indicator Description

Indicator 005 is a 12-month rolling total of the proportion of Killed or Seriously injured (KSI) vulnerable casualties of road traffic collisions. In this indicator, vulnerable road users have been defined as: pedestrians,cyclists, motorcyclitsts, e-scooter riders, younger (25 and under) and older (70 and over) people. Some casualties may fall into multiple catgories (e.g. an older cyclist) but have only been counted once as a 'vulnerable' casualty.

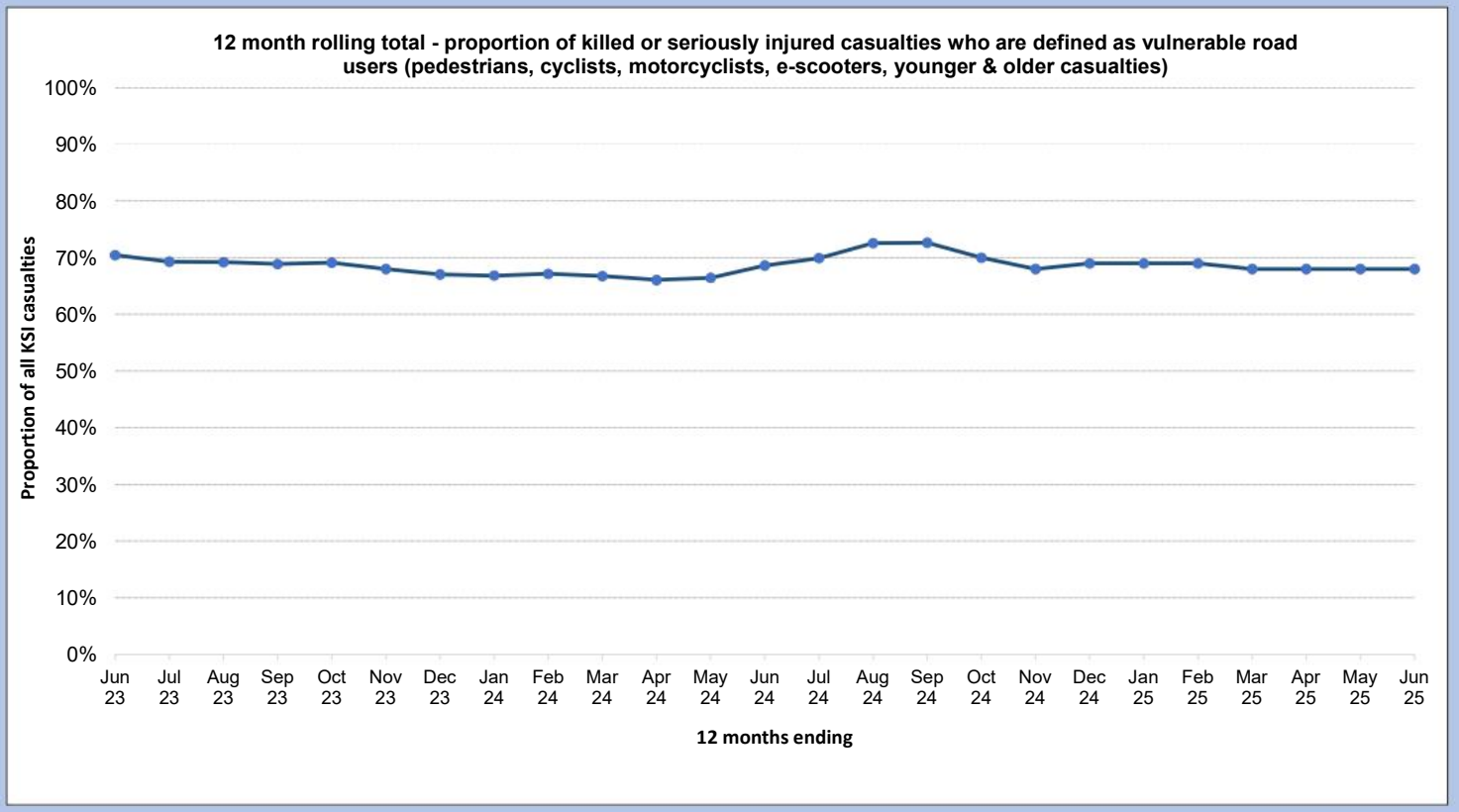
Road traffic collision records are provided to CCC by the police. Only collisions that follow the Department for Transport STATS19 definition of a road traffic collision are included in this indicator:"Involves personal injury occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. Damage-only accidents, with no human casualties or accidents on private roads or car parks are not included."

