

# 4 Progress on Core Indicators

We have made excellent progress in delivering the targets against which the core indicators are measured. We have achieved or are on track to achieve seven of the eight nationally set indicators that are relevant to Cambridgeshire. In the period of LTP1, we have achieved a marked improvement in the condition of the road network, and in 2006, we achieved our lowest ever total for killed and seriously injured road accident casualties. Public transport patronage countywide has grown throughout the period of the plan, and we achieved the Government's 10-year plan target of a 12% increase in patronage by 2010/11 six years early, in 2004/05.

**Proforma A**, on page 26, summarises our progress towards the core indicators.

## Road Condition

Indicator	Status
BV96 (BV223) – Principal road condition	<b>Achieved</b>
BV97a (BV224a) – Non-principal road condition	<b>On track</b>
BV97b (BV224b) – Unclassified road condition	<b>On Track</b>

Our original target for principal road condition was replaced by a stretch target in 2002/03 (see **Figure 4.1**), when it had become apparent that the introduction of a proactive maintenance regime utilising the Pavement Management System meant that we were making much better progress than had initially been anticipated. This progress allowed us to re-allocate resources to the maintenance of the non-principal and unclassified road networks.



Carriageway reconstruction work

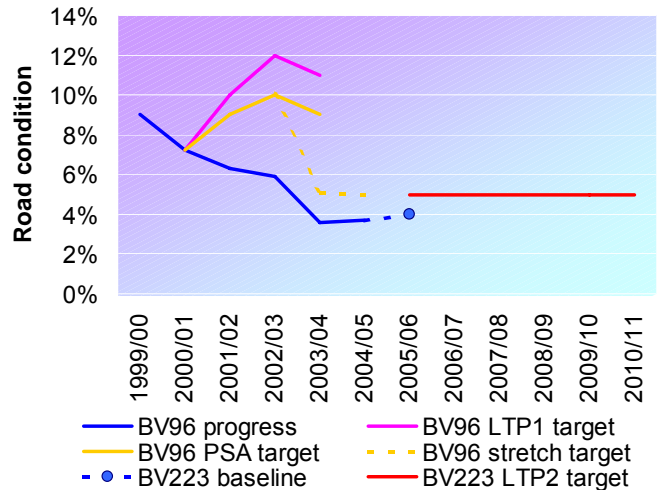
Due to changes in measurement methodology specified by Government, it is difficult to conclusively assess progress on non-principal road condition (see **Figure 4.2**). Three

different methods were used over the period of LTP1. However, BV224a has been designed to give a very similar value to the most recent BV97a method. It is therefore possible to say that we have seen a year-on-year improvement in the condition of the non-principal road network, including a small improvement in 2003/04 when the exceptional hot dry summer caused damage to the road network that required over £4 million additional expenditure to rectify. We are likely to achieve Government's new benchmark of less than 12% in 2006/07.

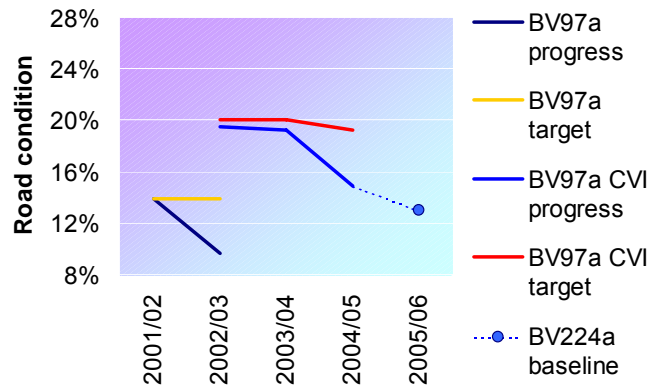
The condition of the unclassified road network has markedly improved in the past two years, although again due to the hot dry summer of 2003 (see **Figure 4.3**), less progress has been made than would otherwise have been the case. Progress since has brought us on track, and we are now very close to Government's new benchmark of less than 12%, and should be able to meet it in 2006/07 or 2007/08.

We have put very significant additional resources into road maintenance in the period of LTP1. See Chapter 5 for more detail.

