



*Meeting:* **Highways and Transport Overview and Scrutiny Committee.**

*Date/Time:* **Thursday, 1 September 2022 at 2.00 pm**

*Location:* **Sparkenhoe Committee Room, County Hall, Glenfield**

*Contact:* **Mr. E. Walters (0116 3052583)**

*Email:* **Euan.Walters@leics.gov.uk**

### **Membership**

Mr. T. Gillard CC (Chairman)

Mr. R. G. Allen CC    Mr. B. Lovegrove CC  
Mr. D. C. Bill MBE CC    Mr. K. Merrie MBE CC  
Mrs. A. J. Hack CC    Mr. L. Phillimore CC

**Please note: this meeting will be filmed for live or subsequent broadcast via the Council's web site at <http://www.leicestershire.gov.uk>**

### **AGENDA**

<u>Item</u>	<u>Report by</u>
1. Minutes of the meeting held on 9 June 2022.	(Pages 5 - 8)
2. Question Time.	
3. Questions asked by members under Standing Order 7(3) and 7(5).	
4. To advise of any other items which the Chairman has decided to take as urgent elsewhere on the agenda.	
5. Declarations of interest in respect of items on the agenda.	
6. Declarations of the Party Whip in accordance with Overview and Scrutiny Procedure Rule 16.	



7. Presentation of Petitions under Standing Order 35.
8. Street Lighting Service - Review 2021/22. Director of Environment and Transport (Pages 9 - 18)
9. Highways and Transport Performance Report to June 2022. Director of Environment and Transport (Pages 19 - 26)
10. Dates of future meetings.

Future meetings of the Committee are proposed to take place on the following dates:

Thursday 3 November 2022 at 2.00pm;  
Thursday 26 January 2023 at 2.00pm;  
Thursday 9 March 2023 at 2.00pm;  
Thursday 8 June 2023 at 2.00pm;  
Thursday 7 September 2023 at 2.00pm;  
Thursday 9 November 2023 at 2.00pm.

11. Any other items which the Chairman has decided to take as urgent.

## QUESTIONING BY MEMBERS OF OVERVIEW AND SCRUTINY

The ability to ask good, pertinent questions lies at the heart of successful and effective scrutiny. To support members with this, a range of resources, including guides to questioning, are available via the Centre for Governance and Scrutiny website [www.cfgs.org.uk](http://www.cfgs.org.uk). The following questions have been agreed by Scrutiny members as a good starting point for developing questions:

- Who was consulted and what were they consulted on? What is the process for and quality of the consultation?
- How have the voices of local people and frontline staff been heard?
- What does success look like?
- What is the history of the service and what will be different this time?
- What happens once the money is spent?
- If the service model is changing, has the previous service model been evaluated?
- What evaluation arrangements are in place – will there be an annual review?

Members are reminded that, to ensure questioning during meetings remains appropriately focused that:

- (a) they can use the officer contact details at the bottom of each report to ask questions of clarification or raise any related patch issues which might not be best addressed through the formal meeting;
- (b) they must speak only as a County Councillor and not on behalf of any other local authority when considering matters which also affect district or parish/town councils (see Articles 2.03(b) of the Council's Constitution).

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Minutes of a meeting of the Highways and Transport Overview and Scrutiny Committee.  
held at County Hall, Glenfield on Thursday, 9 June 2022.

PRESENT

Mr. R. G. Allen CC  
Mr. D. C. Bill MBE CC  
Mr. T. Gillard CC  
Mrs. A. J. Hack CC

Mr. B. Lovegrove CC  
Mr. K. Merrie MBE CC  
Mr. L. Phillimore CC

In attendance

Mr. O. O'Shea CC – Cabinet Lead Member for Highways and Transport

1. Appointment of Chairman.

RESOLVED:

That Mr. T. Gillard CC be appointed Chairman of the Highways and Transport Overview and Scrutiny Committee for the period ending with the date of the Annual Meeting of the County Council in 2023.