Only casualties who were Killed or Seriously Injured are included in this indicator. For more information about the DfT's casualty injury classification, please see the DfT STATS19 guidance.

Useful Links

Cambridgeshire Insight – Cambridgeshire Road Traffic Collision Data

DfT STATS19 guidance



Commentary

Whilst the number of people killed or seriously injured continues on a downward trajectory, the proportion of those involved in the most serious or fatal collisions under the age of 25 remains disproportionately high when compared to all driver age groups, not helped by the number of powered two wheeler riders who have been involved in fatal collisions this year under the age of 25.

Statistics from the re-designed Stats 19 form are still not giving a full picture of the e-scooter collisions on our active travel routes, and it is believed that injury incidents are going unreported. The motorcycle season began in May and monitoring of collisions statistics involving powered two wheelers will provide a better understanding of what type of machines are involved in injury collisions. Smaller capacity machines that support the Gig Economy by way of food and shopping delivery has increased sharply and the numbers of riders being referred to Rider Risk Awareness courses is on the increase.

H&T 006: National Highways and Transport Public Satisfaction Survey Results

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Target	Direction for Improvement	Current Year	Previous Year	Change in Performance
42.0%	↑	36.0%	38.0%	Declining

RAG Rating

Red

Indicator Description

This indicator measures public satisfaction with the Highways and Transport network in Cambridgeshire. This uses data from the annual NHT Public Satisfaction Survey: https://nhtnetwork.org/survey-results/

This indicator has been split into four graphs showing the overall satisfaction with:
- Overall Customer Satisfaction
- Highways Maintenance
- Active travel (cycle routes and facilities, pavements and footpaths)
- Road safety

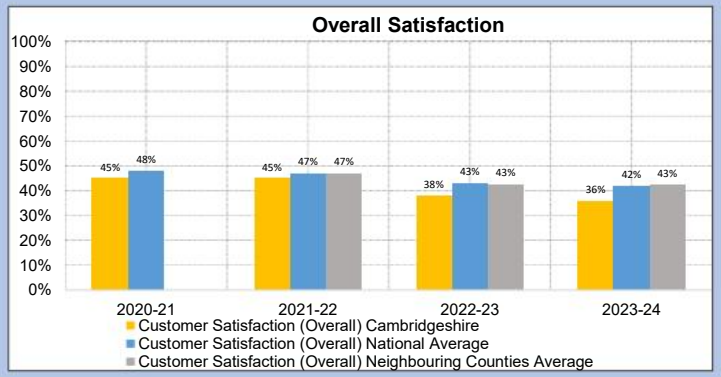
The overall target for this indicator is based on the national average for overall satisfaction

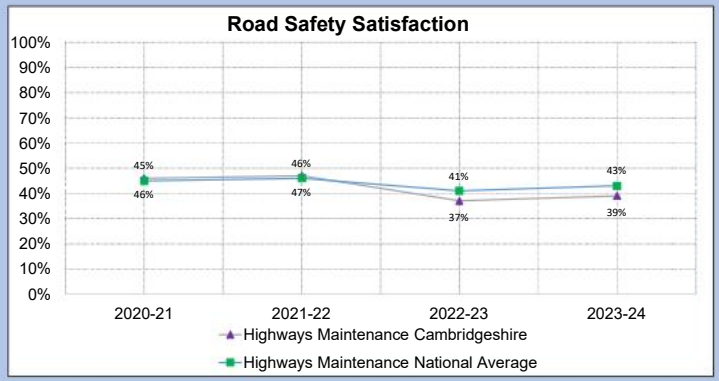
This survey is administered by Ipsos MORI and a sample of addresses is randomly selected from the Small Users File (a sub-file of the Postal Address File). This is used by central government for some national surveys. One person per selected address is asked to fill out the survey, which covers a wide varity of issues relating to the highways and transport network.