**Figure 4.1** BV96 / BV223 – Principal roads in need of repair  
(Target: Less than 5% in 2005/06)



**Figure 4.2** BV97a / BV224a – Non-principal roads in need of repair  
(BV97a targets met. New target for BV224a to be set)



**Figure 4.3** BV97b / BV224b – Unclassified roads in need of repair  
(Target: Less than 15% in 2005/06)

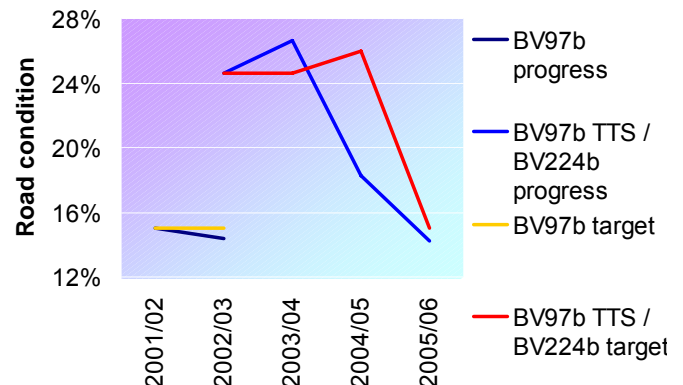


Figure 4.4 Proforma A

Local Authority		Cambridgeshire										Has your LA achieved its LTP1 target for this core indicator?	Please indicate if your reported or target figures have changed since you previously reported.	Please outline the methodology and source of data used to calculate your figures. Also include any other relevant information.
Core Indicator	Definitions		Year	Value	Actual and Trajectory Data <sup>2</sup>									
Road Condition (% where structural maintenance should be considered)	(1) principal roads - BV223	Base Data	2005/06	4% (TTS)	Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	Achieved	Baselines quoted are for 2003/04 or 2005/06, consistent with guidance on use of BV223, BV224a and BV224b	01/02 - 04/05: CVI 05/06: TTS
		Target Data	2005/06	Less than 5%	Actual Figures	7.24	6.3	5.9	3.6	3.7	4			
		Units		Percentage	Trajectories	7.24	9	10	5.1	5	5			
	(2) non-principal roads - BV224a	Base Data	2005/06	13% (TTS)	Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	On Track		01/02: CVI 02/03 -04/05: CVI (revised method) 05/06: TTS
		Target Data	2010/11	Less than 13%	Actual Figures		13.9	19.5	19.2	14.85	13			
		Units		Percentage	Trajectories									
	(3) unclassified roads - BV224b (BV97b)	Base Data	2003/04	26.6% (CVI)	Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	On Track		01/02: CVI 02/03 -05/06: CVI (revised method)
		Target Data	2005/06	Less than 15%	Actual Figures		15	24.6	26.6	18.3	14.24			
		Units		Percentage	Trajectories		15	24.6	24.6	26	15			
Number of bus passenger journeys	Thousands of bus passenger journeys per year in the authority - BV102	Base Data	2001/02	15,123	Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	Achieved	Patronage data provided by bus companies.	
		Target Data	2005/06	More than 17,276	Actual Figures	-	15,123	16,208	16,811	17,306	18,274			
		Units		Thousands	Trajectories	-	15,123	15,858	16,938	17,052	17,276			
Number of cycling trips	Number of cycling trips at a representative number of counting points	Base Data	2001/02	21,985	Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	Not achieved	Target replaced in LTP2 from 2004/05 onwards.	Number of cyclists at a representative number of counting points
		Target Data	2010	More than 29,315	Actual Figures		21,985	22,200	24,931	22,381	22,461			
		Units		Cyclists	Trajectories				24,931	25,557	26,183			
Number of deaths and serious injuries (all ages)	Number of people killed or seriously injured on roads in the authority	Base Data	1994-98 av.	597	Year	2000	2001	2002	2003	2004	2005	On track	Joint Road Accident Data Report (produced annually from data provided by the Cambridgeshire Constabulary)	
		Target Data	2010	Less than 360	Actual Figures	562	525	516	471	527	461			
		Units		Casualties	Trajectories				471	456	447			
Number of children killed and seriously injured	Number of children (aged less than 16) killed or seriously injured in the authority	Base Data	1994-98 av.	48	Year	2000	2001	2002	2003	2004	2005	On track		
		Target Data	2008-10 av.	Less than 26	Actual Figures	39	33	36	33	32	35			
		Units		Casualties	Trajectories						35			
Rural households within 13 minutes walk of an hourly or better bus service	% of rural households within 13 minutes walk of an hourly or better bus service	Base Data	2001/02	32.80%	Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	Achieved	Target dropped in LTP 2. Target date of 2005/06 used.	Analysis of 2001 census data and bus routes using ACCMAP accessibility software.
		Target Data	2005/06	34.8%	Actual Figures		32.8	34.2	34.8	34.99	34.93			
		Units		Percentage	Trajectories				34.8	34.8	34.8			