Mr. T. Gillard CC – in the Chair

2. Election of Deputy Chairman.

RESOLVED:

That Mr. K. Merrie CC be appointed Deputy Chairman of the Highways and Transport Overview and Scrutiny Committee for the period ending with the date of the Annual Meeting of the County Council in 2023.

3. Minutes of the previous meeting.

The minutes of the meeting held on 3 March 2022 were taken as read, confirmed and signed.

4. Question Time.

The Chief Executive reported that no questions had been received under Standing Order 35.

5. Questions asked by members under Standing Order 7(3) and 7(5).

The Chief Executive reported that no questions had been received under Standing Order 7(3) and 7(5).

6. Urgent items.

There were no urgent items for consideration.

7. Declarations of interest.

The Chairman invited members who wished to do so to declare any interest in respect of items on the agenda for the meeting.

Mr. L. Phillimore CC declared a Non-Registerable Interest in agenda item 10: Special Educational Needs School Transport Service – Provision Briefing as his wife was employed by the County Council in Special Educational Needs. This item did not directly relate to or affect the financial or other wellbeing of Mr. Phillimore's wife to an extent that this prevented Mr Phillimore from participating in the meeting.

8. Declarations of the Party Whip.

There were no declarations of the party whip in accordance with Overview and Scrutiny Procedure Rule 16.

9. Presentation of Petitions.

The Chief Executive reported that no petitions had been received under Standing Order 35.

10. Special Educational Needs School Transport Service - Provision Briefing.

The Committee considered a report of the Director of Environment and Transport which provided the current performance information regarding the Special Educational Needs (SEN) transport expenditure for the academic year 2021/22, including the drivers of 'spend' in this area, actions taken to suppress costs and future demands for the SEN service. A copy of the report, marked 'Agenda Item 10' is filed with these minutes.

Arising from discussions the following points were noted:

- (i) The County Council had a role as a Corporate Parent for these young people up until the age of 25 however the exact responsibilities the Council had were different for the 16-18 age group and the 19 to 25 age group.
- (ii) Rising fuel costs were a concern and the Council was working with suppliers such as taxi drivers to mitigate the problem and also trying to minimise costs by using its own fleet. However, this was made more difficult by the fact that some children were unable to travel in the same vehicle as other children.
- (iii) There had been a growth in Education, Health and Care Plan (EHCP) numbers of 54% over the previous five years, which was significantly higher than the national average. In response to a question from a member as to what was causing this increase and whether Leicestershire County Council started from below the national average, the Director of Environment and Transport agreed to consult with the Children and Families Department and provide the answer to Committee members after the meeting.

- (iv) Concerns were raised about the locations of special schools and whether consideration was given to transport issues before the locations were decided. Transport was not usually a primary consideration when the schools were set up and more needed to be done to ensure that transport issues were considered earlier in the planning process.
- (v) The County Council had received several complaints from parents about SEND transport and specifically a lack of communication from the Council regarding issues which had arisen. Some of the problems had arisen due to the amount of late applications for transport. It was important to communicate with parents as early as possible regarding any transport problems so alternative arrangements could be made.
- (vi) The Cabinet Lead Member for Highways and Transport provided reassurance that he would continue to work with parents to address areas of concern and he joined the Committee in thanking officers in the Highways and Transport department for the work they had carried out in relation to SEN transport.

RESOLVED:

That the current performance information regarding the Special Educational Needs (SEN) transport expenditure for the academic year 2021/22 be noted with concern and the actions being taken to suppress costs and future demands for the SEN service be supported.

11. Members' Highway Fund.

The Committee considered a report of the Director of Environment and Transport which provided an update on the position of the Members Highway Fund (MHF) at the end of its first year (2021/22) and beginning of its second (2022/23). A copy of the report, marked 'Agenda Item 11', is filed with these minutes.