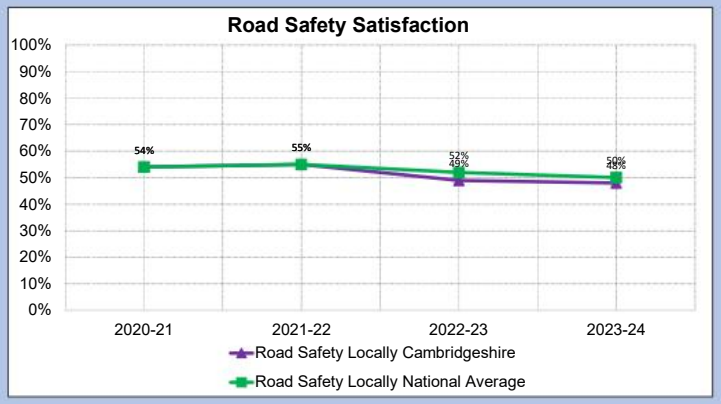
The data provided by the NHT Survey can be viewed by local authority and compared to national average. Road safety satisfaction and active travel satisfaction have both been compared to national average. The overall satisfaction graph also compares Cambridgeshire and national average data with Cambridgeshire's neighbouring counties (Norfolk County Council, Bedford Borough Council, Oxfordshire County Council, Suffolk County Council, Hertfordshire County Council).

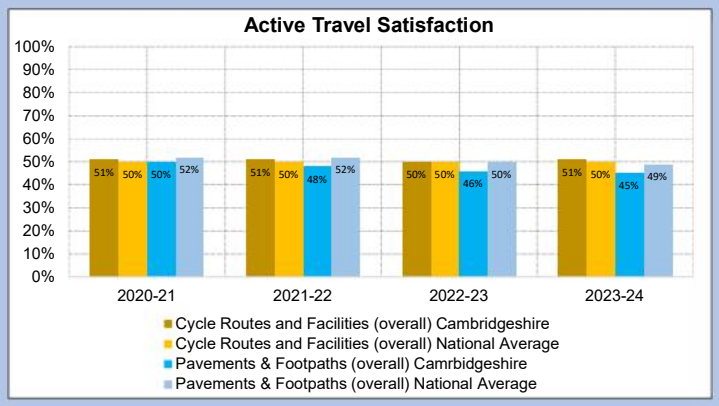
Useful Links

https://nhtnetwork.org/survey-results/









Commentary

The NHT Survey Report is published annually and asks the public to consider key services and rate how important and how satisfied they feel with each one, The 3 areas of focus include Highway Maintenance, Road Safety and Active Travel. It should be noted that whilst there has been movement of less than 3% in some areas, changes of +/- 3% should be considered as statistically significant movement.

Highway Maintenance
The overall score for Highway Maintenance has remained the same as last year. The following areas have also improved from last year: Speed of repair of damaged roads, (+1%) Number of potholes, (+2%), Condition of road surfaces, (+1%). Items which didn't score as well were: Weed killing on roads, Weed killing on pavements and Cutting back overgrown hedges. These areas are already the focus of improvement plans, with this data demonstrating these areas are being correctly targeted, improvements would be expected in the next iteration of the survey.

Active Travel
This year's scores for walking/cycling have decreased slightly overall compared to last year's, (-1%), and there is a link with some of the lower scoring areas referenced in the Highway Maintenance section, including: Condition of rights of way, (-3%) and Overgrown footpaths and bridleways, (-5%).
As well as the above, the responses point to a desire for further investment in the active travel network in areas such as: Footpaths for walking/running, Provision of cycle routes, Provision of cycle lanes and Provision of cycle parking. This dovetails well with the improvement work we are doing around introduction of and changes to maintenance intervention levels in the Active Travel Hierarchy.

Road safety
There is a notable success in this category with Road safety training / education (children) being the second highest ranked nationally, and sitting 8% higher than the national average, having improved by +3% in the last year. However, this year's scores have decreased overall when compared to last year's, (-1%). Key road safety concerns include: Speed limits, (-7%), Location of speed control measures, (-3%), Safety of children cycling to school, (-3%) and Safety of cycling, (-2%).