## Public transport

Bus patronage in Cambridgeshire has risen markedly in the period of our first LTP. From a 2001/02 baseline, a 20.8% increase in bus boardings has been achieved, with 18,274,000 boardings in 2005/06. This compares very favourably with Government's 10-year plan target of a 12% increase in boardings by 2010/11 (achieved in Cambridgeshire in 2003/04) and to our own interim LTP target for a 20% increase by 2010/11. We have achieved our first LTP target and are on track to achieve our second LTP target for 2010/11, as shown in **Figure 4.5**.

Indicator	Status
BV102 – Bus patronage in Cambridgeshire	Achieved

Further information detailing how this growth in patronage has been achieved can be found in Chapter 6 (pages 38–48).

## Cycling

Indicator	Status
Cycling trips at representative number of counting points in Cambridgeshire	Not achieved

The number of cycling trips indicator in our first LTP was a proxy for countywide trips based on survey data from Cambridge and the Market Towns.

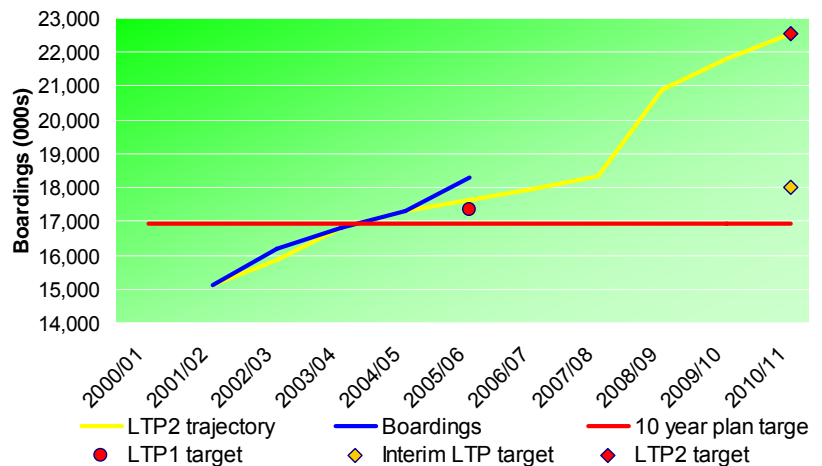
The LTP target for cycling was to maintain the existing very high modal share (25% of travel to work trips) in Cambridge and to treble the number of cycle trips in the market towns. Combined, this equated to a one third increase in trips as measured by the indicator. **Figure 4.6** shows progress towards the 2010/11 target for this indicator.

There have been a number of problems with this indicator throughout the first LTP period.

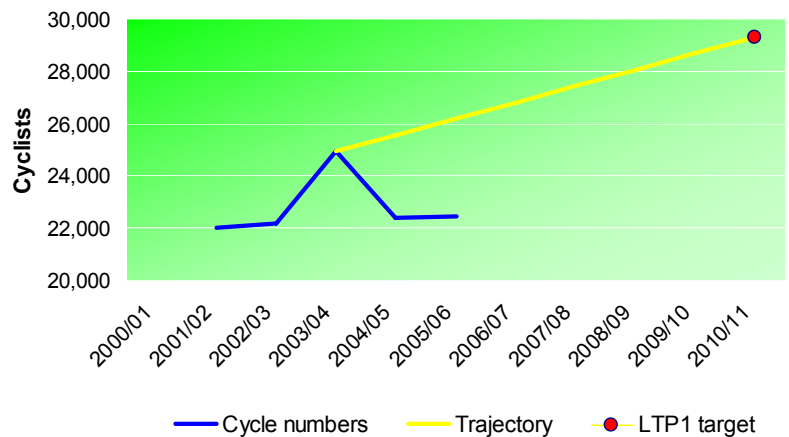
- The target reflected an aspirational national objective, rather than a planned programme of works.
- The number of count sites against which progress is measured was limited, and only one day was counted at each site. The data was therefore susceptible to variation due to weather which introduced a degree of statistical uncertainty that meant the data collected was not robust for assessing short-term trends.
- The trajectory for this indicator that was set in the 2004 Annual Progress Report, just prior to Government dropping its 2012 target to quadruple cycle trips nationally<sup>4</sup>, and also coinciding with a spike in the survey data that with hindsight appears to be anomalous (see **Figure 4.6**).