Arising from discussions the following points were noted:

- (i) The Committee fully endorsed the Members Highway Fund and the processes that had been put in place for administering it. Feedback from members regarding the new portal for submitting applications was particularly positive though it was noted that there was no facility for uploading photographs. The Director of Environment and Transport agreed to look into this.
- (ii) Whilst the data from Mobile Vehicle Activated Signs (MVAS) could not be used to prosecute individual drivers, it was passed onto the Police to give them an idea of where to deploy mobile speed cameras. The County Council would firstly look to the Police to take enforcement action. Due to funding issues the County Council had to prioritise sites where there were the most accidents so it was only if a location met the criteria for numbers of accidents that the Council would take further measures such as installing traffic calming measures and additional signage. The MVAS data was also used to help the County Council build up a picture of Road Traffic issues across Leicestershire.

- (iii) The Cabinet Lead Member for Highways and Transport joined the Committee in thanking officers for their work in relation to the Member Highways Fund.

RESOLVED:

That the position of the Members Highway Fund at the end of its first year (2021/22) and beginning of its second (2022/23) be welcomed and supported.

12. Date of next meeting.

RESOLVED:

It was noted that the next meeting of the Committee would be held on 1 September 2022 at 2.00pm.

2.00 - 2.48 pm  
09 June 2022

CHAIRMAN





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

**STREET LIGHTING SERVICE – REVIEW 2021/22**

**REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT**

**Purpose of Report**

1. The purpose of this report is to provide the Committee with information regarding the 2021/22 review of the County Council's street lighting service (non-operations).

**Policy Framework and Previous Decisions**

2. In April 2016, the Cabinet approved a consultation ('A-Roads to Zebras') on the County Council's approach to highway maintenance and the amendments to its plans and policies set out in the Transport Asset Management Plan (TAMP), Highway Maintenance Strategy and Policy, and Street Lighting Strategy and Policy in line with Government's Code of Practice "Well-maintained Highways" and its subsequent update "Well-managed highway infrastructure - A Code of Practice" (October 2016).
3. In December 2016, the Cabinet noted the outcome of the 'A-Roads to Zebras' consultation and agreed to consult on the draft Highway Asset Management Policy (HAMP) and Highway Asset Management Strategy (HAMS).
4. In June 2017, the Cabinet approved the HAMP and HAMS (updated in December 2020 following consultation with the Lead Member for Highways, Transport and Waste).
5. In September 2017, the Cabinet approved the Highway Infrastructure Asset Management Plan (HIAMP) (updated in October 2020 following consultation with the Lead Member for Highways, Transport and Waste). These plans set the framework for how the street lighting asset is managed across the County.

**Background**

**Strategic context**

6. The duty to maintain the highway under Section 41 of the Highways Act 1980 does not imply a duty to provide street lighting (see Cartwright v Derbyshire CC [2006]). Rather, local authorities have a discretion about whether to provide street lights (see Section 97 of the Highways Act 1980).

7. Although a local authority does not have a duty to provide street lighting; once provided, the local authority has a duty to maintain the system in a safe condition. This is because local authorities can be held liable if they introduce a danger to the highway and fail to neutralise it (see *McCabe v Cheshire West and Chester Council* 2014).
8. The standards for street lighting are laid down in British Standard: BS.5489 and European Standard BS EN 13201.
9. Street Lighting touches not only on the issue of preventing road accidents. Section 17 of the Crime and Disorder Act 1998 provides that it shall be the duty of each authority to exercise its responsibilities to do all that it reasonably can to prevent crime and disorder in its area.
10. The highway infrastructure asset in Leicestershire forms a critical part of the social and economic infrastructure that supports the well-being of the County's residents and businesses as well as those in the wider regions. The highway infrastructure asset is a large and diverse asset including carriageways and footways, bridges, street lighting, traffic signals and drainage. It is the County Council's greatest asset which is valued at just under £10.57bn. Maintaining such an asset requires significant funding and many co-ordinated operations. In order to provide the best outcomes, operations must be well managed to extract the greatest value for the funding invested.
11. In February 2015, the Medium Term Financial Strategy (MTFS) 2015/16 to 2018/19 was approved by the County Council. It identified that the Council's discretionary Capital Programme included a £25m 'invest to save' programme to replace all County Council maintained street lights (around 66,000) with LED lighting, including a Central Management System to control the lighting, and the de-illumination of traffic signs on bollards, leading to potential annual revenue savings of £2m per annum (excluding financing costs) by 2018/19. The cost of the project included a £5.1m Challenge Fund Grant from the Department for Transport (DfT). This Street Lighting Transformation Project to replace with LEDs was successfully completed in 2019.

