



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

*Date/Time:* **Thursday, 3 November 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 1 September 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. North and East Melton Mowbray Distributor Road - Update. Director of Environment and Transport (Pages 9 - 14)
9. Highways and Transport Annual Performance Report 2021/22. Director of Environment and Transport (Pages 15 - 28)
10. Date of next meeting.

The next meeting of the Committee is scheduled to take place on Thursday 26 January 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, 1 September 2022.

PRESENT

Mr. T. Gillard CC (in the Chair)

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

Mr. B. Lovegrove CC  
Mr. L. Phillimore CC  
Mr. C. A. Smith CC

13. Minutes of the previous meeting.

The minutes of the meeting held on 9 June 2022 were taken as read, confirmed and signed.

14. Question Time.

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

15. Questions asked by members.

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

16. Urgent items.

There were no urgent items for consideration.

17. 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.

No declarations were made.

18. Declarations of the Party Whip.

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

19. Presentation of Petitions.

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

20. Street Lighting Service - Review 2021/22.

The Committee considered a report of the Director of Environment and Transport which provided information regarding the 2021/22 review of the County Council's street lighting service. A copy of the report, marked 'Agenda Item 8', is filed with these minutes.

In an update to the figures presented in the report regarding rising energy costs, it was explained that for the year 2021/22 the cost had been 17 pence per kilowatt hour but in October 2022 the cost was expected to increase to 35 pence per kilowatt hour which would result in a bill of £3.12 million for the 2022/23 year.

Arising from discussions the following points were noted:

- (i) The street lighting columns were made out of steel. In response to a question from a member as to what other materials were available for manufacturing street lighting it was agreed that further information would be provided to members after the meeting.
- (ii) In response to a question from a member about whether solar technology could be used for street lighting it was explained that the technology was not yet advanced enough and even if the technology was available it would require further capital investment from the County Council. It was agreed that further information regarding this would be provided to members after the meeting.
- (iii) The County Council carried out work in-house producing lighting designs for housing developers and received income from the developers for doing this. It was agreed that after the meeting members would be sent information regarding the net return the County Council gained from carrying out this work.
- (iv) The County Council adopted street lights from housing developers and although the County Council street lights had been converted to LED, 1,400 of the adopted assets had sodium lanterns which meant that the County Council had to convert them to LED. In response to a suggestion from a member that the County Council require all adopted street lights to already be converted to LED, it was explained that this would not be feasible as many of the adoption agreements had been signed several years previously when sodium lanterns were the Council standard. However, over time this issue would reduce reflecting the point at which the Council standard changed to LED.
- (v) A member pointed out that people's habits and behaviour had changed as a result of the Covid-19 pandemic and therefore questioned whether the timings and brightness of street lighting should change in line with that. The Director of Environment and Transport confirmed that consideration was given to issues such as this.
- (vi) It was not necessarily the case that the older a lighting column the higher the risk of it requiring replacing because there were other factors which added to the risk. If a column required replacing but the funding was not available for the replacement then it could be removed without being replaced, however so far the County Council had not had to do this. In response to a suggestion from a member that Councils should lobby government for more funding for street lighting due to safety concerns, it was pointed out that Councils were already lobbying government regarding much wider funder issues than just street lighting.

- (vii) The recent National Highways & Transport Network (NHT) survey result showed only 54.9% satisfaction with street lighting. It was agreed that after the meeting members would be sent further data to show how this figure compared with other authorities.

RESOLVED:

That the update regarding the 2021/22 review of the County Council's street lighting service be noted.

21. Highways and Transport Performance Report to June 2022.

The Committee considered a report of the Director of Environment and Transport which provided the latest performance update on the key performance indicators that the Council was solely or partly responsible for within its Strategic Plan covering Highways and Transport Services. A copy of the report, marked 'Agenda Item 9', is filed with these minutes.

Arising from discussions the following points were noted:

- (i) The 'Total casualties involving road users, walking, cycling & motorcyclists (excluding cars)' performance indicator saw a 7% decline in performance from 256 casualties in November 2021 to 275 casualties by March 2022. In response to a request from a member for a detailed breakdown of the numbers of pedestrians, cyclists and motorcyclists it was agreed that this data would be provided to members after the meeting.
- (ii) It was clarified that the road safety statistics covered the whole of the highway including both the road and the footpaths.
- (iii) Members raised concerns about E-scooters being illegally used on the roads in Leicestershire and the number of accidents involving E-scooters. It was explained that this was for the Police to enforce and some reassurance was given that legislation was expected to be passed to tackle the problem.
- (iv) Patronage on bus services was significantly below pre-covid levels and unless usage increased there was a risk of bus routes being withdrawn. It was questioned whether Demand Responsive Travel (DRT) passenger numbers were included in the bus passenger journeys performance indicator and agreed that this would be checked and clarified to members after the meeting.