**Figure 4.5 BV102 – Bus patronage in Cambridgeshire**

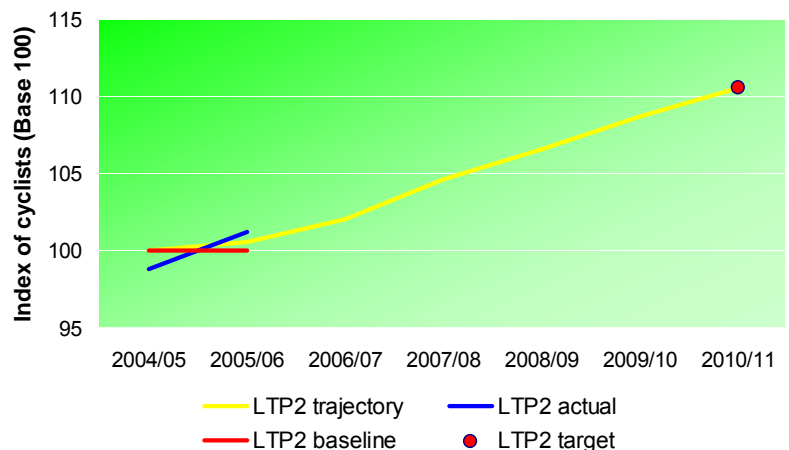
(Target: LTP1 – More than 17,277,000 in 2005/06  
LTP2 – More than 22,500,000 in 2010/11)



**Figure 4.6 Number of cycling trips**



**Figure 4.7 Replacement LTP 2006-2011 cycling target**



<sup>4</sup> "the existence of an aspirational national target had not been effective in supporting better performance management of cycling by local authorities. While some local authorities have found the target useful - "it's something to aim for" - many more considered it counter-productive at local level, since it is difficult to encourage political or officer commitment to take action to meet a target which is considered unattainable in the first place", *Delivery of the NCS: A Review*, Department for Transport, March 2005, [http://www.dft.gov.uk/stellent/groups/dft\\_sustravel/documents/pdf/dft\\_sustravel\\_pdf\\_035900.pdf](http://www.dft.gov.uk/stellent/groups/dft_sustravel/documents/pdf/dft_sustravel_pdf_035900.pdf)

We have not achieved the interim target for this indicator in 2005/06 and would be very unlikely to achieve the ultimate 2010/11 target if it had been taken forward in its current form.

Nonetheless, our progress on maintaining and increasing cycling levels, and in delivery of cycle schemes was recognised in the National Transport Award we received for cycling in July 2006. The judges were impressed by the county's record in bucking national trends of declining cycle use, by working with partners to improve and expand cycling facilities.

### Remedial action

This indicator and target have been replaced in our LTP 2006-2011. The new target and trajectory relate to our transport programme, and the survey data that will be used to measure progress is based on a much larger sample of sites and cyclists than our first LTP indicator. **Figure 4.7** shows the trajectory for this new indicator from a 2004/05 - 2005/06 baseline, index 100.

Nationally, the National Travel Survey shows a decrease in cycle use, but road traffic survey data shows an increase. On a positive note, we have witnessed a slight (2.2%) rise in trips from the baseline in the first LTP period in Cambridgeshire, and levels of cycling in Cambridge remain high. Nonetheless, our target of a 10.6% rise in cycling by 2010/11 is ambitious. Our programme in the LTP 2006-2011 therefore focuses cycle expenditure on routes that will achieve most use on a day-to-day basis. Particularly this means that routes that will achieve high usage for local journeys will achieve priority over schemes that primarily provide for leisure trips. Where possible we will seek to achieve additional funding for leisure routes.

### Road Safety

We are on track to meet our 2010 targets for reducing killed and seriously injured road accident casualties and for child casualties killed or seriously injured.

Indicator	Status
BV99x – Road accident casualties killed or seriously injured	On track
BV99y – Child road accident casualties killed or seriously injured	On track

The trajectory for indicator BV99x was revised in 2005 to take account of our new Public Service Agreement. As can be seen from **Figure 4.8**, we are on track to meet both this target and our challenging target for 2010.

We are also on track to meet our 2010 target for BV99y, to reduce child road accident casualties killed and seriously injured. The statistical variation in the year-to-year figures is high, due to the small overall numbers involved, but consideration of the trend of reduction since 1994 (see **Figure 4.9**) indicates that we should meet this target in 2010.