### Street Lighting Challenges

12. The Strategy noted that the County Council faced a growing issue relating to the backlog of life-expired lighting columns in need of renewal. At the beginning of April 2020, approximately 16,000 lighting columns (23%) were 30 years old or more (the design life of a lighting column is typically 25 years). These columns have a higher risk of structural failure or collapse.
13. The County Council's strategy for managing the risk to highway users is to undertake a programme of structural testing of the lighting columns, to undertake reactive maintenance as required and to seek appropriate renewal funding to enable the high-risk columns to be replaced (ideally as part of a planned scheme).

14. The other area of concern is the County Council's ageing network of buried electrical cables, most of which are laid directly in the ground. The cable networks supply the broader asset group (e.g., street lighting, illuminated signs and Variable Message Signs). There is an ever-increasing incidence of local cable faults which are becoming uneconomical to repair.
15. The County Council's strategy for managing the electrical safety of this asset group is an annual programme of electrical testing that covers all assets over a six-year period, to undertake reactive maintenance as required and to seek appropriate renewal funding to enable the high-profile networks to be replaced.
16. The County Council's current electrical highway assets consist of:
  - Lighting columns – 69,351
    - All-night lighting (ANL) – 30,554
    - Part-night lighting (PNL) – 38,797 (56%)
  - Illuminated signs – 9,362
  - Beacons and subway lights – 740
  - Twin amber school flashing lights – 583
  - Feeder pillars – 556
  - Vehicle Activated Signs (VAS) – 379
  - Illuminated bollards – 217
  - Cabling network – 404 km

### **Street Lighting Service Review**

17. A review of the street lighting service has been carried out with the following initiatives being introduced to deliver efficiencies.

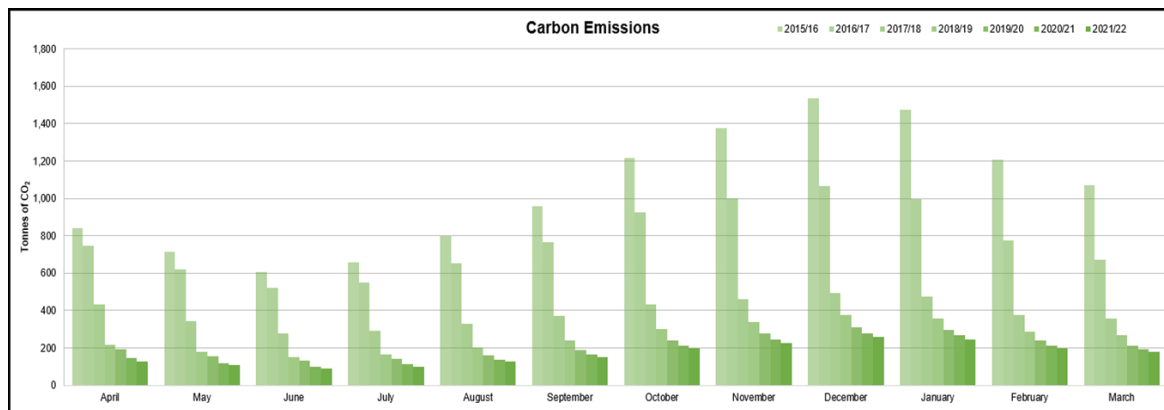
#### *Invest-to-Save – Dimming of residential street lights*