RESOLVED:

That the latest performance update be noted.

22. Dates of future meetings.

RESOLVED:

That future meetings of the Committee 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.

2.00 - 3.08 pm  
01 September 2022

CHAIRMAN





**HIGHWAYS AND TRANSPORT OVERVIEW AND SCRUTINY  
COMMITTEE – 3 NOVEMBER 2022**

**NORTH AND EAST MELTON MOWBRAY DISTRIBUTOR ROAD -  
UPDATE**

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

**Purpose of the Report**

1. The purpose of this report is to advise the Highways and Transport Overview and Scrutiny Committee on the progress of the North and East Melton Mowbray Distributor Road (NE MMDR), including cost implications, and provide an opportunity for comment, prior to the Cabinet making a decision on whether to progress to delivery of the scheme on 16 December 2022.

**Policy Framework and Previous Decisions**

2. In May 2016 the Cabinet agreed the continuation of the development of the Melton Mowbray Transport Strategy (MMTS). It authorised the Director of Environment and Transport to undertake the necessary consultations and negotiations as required to enable the definition of a preferred route for the eastern section of the MMDR.
3. Several reports have been submitted to the Cabinet since that time, seeking support for the various stages of delivery including submission of Outline Business Case (OBC), planning application, and the Compulsory Purchase Order (CPO) together with the associated Side Roads Order (SRO).
4. In March 2017 the Cabinet agreed to gather further evidence and undertake consultation to enable the OBC to be developed and submitted to the Department for Transport (DfT).
5. In December 2017 the Cabinet noted the outcome of consultation on the NE MMDR required to develop the OBC, approved the recommended route, and authorised the Chief Executive to approve and submit the OBC to the DfT.
6. In July 2018 the Cabinet noted the award of £49.5m from the DfT Large Local Majors Fund. It also agreed to submit a planning application for the NE MMDR

in accordance with the preferred route and also, to make and implement a CPO and SRO.

7. In June 2019 the Cabinet noted the award of planning consent and approved the delivery of the scheme.
8. In March 2020 the Cabinet again agreed to make a CPO and SRO as well as agreeing for minor amendments to be made where necessary.
9. In February 2022, the Cabinet approved the capital programme 2021/22 to 2024/25 which included NE MMDR. The capital programme has been revised as part of the Medium Term Financial Strategy (MTFS) report, which was considered by the Cabinet in September 2022.
10. In April 2022 the Cabinet agreed to take all necessary steps to confirm and implement the CPO and SRO and note the latest position with regard to costs and timescales.
11. In September 2022, the Cabinet agreed to submit the Full Business Case (FBC) to the DfT, provided that the outcome of the target cost price exercise demonstrates the NE MMDR scheme still represents value for money.

### **Background**

12. A number of reports have previously been considered by the Cabinet at key stages detailing the background, justification and development of the NE MMDR.
13. At the Cabinet meeting in May 2016, approval was given to undertake the necessary consultations and negotiations as required to enable the definition of a preferred route for the eastern section of the MMDR. The Council subsequently made a bid to the DfT Large Local Major Schemes fund in July 2016, for funding to develop an Outline Business Case (OBC) for the delivery of an eastern distributor road. In November 2016 the DfT announced that the bid had been successful and £2.8m was awarded for the development of an OBC for an MMDR.
14. Following a meeting with the DfT in January 2017, it became apparent that an accelerated programme was required and so in March 2017 the Cabinet agreed to gather further evidence and undertake consultation to enable the OBC to be developed and submitted to the DfT. Work on the OBC was undertaken during 2017, and in September and October 2017 views were sought on the recommended route for the NE MMDR. A report was presented to the Cabinet in December 2017 and authority was given to the Chief Executive to approve and submit the OBC to the DfT.
15. Work on the scheme development continued at pace through 2018 and by July of that year, the Cabinet noted the award of £49.5m from the DfT Large Local Majors Fund and agreed to submit a planning application for the NE MMDR and to make and implement a Compulsory Purchase Order (CPO) and Side

Roads Order (SRO). The planning application for the scheme was submitted in October 2018 and subsequently granted in May 2019, subject to conditions.