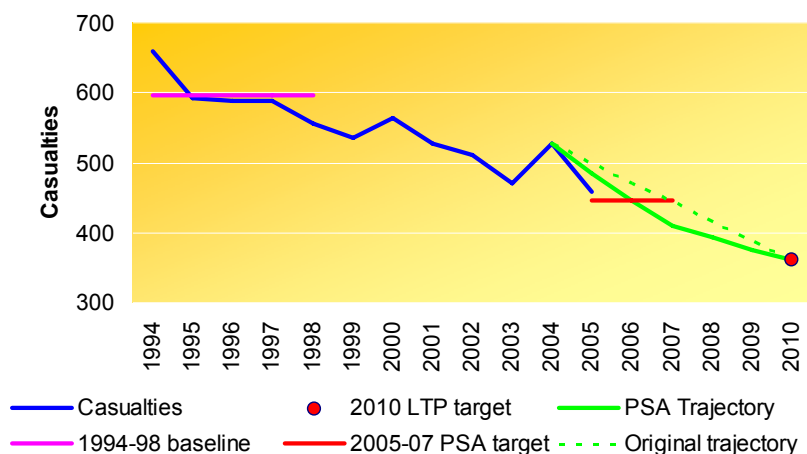
Further detail of progress towards road safety indicators can be found in Chapter 6 (pages 49 – 55).

### Rural Accessibility

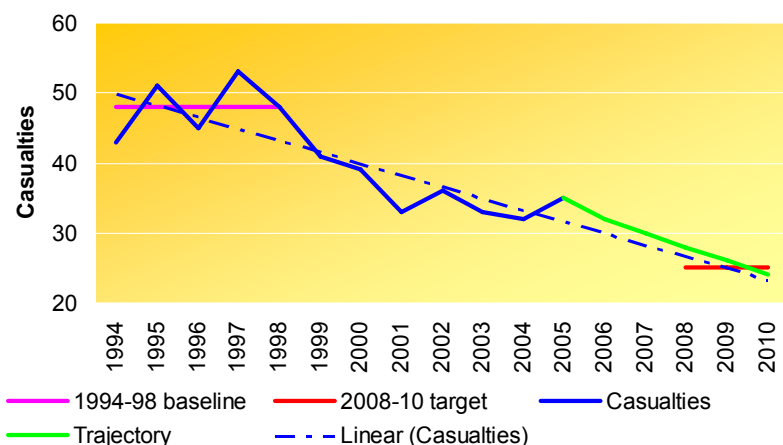
Indicator	Status
Rural households within 13 minutes walk of an hourly or better bus service	Achieved

As shown in Proforma A (**Figure 4.4**) at the end of the plan period we remained on track to achieve this indicator. However, it has been superseded by Accessibility indicators in the LTP 2006-2011, and is no longer a Government core indicator. Further discussion of rural accessibility issues can be found in Chapter 6 (pages 56–59).

**Figure 4.8** BV99x – Road accident casualties killed or seriously injured



**Figure 4.9** BV99y – Child road accident casualties killed or seriously injured



## Local indicators

While there is no requirement to report in detail on progress towards local indicators in this Delivery Report, **Figure 4.10** summarises progress towards the local LTP indicators that were in place at the end of the plan period. Where indicators are slightly above or below the target level (for example, the Cambridge radial cordon indicator) an assessment of 'on track' will reflect the assessment of year-on-year variations. In this example, consideration of long-term trends indicates traffic entering Cambridge has remained stable since 1996. Further analysis of the data indicates more buses are entering Cambridge than in 1996.