Path to Green

An Active Travel Hierarchy and trial of improved maintenance standards on active travel routes is due to commence shortly.
Additional investment in the highway network is underway, seeing an additional £60m total spent over 24/25, 25/26 and 26/27, this is targeted in areas which have been raised as points of concern in the report such as Rights of Way, with further investments in vegetation management, potholes, and patching also.
The authority's Highway Operational Standards, including responses to potholes and speed of repairs are under review, with changes coming before committee in the Autumn.
Further communication work is planned to showcase the work being undertaken in the communities across Cambridgeshire.

Indicator H&T 007: Percentage of Category 1 & Category 2 defects repaired in line with Highways Operating Standards

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Target	Direction for Improvement	Current Month	Previous Month	Change in Performance
90%	↑	93%	93%	Unchanged

RAG Rating

Green

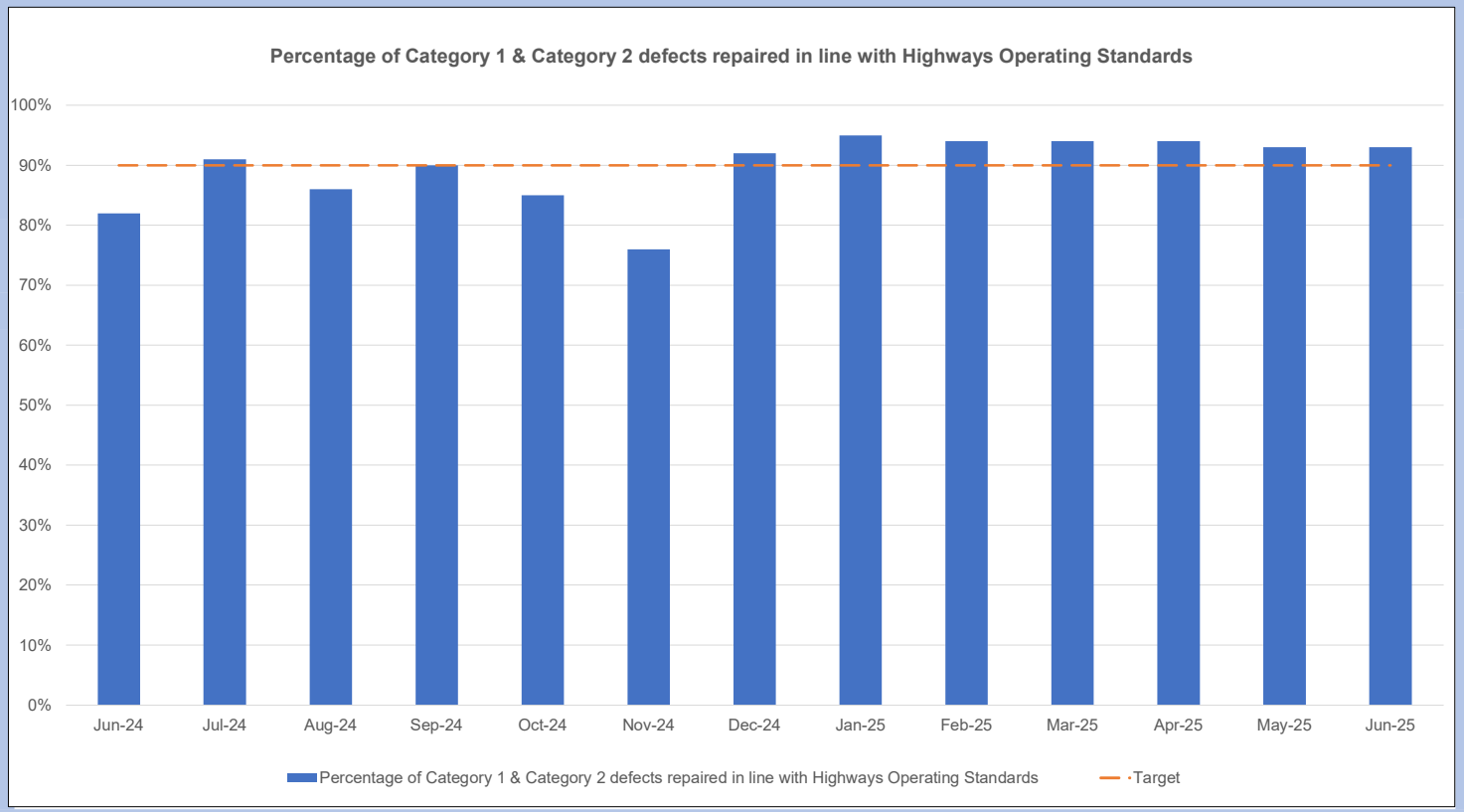
Indicator Description

A primary source of information is a formal regime of safety inspections that identify and record Category (Cat) 1a and 1b defects.

Cat 1 (a & b) defects identified as part of safety inspections shall either have orders raised immediately or shall be ordered on the same working day as the inspection. Timescales for ordering works may be exceeded by a reasonable period due to unforeseen events, such as extreme weather.

Useful Links

Highway Operational Standards



Commentary

This KPI measures the number of defects repaired within the agreed response time set out in the Highways Operational Standard and is measured from the date at which a works order is placed by an officer and shared with our contractor to deliver the repair. These defects could be linked to customer reports of defects; however, the majority are as a result of orders which have been raised by officers following a routine highway safety inspection which has identified issues such as potholes which meet the intervention level(s) set out in the Highway Operational Standards.

There are a number of factors which can affect this KPI such as weather, number of orders, and availability of certain resources. With the recent spell of good weather, lower than usual number of orders being raised and the profile of the works being ordered, performance has been strong in the past several months.

However, to provide a complete picture, this indicator will be supplemented with a measure relating to performance customer reports and timeframes for conclusion. The Council has recently introduced an updated asset management system which will improve the ability for this performance to be tracked.

Indicator H&T 008: Percentage spend against forecasted budget of the Highways Capital Maintenance Programme

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Target	Direction for Improvement	Current Period	Previous Period	Change in Performance
Contextual	N/A	80.87%	N/A	Contextual