16. All pre-commencement planning conditions were discharged by April 2022 enabling, together with a bat mitigation licence from Natural England, the demolition of Sysonby Farm in April and May 2022. This commencement of works ensured the conditions and timescales of the previously secured planning permission for the scheme were met.
17. Focus then turned to the making of the necessary statutory orders including a CPO and SRO. Although planning permission was granted in May 2019, the final plans for land take continued to evolve and were only finalised in early 2020. The proposed land take was presented to the Cabinet in March 2020 where it was agreed to make a CPO and SRO as well as agreeing to make minor amendments of both the CPO and SRO if required. The CPO and SRO were subsequently made in July 2020 and published in October 2020. There were 22 objections to the Orders received and, after a period of negotiation, 12 remaining objections were considered at the Public Inquiry presided over by a Planning Inspector during September 2021. The Inspector subsequently submitted a report to the Secretary of State for Transport with her recommendations. The Secretary of State then confirmed the Orders in March 2022.
18. Following the Cabinet's approval in April 2022 to take all necessary steps to confirm and implement the Orders, work has been undertaken to acquire possession of, and entry onto, the required land. The Council made and served a General Vesting Declaration (GVD) in August 2022 and Notice of Making a GVD for part of the land required for the scheme. Notices to Treat and Enter have also been served for land, on the understanding that not all of the land may be required permanently. This has secured the vast majority of land required to deliver the scheme. The remaining land required is subject to final negotiations of easements, licences and the like. Advanced works are planned in Autumn 2022, broadly in line with the details presented in the April 2022 Cabinet report.

### **Current position**

19. Due to the complex nature of the implications arising from both a decision to proceed with the scheme or to withdraw from delivery, at the time of the agenda for this meeting being published the detailed proposals were still being finalised to take account of all potential factors across the Council and the associated financial impacts. Therefore those details were not ready to be included in this report. A supplementary report setting out the detailed proposals is currently being prepared and this will be circulated to members and published on the County Council's website prior to the meeting on 3 November 2022.

### **Background papers**

9 May 2016 - Cabinet - 'Progress with the Development of a Melton Mowbray

Transport Strategy’:

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=4602&Ver=4>

10 March 2017 – Cabinet - ‘Melton Mowbray Transport Strategy and Distributor Road – Development of a Business Case and Identification of a Preferred Route’

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=4859&Ver=4>

12 December 2017 – Cabinet – ‘Melton Mowbray Distributor Road Proposals’ 112

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=4866&Ver=4>

6 July 2018 – Cabinet – ‘North and East Sections of the Melton Mowbray Distributor Road Proposals’

<https://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MID=5412#A156249>

25 June 2019 – Cabinet – ‘North and East Melton Mowbray Distributor Road – Outcome of Planning Application’:

<https://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MID=5412#A156249>

24 March 2020 – Cabinet – ‘North and East Melton Mowbray Distributor Road - Making of the Compulsory Purchase Order and Side Roads Order for Land Required’

<https://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MID=5993#A162737>

17 September 2021 – Cabinet – ‘Medium Term Financial Strategy – Latest Position’

<https://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=6446>

26 April 2022 – Cabinet - North and East Melton Mowbray Distributor Road – Land Assembly

<https://politics.leics.gov.uk/ieListDocuments.aspx?MId=6743>

16 September 2022 - Cabinet - North and East Melton Mowbray Distributor Road – Approval to submit Full Business Case

[https://politics.leics.gov.uk/\(S\(bceou120k23rqv55d2gvfa3d\)\)/documents/s171226/NE\\_MMDR%20FBC](https://politics.leics.gov.uk/(S(bceou120k23rqv55d2gvfa3d))/documents/s171226/NE_MMDR%20FBC)

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

20. This report has been circulated to Members representing the electoral divisions in the Melton area – Mr J. T. Orson CC, Mrs P. Posnett MBE CC, Mr M. Frisby CC and Mr B. Lovegrove CC.

### **Equality and Human Rights Implications**

21. An Equality and Human Rights Screening Report has previously been produced for this scheme and submitted as part of the Cabinet report in July 2018.
22. The full Equality and Human Rights Impact Assessment formed part of the planning application submission which can be viewed online. This includes full details of assessed impacts and proposed mitigation where applicable.