**Figure 4.10 Progress towards local indicators**

LTP objective	Local Performance Indicators contained in LTP	Status	Local targets or outcomes contained in LTP	Baseline Data	2005/06 position
Integrated and sustainable transport	Motor vehicle traffic crossing the River Cam screenline	Achieved	1.3% per annum reduction	69,979 vehicles per day (1999/2000)	66,348
	Motor vehicles entering and leaving Cambridge	Achieved	170,000 vehicles per day or less	168,984 (1999/2000)	170,700
	Bus patronage on Cambridge radial routes	Achieved	LPSA: 20% increase by 2003/04	20,000 passengers per day (1999/2000)	27,976
	Bus use in market towns	Not on track	12% increase by 2010	10,952 passengers per day (2001/02)	10,140
	Cycle use in market towns	On track	40% increase by 2010	3,736 (2003/04)	3,879
	Pedestrian modal share in market towns	Achieved	10% increase (i.e. 14.6%) by 2006	13.3% (2001/02)	15.6%
	Number of bus passenger journeys	Achieved	LTP stretch target - more than 16.938M in 2003/04	15.123M (2001/02)	18.274M
	Percentage of users satisfied with bus services	On track	65% by 2010/11	40% (2001/02)	43%
	Number of schools with travel plans	Achieved	2004/05: 20 schools with new plans	0 schools (1999/2000)	20 schools with new plans
	% of schools involved in Safer Routes to School type activities	On track	43% of schools in 2005/06	13% (1999)	43%
	Nitrogen Dioxide (NO <sub>2</sub> ) levels	Not achieved	National Air Quality Strategy objectives met by their due dates	1996 levels	Areas remain that exceed the objective
	Fine particles (PM <sub>10</sub> ) levels	Achieved			Objectives met
	Sulphur dioxide levels	Achieved			Objectives met for transport emissions
Maintaining effective transport networks	Principal roads with zero residual life (SCRIM)	On track	2004/05 onwards: 33%	49% (1999)	29%
	% of streetlights working (as measured by performance contract)	Achieved	2004/05 onwards: 99%	98.56% (1999)	99%
	% of pedestrian crossings with facilities for disabled people	On track	2010/11: 61%	21% (2002/03)	46.7%
	% of total length of footpaths and other rights of way which were easy to use by members of the public	Not on track	2010/11: 74%	60% (1999)	59.5%
	% of dangerous damage to pavements repaired within 24 hours	Achieved	98% per annum up to 2006	99.42% (1999/2000)	100%
Making travel safer	Number of people sustaining slight injuries on roads in the authority	On track	No more than 3,000 slight casualties by 2010	2,908 (1994-98 average)	2,906
	% of eligible school children participating in the Safer Cycling Scheme	On track	70% or more in 2010/11	54% (1999)	54%
	Proportion of trainees in Safer Cycling Scheme wearing helmets	Not on track	90% or more by 2005/06	82% (1999)	87%
	Proportion of school crossing patrol sites that are staffed	Achieved	96% or greater	95% (1999)	96%

## Conclusion

We have achieved or are on track to achieve seven of the eight Government core indicators that apply to Cambridgeshire. We have achieved, or are on track to achieve 18 of our 22 local indicators. Overall, we have achieved or are on track to achieve 25 of our 30 LTP indicators.

### Case study: Mitcham's Corner safety and maintenance scheme, Cambridge

In June 2003, the new traffic signals at Mitchams Corner in Cambridge were switched on, marking the completion of a £437,000 safety and maintenance scheme. The site had seen 27 crashes on the busy junctions on the gyratory system in the three years prior to construction. Three of those injured were children and 17 of the accidents involved two wheeled vehicles. The majority of the accidents, and all five of those that involved pedestrians happened at or near the junctions.



*Aerial photo – Mitchams Corner prior to the safety scheme*

The scheme includes the installation of traffic signals at the three junctions on Chesterton Road. These control vehicle movements at the junctions and with reviewed road signing and marking promote better lane discipline. New high skid resistant road surfacing and enhanced road markings were also installed. As with many of our schemes, the works incorporated improvements that met a number of our aims and objectives. Much needed resurfacing work was carried out at the junction while the safety scheme was installed to avoid the need for future road closures.

For cyclists and pedestrians, the scheme improves the safety and usability of the junctions without diverting them onto indirect routes. The scheme includes a new Toucan crossing and two Zebra crossings on Milton Road junction. The traffic signals have advanced stop lines for cyclists and a total of nine pedestrian / cycle crossings with tactile paving and tactile cones for the partially sighted. Cyclists and pedestrians can enter the gyratory system from any direction much more safely.



*Cycle lane on Chesterton Road*



*Aerial photo, showing anti skid surfacing (tan) and cycle facilities (pink) as part of the Mitchams Corner scheme*

We worked with the emergency services and contractors to fast-track the scheme to ensure minimum disruption to road users. To make sure materials reached the site on time, authorised lorries were allowed to use certain bus lanes to reach the site.

The three-year post implementation period is not quite over, but in the 35 months from scheme completion, there were only ten injury accidents, equating to an overall reduction of over 60%. Six of the accidents involved two wheeled vehicles, (a reduction of 65%) and two involved pedestrians (a 60% reduction). The scheme successfully contributes to all of the first LTP's objectives.