RAG Rating

Contextual

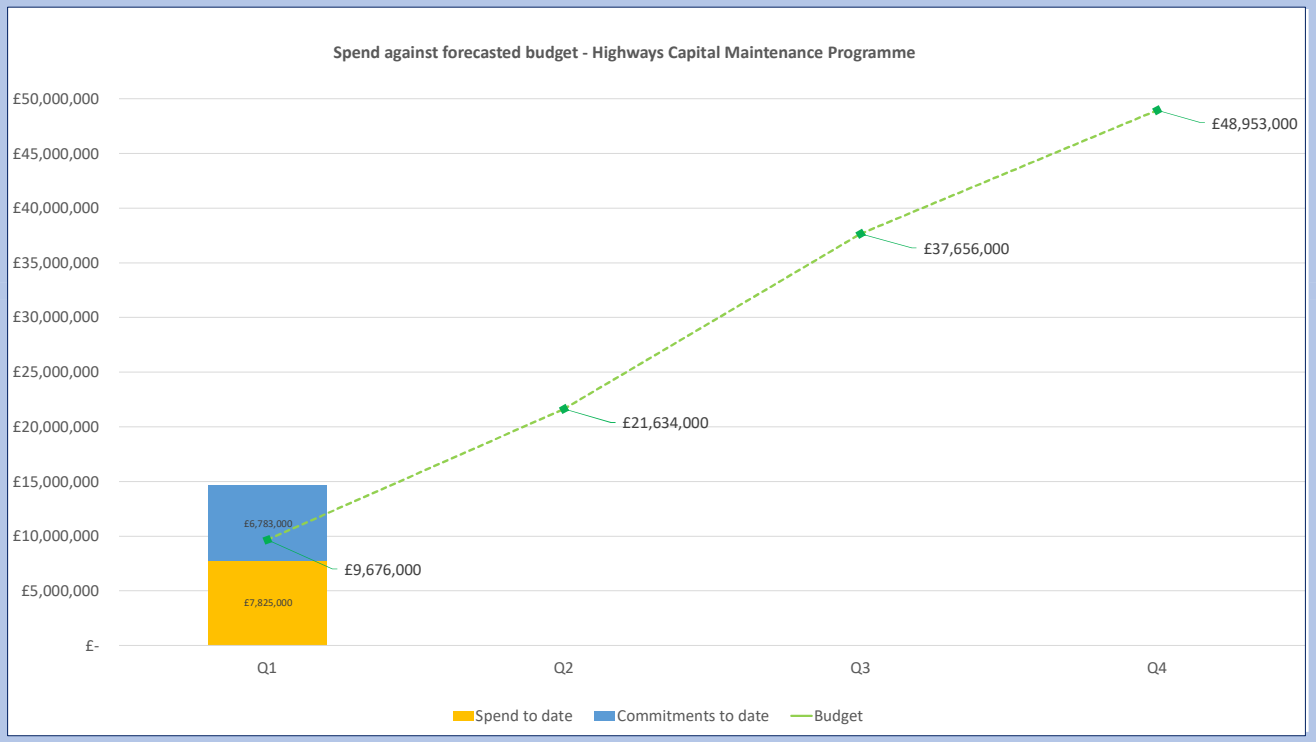
Indicator Description

This indicator shows the spend to date compared to the 25/26 capital maintenance programme budget, as profiled for each quarter. Actual spend is defined as a paid invoice, whereas committed spend is defined as an order that has been raised with a supplier, but not yet invoiced.

This indicator is contextual with regards to monitoring quarterly performance, however the expectation is that by the end of the financial year, the spend to date will be 100% (£48,953,000).

Useful Links

https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/highway-projects/capital-maintenance-programme



Commentary

The dotted line shows the spend profile set at the start of the year for the 2025/26 capital maintenance programme, with the cumulative spend for each quarter identified. The actual spend to date for Q1 is identified in yellow as £7.825m. Whilst this is 80.87% of the £9.676m profiled as at the end of Q1, a "commitments to date" section in blue has been included to provide further context. Committed means orders which have been raised with suppliers and work which has commenced but hasn't yet been invoiced. This data shows us being on track to spend the total £48.953m by the end of Q4, especially when considering the programme is heavily backloaded, with the more high value individual projects having started on site in August across the carriageway and footway programmes, and running through to the end of 2025/26.

Indicator H&T 009: Percentage of A/B/C/U road network in Amber and Red condition

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	Target	Direction for Improvement	RAG Rating	Current Year (25/26)	Previous Comparable Year (21/22)	Change in Performance
A	Contextual	↓	N/A	25.80%	24.37%	Declining
B	Contextual	↓	N/A	34.50%	33.80%	Declining
C	Contextual	↓	N/A	38.70%	34.60%	Declining
U	Contextual	↓	N/A	40.91%	35.00%	Declining

Indicator Description

This indicator shows the condition of our road network focusing on A,B,C and Unclassified roads that are reporting Red (not good) and Amber (okay), rated by percentage.