18. To support the County Council's 'Clean & Green' Outcome within the Strategic Plan, the lighting programs for all the residential street lights across the County were reviewed to improve efficiency – this was achieved by reprogramming lights to switch on and off at lower ambient lighting levels and by dimming the power levels commensurate with lower traffic flows occurring throughout the night. An additional Lighting Engineer was engaged from an agency to work three days a week to complete the task at a total cost of £29,000 and the project took 10 months to complete.
19. The perpetual full-year savings of this work are estimated as:
  - Savings – £84,000
  - Energy – 495k kWh
  - CO<sub>2e</sub> – 105 tonnes

20. The implementation of these changes has brought no adverse public comment to date.

*Effects of LED conversion, PNL and dimming – Carbon*

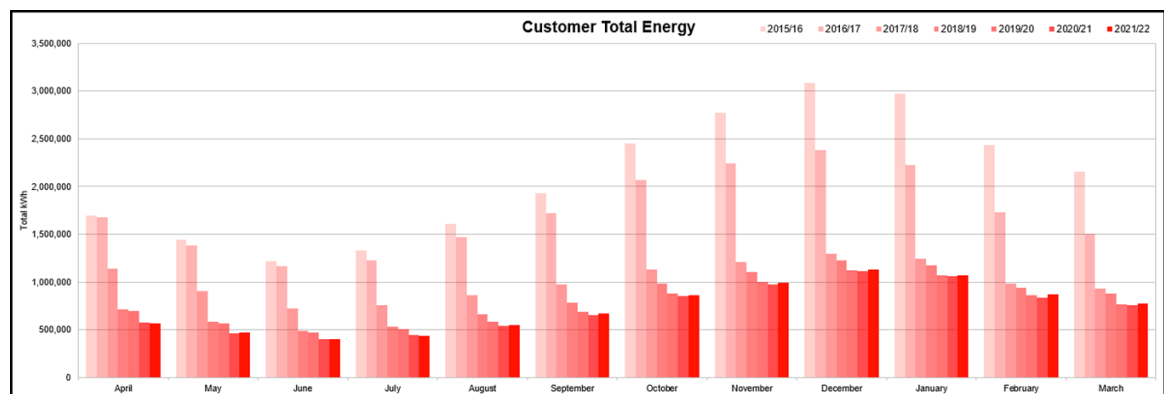
21. Between 2012/13 and 2021/22, the Council's annual CO<sub>2</sub> emissions from street lighting fell from 14,572 tonnes to 2,012 tonnes.
22. This graph shows the Carbon emissions from street lighting and illuminated signs since 2015/16:



23. It should be noted that emissions are also reduced by using more green energy.

*Effects of LED conversion, PNL and dimming – Energy*

24. Between 2012/13 and 2021/22, annual energy consumption from street lighting fell from 27.4M kWh to 8.8M kWh.
25. This graph shows the energy consumption since 2015/16:



26. Minor increases in the later years reflect the adoption of new assets, for instance where adopted roads on new housing developments increase our street lighting stock.

## Safety

27. To support the County Council's Strategic Plan (2022-26) 'Safe & Well' Strategic Outcome, some PNL street lights were switched to ANL for a three-month trial period to assist the Police with their operational activities, often as a result of a spike in local crime or anti-social behaviour.
28. The County Council undertook 16 trials for the Police in 2021/22, and, of the 13 that have finished, 12 were returned to part-night lighting once the Police had completed their activities.
29. The County Council has also supported operational gangs by returning streets to ANL during periods of night-time working on highway maintenance schemes, thus making the working environment safer.

