



**HIGHWAYS AND TRANSPORT OVERVIEW AND SCRUTINY
COMMITTEE – 1 SEPTEMBER 2022**

**HIGHWAYS AND TRANSPORT PERFORMANCE
REPORT TO JUNE 2022**

**JOINT REPORT OF THE CHIEF EXECUTIVE AND DIRECTOR OF
ENVIRONMENT AND TRANSPORT**

Purpose of the Report

1. The purpose of this report is to provide the Highways and Transport Overview and Scrutiny Committee with the latest performance update on the key performance indicators that the Council is solely or partly responsible for within its Strategic Plan covering Highways and Transport Services (within the Environment and Transport Department) to June 2022 (quarter 1).

Policy Framework and Previous Decisions

2. The updates in this report reflect progress against the Council's Strategic Outcomes Framework within the Strategic Plan up to 2026, and the Highways and Transport (HT) performance framework and related high-level plans and strategies which inform the current performance framework and indicators in this report.

Background

3. This report highlights the performance of a variety of HT key performance indicators against the Council's new key outcomes: Strong Economy, Transport & Infrastructure, Safe & Well, and Clean & Green.
4. The performance dashboards, appended to this report, include several indicators where the Council does not have direct or a lot of control over delivery, e.g., satisfaction with local bus services or average vehicle speeds. They have been included to provide a greater oversight of the wider HT outcomes in Leicestershire and help to understand what life is like in the County and include a mixture of national and locally developed performance indicators. Measuring these may highlight areas for scrutiny of delivery by other agencies or the need for lobbying to influence Government policy and funding. It is expected that action by a range of agencies will improve a number of these metrics over time. Internal indicators, where the Council has the most control, are identified with an 'L' within the performance dashboards.

5. The Council monitors and assesses its performance by mainly considering its direction of travel (DOT), the RAG rating, and quartile position when compared to other English counties (where applicable).
6. For each indicator reported, the performance dashboards, in the Appendix, show information on the latest data against the previous update and target (if available), the DOT, the RAG rating (Red, Amber, or Green), (if applicable), the comparison quartile position (where available) and the trend.
7. The direction of travel (DOT) arrows indicate an improvement or deterioration in performance compared to the previous result, within the performance dashboards. Up arrows show an improvement in performance, down arrows show a decline in performance and horizontal arrows show no change. Grey empty circles mean there is no update. Where there is no DOT arrow, this is because no update is available. This may be due to the time taken to obtain data from third parties and calculate the results or because many indicators are updated less frequently e.g., annually.
8. The performance dashboards include information on the latest data against target (where relevant) which generates a RAG rating (Red, Amber or Green) if applicable. Red indicates that close monitoring or significant action is required as the target isn't or may not be achieved. Amber indicates that light touch monitoring is required as performance is currently not meeting the target or set to miss the target by a narrow margin. Green indicates no additional action is required as the indicator is currently meeting the target or on track to meet the target.
9. The Council's performance is benchmarked against 33 English county authorities which cover large, principally non-urban geographical areas. Where it is available, the performance dashboards within the Appendix show which quartile Leicestershire's performance falls into. The Council's quartile position provides insight into how this indicator compares to other county councils in England. The first quartile is defined as performance that falls within the top 25% of county councils (the best). The fourth quartile is defined as performance that falls within the bottom 25% of county councils (the worst). The comparison quartiles are updated annually.
10. The frequency in which the indicators are reported varies: some are quarterly, many are annual, and some data even less frequent. Most of the quarterly data is one quarter in arrears. For clarity, the time-periods the data covers are contained in the performance dashboards.

Performance Update – latest data to June 2022

11. The quarterly performance dashboard shows HT performance up to June 2022. Overall, there are 18 performance indicators included in this report which are aligned with the Council's Strategic Plan Outcomes. They are presented in the HT performance dashboards in the Appendix. This report focuses on the seven indicators that have been updated this quarter, with two showing an

improvement in performance since the previous update and five declining in performance.

12. The latest position shows that of the indicators with targets all five had met target or are on track (green).
13. When compared to other English county councils, the Council performs extremely well, as it has 13 indicators in the top quartile (listed in the Appendix with green first quartile positions). The Council performs below average for only 'Local bus passenger journeys originating in the authority area' and 'Average vehicle speed – weekday morning on locally managed 'A' roads (mph)'.
14. The following updates focus on indicators that have been updated in quarter 1.