**Environmental Implications**

23. A full assessment of the environmental impacts of the scheme was conducted as part of the Environmental Impact Assessment submitted with the planning application. This can be viewed online through the County Council's planning portal.

**Appendices**

24. None

**Officers to Contact**

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**HIGHWAYS & TRANSPORT OVERVIEW AND SCRUTINY COMMITTEE –  
3 NOVEMBER 2022**

**HIGHWAYS & TRANSPORT ANNUAL PERFORMANCE REPORT 2021/22**

**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 & Transport Overview and Scrutiny Committee with an Annual Performance update on the key performance indicators that the Council is responsible for delivering against the Council's Strategic Plan. Most performance indicators included in this report are reported by the Highways & Transport sections of the Environment & Transport Department, the National Highways and Transport Network (NHT) satisfaction survey results and some are published by government. They include the pre-refreshed indicators that were selected as part of the Strategic Plan 2018-2022.

**Policy Framework and Previous Decisions**

2. The updates in this report reflect progress against the Council's Strategic Outcomes Framework within the Strategic Plan to 2022, and the Highways & Transport (H&T) performance framework and related high-level plans and strategies.

**Background**

3. This report highlights how the Strategic Plan indicators are performing against the Council's key outcomes, Strong Economy and Keeping People Safe, and includes highlights for the year.
4. This report includes Appendix A, containing a performance dashboard covering performance indicator progress within the Council's Annual Report 2021/22 performance compendium. The performance dashboard includes some indicators where the Council does not have direct or a lot of control of delivery, such as satisfaction with local bus services, perception of traffic levels, and congestion. They have been included to provide greater oversight of the wider H&T outcomes in Leicestershire and to help to understand what life is like in the County. They include a mixture of national and locally developed performance indicators. Measuring these may highlight areas for scrutiny of other agencies delivery 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.
5. The Council's performance is benchmarked against 33 authorities which cover large, principally non-urban, geographical areas. Where it is available, the dashboards

indicate which quartile Leicestershire's performance falls into. The 1<sup>st</sup> quartile is defined as performance that falls within the top 25% of county areas (the best). The 4<sup>th</sup> quartile is defined as performance that falls within the bottom 25% of county areas (the worst). The comparison quartiles are updated annually in November.

6. Improvement or deterioration in performance is indicated by the Direction of Travel (DOT) on the performance dashboard. For example, if the number of road casualties has fallen the DOT will show an arrow pointing upwards representing an improvement in performance.
7. Appendix B contains a draft of the Transport & Highways highlights (up to October 2022) and once finalised it will be included in the Council's Annual Delivery Report, which will go forward to the Cabinet and the Council in due course.

### **Performance Update – Annual Report 2021/22**

8. The Annual Report dashboard shows H&T performance up to March 2022. Overall, there are 17 performance indicators included in this report which are aligned with the Council's Strategic Plan Outcomes (2018-22). The dashboard in Appendix A shows: the indicator description, the quartile position, the direction of travel of performance, end of year data, target/standard (if applicable), the previous end of year data, polarity (whether a high or low number is good performance), and commentary.
9. Where a direction of travel is available: seven show improvements, nine had declined and one remained the same as the previous update.
10. The Council performs extremely well compared to other English county councils with 12 performance indicators falling within the top quartile. These include: 'Percentage of principal (A class) road network where structural maintenance should be considered', 'Overall satisfaction with the condition of highways (NHT satisfaction survey)', 'Overall satisfaction with traffic levels and congestion', 'Overall satisfaction with local bus services (NHT)', 'Overall satisfaction with cycle routes and facilities (NHT)', 'Overall satisfaction with the condition of pavements and footpaths (NHT)', 'Overall satisfaction with the Rights of Way network (NHT)', 'Total casualties on Leicestershire roads', 'Number of people killed or seriously injured in road traffic accidents (KSIs)', 'Total casualties involving road users, walking cycling & motorcyclists (excluding cars)', 'Number of people killed or seriously injured (KSI), walking cycling & motorcyclists (excluding cars)' and 'Road safety satisfaction (NHT)'. Only 'Local bus passenger journeys originating in the authority area (millions)' had fallen in the bottom quartile when compared to other English county councils.