## Projects

30. To support the County Council's 'Strong Economy, Transport & Infrastructure' Strategic Outcome, two major projects have been progressed:

### *Fosse Park/Grove Park Triangle*

31. The network around Fosse Park and Grove Park Triangle forms a vital and busy interchange. Numerous defects had been recorded on many of the ageing street lighting assets over recent years.
32. In particular, the lighting assets around the Fosse Park island (columns, feeder pillars and cabling), installed in the mid-1980s, were identified as approaching the end of their useful life.
33. In 2020/21, additional funding of £500,000 was provided as part of a three-year programme to renew all these ageing assets. Work started in 2020/21 and continued in 2021/22.
34. Assets have now been replaced in six of the 12 separate zones identified for the project, as follows:
  - Columns – 78
  - Feeder pillars – 6
  - Cable network – 8,340m
35. It is anticipated that the remaining works will be completed in 2022/23.

### *Column Replacement Programme*

36. In 2020, there were 11,300 lighting columns identified as 'at-risk', indicating that they were working beyond their expected design life.

37. An evidenced-based report determined that a long-term Column Replacement Programme was required to tackle these ageing assets before a catastrophic incident occurred.
38. £1.5m additional funding was allocated for 2021/22 to allow the Programme to commence. A total of 1,323 'at-risk' assets were replaced.
39. £1.3m is allocated to continue the Programme in 2022/23.

#### Income generation

40. The specialist skills of the Street Lighting team are being used to generate more external income. The developer market is buoyant at the moment and the team submitted 22 quotations for lighting designs in 2021/22, of which 17 have been determined:
  - Successful quotations – 17/17 (100%)
  - Design fees generated – **£42,000**
41. The success in winning design work naturally leads to more opportunities for lighting installation works on site – the value of works generated in 2021/22 was **£367,000**.

#### Issues and challenges

42. A number of specific issues and challenges exist for street lighting and are described in paragraphs below.

#### *Ageing stock*

43. Despite the Column Replacement Programme, the number of columns deemed 'at-risk' is now 11,900 (this number increases as Amber columns migrate to Red over time).
44. Typical defects, often below ground, are shown in the photographs below:



*Markfield*



*Melton*

*Rising energy costs*

45. The electricity tariff increased by 8.6% during 2021/22 and is expected to increase significantly in the current and future years given the significant increase in energy prices we are experiencing. Comparable councils have seen their tariffs increase by 80%.

*Carbon reduction*

46. There are around 1,400 assets with sodium lanterns that have been adopted since the LED roll-out. These lanterns were compliant at the time of installation and subsequent adoption but produce more emissions than LED equivalents. They need upgrading to LED under CMS control, to allow trimming, dimming and automatic fault detection.
47. There are around 3,000 developer assets awaiting adoption, which will add about 4% to the lighting stock, thus increasing the County Council's carbon emissions and future maintenance responsibilities.

*Materials shortages*

48. There are ongoing issues with worldwide availability of steel for columns and rare earth metals for semi-conductors and other components which impact our programme delivery and cause inflationary pressures.

*Public perception*

49. The recent National Highways & Transport Network (NHT) survey result showed only 54.9% satisfaction with street lighting, despite the ongoing achievements in efficiency and carbon reduction. It may prove difficult to change that perception.

**Resource Implications**

50. In March 2022, the Cabinet considered a report on the Environment and Transport Department's 2022/23 Highways and Transportation Capital Programme and Works Programme. This set out a summary of the budget breakdown for each of the highway's capital lines set out in the refreshed MTFS, including Transport Asset Management, which includes street lighting.
51. These programmes are aligned to the budget envelopes included in the MTFS 2022-26, as approved by the County Council in February 2022.
52. The Street Lighting service received the following funding in 2022/23:
- Capital - £2.0m (Column Replacement Programme & Fosse Park Renewals)
  - Revenue - £2.2m (General maintenance and energy)

53. The challenges set out above of an aging stock, increasing cost of materials and energy combined with the Council's worsening financial position means, that managing the street lighting service moving forward will be increasingly difficult. Despite the significant successes in this service in recent years in reducing carbon emissions and energy costs, it is likely we will have to drive further efficiencies along with considering service reductions.
54. The Director of Corporate Resources and the Director of Law and Governance have been consulted on this report.