Strong Economy, Transport & Infrastructure

15. Within this outcome, only two indicators were updated in quarter 1, as scheduled. Of these 'Local bus passenger journeys originating in the authority area' had improved in performance whilst the 'Number of park and ride journeys' saw a decline in performance in quarter 4 (both are one quarter in arrears).
16. 'Local bus passenger journeys originating in the authority area (millions)' improved in performance by 13% from 6.2 million in the 12 months to quarter 3 2021/22 to 7 million in quarter 4 2021/22 and has met its 6 million target. There has been a continued recovery in passenger numbers over the year, although there are still significantly fewer than the pre-pandemic level of 12-13 million annual journeys. This indicator remains in the fourth (bottom quartile) when compared to other English county councils.
17. The 'Number of park and ride journeys' decreased by 10% in quarter 4 (up to March 2022) from 126,302 journeys in the 12 months to quarter 3 2021/22 down to 113,773 in the 12 months to quarter 4 2021/22. This decline is most likely due to the increase in the new Covid-19 variant phase from December 2021 onwards, which is likely to have deterred some passengers from using the park and ride buses. This follows a continued rise in numbers since quarter 4 2020/21, so it is expected to start showing an increase again next quarter. Though this is still below the pre-pandemic normal of 186,112 passenger levels (per year) in 2019/20.

Safe & Well – Road safety

18. The Department supports the Safe and Well outcome primarily through its road safety initiatives. Four indicators were updated in quarter 4 (up to March) and all of them showed declining performance, as casualties increased across all four indicators since the previous update. Whilst total casualties are performing better than the pre-pandemic average results, unfortunately killed or seriously injured (KSI) results for both indicators are above the pre-pandemic averages. It is likely that as more vehicles return to Leicestershire roads in 2022, the probability of more road accidents increases. However, it is possible there are

some other reasons influencing this that have not yet been identified or reported. Although performance for these indicators is most likely to reflect a return to the pre-pandemic level of casualties.

19. Overall, Leicestershire is a high performing authority reflected in the fact that all five road casualty indicators are in the top quartile when compared to other English county councils, for the latest data (2020 and 2021). While every effort is made to capture collision data as accurately as possible, there are factors outside of the control of the Council that can affect data quality. For a collision report to be submitted to the Council, it must relate to a collision either attended by a Police Officer or reported to a police station. Only in these circumstances will the Police send a collision report to the Council for validation. The Road Casualty Reduction in Leicestershire report covered casualty data in March 2022 for this committee. The latest provisional data has been included in the paragraphs below.
20. 'Total casualties on Leicestershire roads' declined in performance by 7% as casualties have continued to increase from 911 in November 2021 to 978 in March 2021. This reflects the increase in vehicles on the roads during this period. Over the longer term this indicator has performed well, and the latest result is lower (performing better) than the pre-pandemic average level from 2015/16 to 2019/20 which was approximately 1,368 casualties. There were some issues with the new reporting of collisions earlier this year which could have resulted in an underreporting of casualties. The Council has been working with Leicestershire Police to resolve these issues and improve the quality of information received from the police. A review of road casualty targets is being undertaken and the performance dashboards will be updated for the next performance report.
21. The 'Number of people killed or seriously injured (KSIs)' declined in performance by 17% as KSIs increased from 213 in November 2021 to 249 in March 2022. The last time it was this high was in 2014/15 (250). The pre-pandemic average was 216 casualties (2015/16 to 2019/20), the latest casualty levels exceed this. It is likely that vehicles returning to the roads during this period has raised the probability of road incidents.
22. The 'Total casualties involving road users, walking, cycling & motorcyclists (excluding cars)' also saw a 7% decline in performance from 256 casualties in November 2021 to 275 casualties by March 2022. This remains fewer than the average pre-pandemic level (since 2015), which was 370 casualties.
23. The 'Number of people killed or seriously injured (KSI) walking cycling and motorcyclists (excluding cars)' also saw a further significant 18% decline in performance to March 2022, as casualties increased from 103 in November 2021 to 121 to March 2022. These types of casualties are the highest since December 2018 (121). Again, the return to the previous traffic levels may have contributed here, as well as the potential for more pedestrians and cyclists after increased levels during the pandemic. The average pre-pandemic total is 104 KSI casualties since 2015, the most recent KSIs result has exceeded this.

Clean & Green - emissions

24. This outcome includes an indicator that monitors the impact of transport on carbon emissions within the County. Whilst the Authority has limited control, where possible it does seek to improve green outcomes for Leicestershire through a variety of schemes and initiatives and internal ways of working. The recent update for 'Carbon emissions (estimates) from transport within LA influence (Kt)' showed a large improvement in performance as emissions fell by a noteworthy 17% from 1,210 Kt in 2019 to 1,005 Kt in 2020. This data is two years in arrears, and it is significantly influenced by the large reduction of vehicles on the roads during the pandemic lockdowns in 2020. Under non-pandemic circumstances, it would be expected to see a decline in emissions equal to or fewer than 2.5% in 2020 based on the previous four years data. The average pre-pandemic rate between 2013 to 2019 was 1,209 Kt which was significantly higher than the 2020 results.