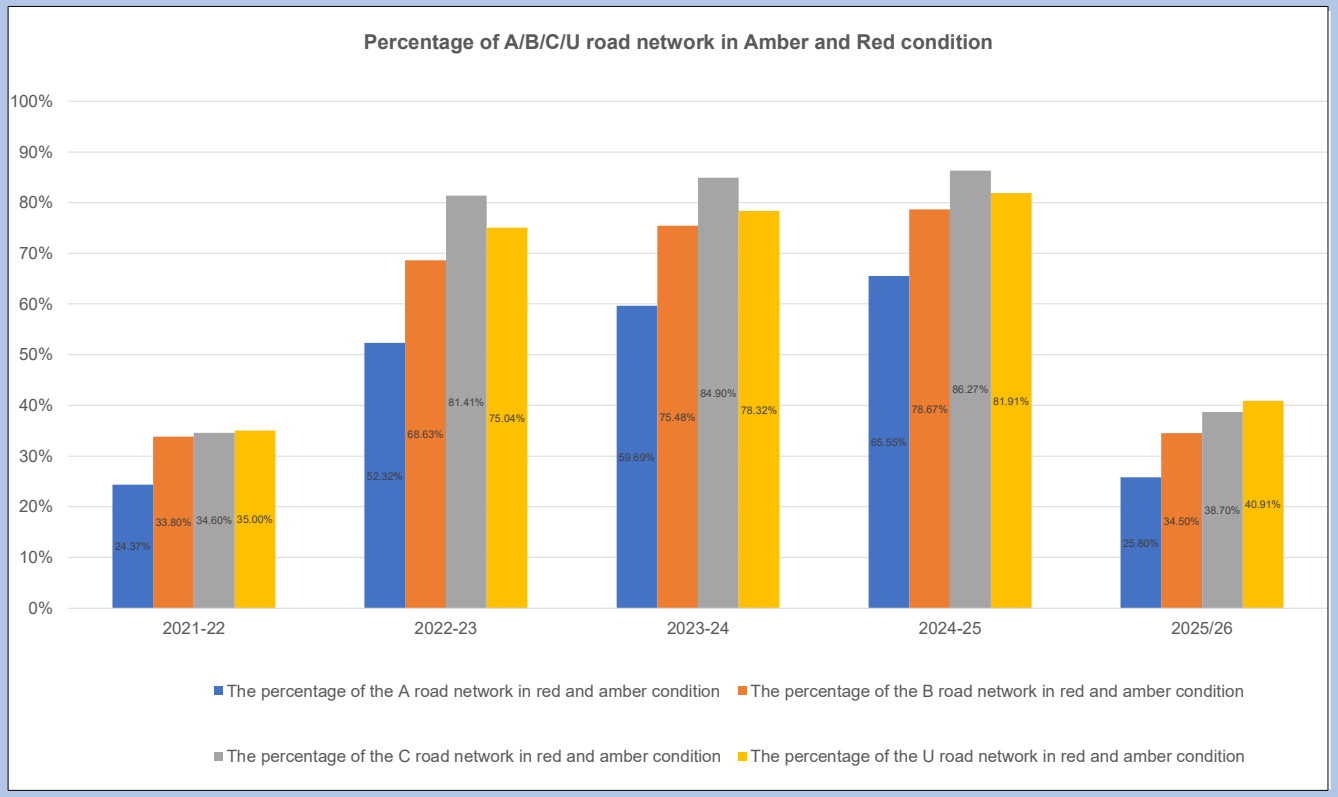
RED category is where there would be defects and potholes in the surface and loss of structural stability.

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

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

Polarity is Low Red and High Green = Good

Useful Links



Commentary

Generally the aim is to keep as much of the network in the Amber / Green category by directing funding / resources to treating the Ambers as this is much more cost effective than letting a location reach RED which then requires more expensive and extensive repairs. Surface treatments are pre-dominantly used on the GREEN and AMBER routes, whilst RED areas require structural repairs such as resurfacing or reconstruction.

In recent years, Cambridgeshire moved to Gaist highway condition surveys to assess the condition of our roads. Gaist relies on high-resolution imagery that is analysed against their own internal scoring bands. While this gives an overview of where surface defects exist, it does not provide the detailed measurements or support identifying some of the structural issues that are critical to the management of our highways.

We have now returned to using SCANNER surveys, which for many years were the Department for Transport's only nationally recognised standard. SCANNER vehicles use lasers and sensors to take direct measurements of the road surface. This produces detailed, transparent, repeatable data on individual defect types, such as cracking and surface texture, as well as road profile measurements. These scores combine to form the Road Condition Index score (RCI), which is open, auditable and comparable across the country and Cambridgeshire's legacy datasets.

This change gives us key information for planning maintenance. For example, detailed cracking and texture scores are essential for identifying where preventative surface treatments like surface dressing are appropriate, this helps us to sweat the maximum life out of the asset, optimizing whole life costs in the process. Meanwhile, profile measurements are critical for managing roads built on peat soil soils, where settlement and rutting are an issue.

The Gaist and Scanner survey methodologies are different and the results cannot therefore be directly compared. The 2025/26 Scanner results can however be compared to the 2021/22 results where a Scanner survey was provided. It is proposed to use Scanner surveys going forward.