### **Background Papers**

Report to the Cabinet – 29 March 2022 – Environment and Transport Department's 2022/23 Highways and Transportation Capital Programme and Works Programme  
<http://cexmodgov1.ad.leics.gov.uk:9075/ieListDocuments.aspx?CId=135&MId=6774&Ver=4> (item 108)

Report to the Cabinet – 23 March 2021 – Environment and Transport Department's 2021/22 Highways and Transportation Capital Programme and Works Programme  
<http://cexmodgov1.ad.leics.gov.uk:9075/ieListDocuments.aspx?CId=135&MId=6441&Ver=4> (item 498)

Report to the Cabinet – 15 September 2017 - Highway Infrastructure Asset Management Plan  
<http://cexmodgov1.ad.leics.gov.uk:9075/ieListDocuments.aspx?CId=135&MId=4863&Ver=4> (item 30)

Report to the Cabinet – 23 June 2017 - Highway Asset Management Policy and Highway Asset Management Strategy Review  
<http://cexmodgov1.ad.leics.gov.uk:9075/ieListDocuments.aspx?CId=135&MId=5120&Ver=4> (item 7)

Report to the Cabinet - 9 July 2015 – Future provision of Street Lighting  
<http://cexmodgov1.ad.leics.gov.uk:9075/ieListDocuments.aspx?CId=135&MID=4438#AI44381> (item 315)

Report to the Cabinet - 19 November 2014 – Future Provision of Street Lighting  
<http://cexmodgov1.ad.leics.gov.uk:9075/ieListDocuments.aspx?CId=135&MID=4438#AI44381> (item 221)

Report to the Cabinet – 26 July 2011 - Steet Lighting Policy  
<http://cexmodgov1.ad.leics.gov.uk:9075/ieListDocuments.aspx?CId=135&MID=3126#AI28733> (item 375)

### **Circulation under the Local Issues Alert Procedure**

None.



**Equality and Human Rights Implications**

55. There are no equality or human rights implications arising directly from the recommendations in this report.
56. Equality and Human Rights Impact Assessments will be carried out in relation to work undertaken on individual projects, where appropriate.

**Environmental Implications**

57. No detailed environmental assessment has been undertaken. However, the County Council assesses the environmental implications of relevant new policies and schemes at appropriate points during their development.

**Officers to Contact**

Ann Carruthers  
Director, Environment and Transport  
Tel: (0116) 305 7000  
Email: [Ann.Carruthers@leics.gov.uk](mailto:Ann.Carruthers@leics.gov.uk)

Pat Clarke  
Assistant Director, Highways and Transport Operations  
Tel: (0116) 305 4244  
Email: [Pat.Clarke@leics.gov.uk](mailto:Pat.Clarke@leics.gov.uk)

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**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

## **Officers to Contact**

Ann Carruthers  
 Director, Environment and Transport Department  
 Tel: (0116) 305 7000  
 Email: [Ann.Carruthers@leics.gov.uk](mailto:Ann.Carruthers@leics.gov.uk)

Nicola Truslove  
Business Partner, Business Intelligence Service  
Tel: (0116) 305 8302  
Email: [Nicola.Truslove@leics.gov.uk](mailto:Nicola.Truslove@leics.gov.uk)



## 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 &amp; Well

## Highways &amp; Transport KPI Performance Dashboard



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

Outcome Safe &amp; Well

Branch Highways &amp; 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 &amp; Green

## Highways &amp; Transport KPI Performance Dashboard



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

Outcome Clean &amp; Green

Branch Highways &amp; 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