Background papers

Leicestershire County Council's Strategic Outcomes Framework and Strategic Plan 2022-2026

<http://cexmodgov1/documents/s168909/Appendix%20A%20-%20LCC%20Strategic%20Plan%202022-26.pdf>

Road casualty reduction in Leicestershire 2022 report

<https://politics.leics.gov.uk/documents/s166854/Casualty%20Reduction%202020-21%20Report%20HTF%20Scrutiny%20030322.pdf>

NHT (National Highways & Transport Network) Survey results for 2021

<https://www.nhtnetwork.co.uk/isolated/page/793>

Circulation under Local Issues Alert Procedure

None.

Equalities and Human Rights Implications

25. There are no equality or human rights implications.

Appendices

Appendix - Strategic Plan Performance Dashboards by Outcomes covering Highways and Transport Performance to June 2022

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Appendix - Highways & Transport performance to June 2022

Strong Economy, Transport and Infrastructure

Highways & Transport KPI Performance Dashboard

Info



Outcome Strong Economy, Transport an.. Branch Highways & Transport
 Sub Outcome All Countywide/LCC All Search Indicator All

Indicator (* = Statutory Returns)	Latest Data	Period	Prev. Data	Perform. DOT	Target (Yearly)	RAG	Quartiles	Previous Updates	C/L
Overall satisfaction with the condition of highways (NHT satisfaction survey) (%)	32.4	2021/22	37.4	○		NA	1st 2021		L
* % of principal (A class) road network where structural maintenance should be considered	2	2021/22	2	○	4	G	1st 2020		L
* % of non-principal (B & C class) road network where structural maintenance should be considered	3	2021/22	4	○	6	G	1st 2020		L
% of the unclassified road network where maintenance should be considered	11	2021/22	16	○	13	G	2nd 2020		L
Overall satisfaction with local bus services/(sustainable travel options) (NHT satisfaction survey) (%)	53.6	2021/22	56.7	○		NA	1st 2021		C
Local bus passenger journeys originating in the authority area (millions)	7	Q4 2021/22	6.2	↑	6	G	4th 2020/21		C
Number of park and ride journeys	113,773	Q4 2021/22	126,302	↓		NA	NA		C
Overall satisfaction with cycle routes & facilities (NHT satisfaction survey) (%)	38.1	2021/22	33.6	○		NA	1st 2021		L
Overall satisfaction with the Rights of Way network (NHT satisfaction survey) (%)	49.8	2021/22	53.6	○		NA	1st 2021		L
Overall satisfaction with the condition of pavement & footpaths (NHT satisfaction survey) (%)	61.6	2021/22	64.5	○		NA	1st 2021		L
Overall satisfaction with traffic levels & congestion (NHT satisfaction survey) (%)	37.8	2021/22	40.1	○		NA	1st 2021		C
Average vehicle speed - weekday morning peak on locally managed 'A' roads (mph)	32.5	2020	31.1	○	30.27	G	3rd 2020		C

Safe & Well

Highways & Transport KPI Performance Dashboard



DOT Arrow Summary		RAG Rating Summary		Quartile Summary	
DOWN	NO UPDATE	NA		1st	
4	1	5		5	

Outcome Safe & Well

Branch Highways & Transport

Sub Outcome All

Countywide/LCC All

Search Indicator All

Indicator (* = Statutory Returns)	Latest Data	Period	Prev. Data	Perform. DOT	Target (Yearly)	RAG	Quartiles	Previous Updates	C/L
Road safety satisfaction (NHT satisfaction survey) (%)	56.9	2021/22	59	○		NA	1st 2021		L
Total casualties on Leicestershire roads	978	Mth 03 Mar 2022	911	↓		NA	1st 2020		L
Number of people killed or seriously injured (KSIs)	249	Mth 03 Mar 2022	213	↓		NA	1st 2020		L
Total casualties involving road users, walking, cycling & motorcyclists (excluding cars)	275	Mth 03 Mar 2022	256	↓		NA	1st 2020		L
Number of people killed or seriously injured (KSI), walking, cycling & motorcyclists (excluding cars)	121	Mth 03 Mar 2022	103	↓		NA	1st 2020		L

Clean & Green

Highways & Transport KPI Performance Dashboard



DOT Arrow Summary		RAG Rating Summary		Quartile Summary	
UP		NA		2nd	
1		1		1	

Outcome Clean & Green

Branch Highways & Transport

Sub Outcome All

Countywide/LCC All

Search Indicator All

Indicator (* = Statutory Returns)	Latest Data	Period	Prev. Data	Perform. DOT	Target (Yearly)	RAG	Quartiles	Previous Updates	C/L
Carbon emissions (estimates) from transport within LA influence (kt)	1,004.9	2020	1,209.7	↑		NA	2nd 2019		C