### **Highways and Transport**

#### Strategic Transport Infrastructure (Strong Economy Outcome)

11. Leicestershire has an excellent record on road condition and continues to have some of the best maintained roads in the country. The Council was amongst the highest rated county councils for satisfaction with condition of highways in the NHT Public Satisfaction survey in 2021, in the top quartile. The 'Percentage of the principal (A) class roads within the road network for where structural maintenance should be considered' remained relatively static at 2% during 2021/22 and has met its 2-4% target range. Maintaining this at 2% demonstrates continued good performance.



Good performance is further supported by the fact that this indicator remains in the top quartile when compared to other English county councils in 2020/21.

12. The 'Percentage of the non-principal (B & C) class roads where structural maintenance should be considered' improved in performance as it declined from 4% in 2020/21 to 3% in 2021/22 and is fewer than its target. However, the long-term trend is still one of a declining road condition with more roads needing structural maintenance and the department is expecting further decline in future performance as decreasing funding available for road maintenance is expected to result in greater challenges to maintaining these roads. In terms of how this indicator compares against other English county councils it has dropped into the 2<sup>nd</sup> quartile for 2020/21, this is the first decline in the Council's quartile position since 2016/17, although it continues to remain above average performance. The data is derived from surveys to a quarter of the road network therefore in reality the trend needs to be considered over a 4+ year timescale.
13. The latest update for 'Overall satisfaction with the condition of highways,' derived from the NHT Survey Report 2021 declined by 5 percentage points from 37% in 2020 to 32% in 2021, which is the first decline in performance since 2017. Despite appearing a low figure, low satisfaction levels are typical across the country, and the Council remains significantly above the average satisfaction scores for other participating authorities and in the top quartile for 2021.

#### Traffic speeds and public perceptions (Strong Economy Outcome)

14. Average vehicle speeds are used as a proxy measure for peak time congestion. The 'Average vehicle speeds during the morning peak (7am-10am) on locally managed 'A' roads in Leicestershire' indicator showed an increase in average speed from 31.1mph in 2019 to 32.5 mph in 2020. This increase is almost certainly because of reduced traffic levels due to the Covid-19 pandemic. Data covers the academic year. This indicator falls within the 3<sup>rd</sup> quartile in 2020, below average, when compared to other English county councils.
15. Satisfaction with traffic levels and congestion is derived from the NHT satisfaction survey. The NHT Public Satisfaction Survey collects public perspectives on, and satisfaction with, H&T Services in Local Authority areas. The 'Overall satisfaction with traffic levels and congestion (NHT)' saw a small decline in performance (2 percentage points fall) as satisfaction levels fell from 40% in 2020 to 38% in 2021. This is slightly above the typical satisfaction rate of 37% since 2016. Traffic levels in 2021 increased which may have contributed to lower satisfactions levels. Despite this small dip in performance, it remains in the top quartile when compared to other English county councils in 2021.

#### Sustainable travel (Strong Economy Outcome)

16. 'Local bus passenger journeys originating in the authority area (millions)' increased by 84% from 3.8 million in 2020/21 to 7 million in 2021/22 demonstrating the beginning of a return to more typical pre-pandemic behaviours however, this is still only about half of the pre-pandemic journeys undertaken. Passenger numbers started to increase more from the middle of the year onward but were particularly low at the beginning of the year due to the various stages of the Covid-19 pandemic. This

indicator remains in the fourth (bottom quartile) when compared to other English county councils in 2020/21.

17. Results from the 2021 NHT survey show that satisfaction with local bus services has declined again slightly from 57% in 2020 to 54% in 2021. Satisfaction with bus services has been declining since 2016. Despite this slight decline in performance, it remains in the top quartile when compared to other English county councils for 2021.
18. The 'Number of park and ride journeys' increased by a significant 464% from 65,629 journeys in 2020/21 to 369,990 journeys in 2021/22, showing signs of recovery. Passenger numbers were significantly impacted by the pandemic, the data shows that more people have returned to the park and ride services increasingly over the past 12 months. However, this is still a long way from its pre-pandemic normal of 882,601 total journeys in 2019/20.
19. The 'Overall satisfaction with cycle routes & facilities (NHT)' was the only NHT Key Performance Indicator within the corporate set that saw an improvement in satisfaction and performance having increased by 4 percentage points from 34% in 2020 to 38% in 2021. It remains in the top quartile when compared to other English county councils in 2021.
20. The 'Overall satisfaction with the condition of pavements and footpaths (NHT)' declined in performance as satisfaction fell from 65% in 2020 to 62% in 2021 (3 percentage points fall). The Council remained significantly above the average satisfaction scores for participating authorities and remains in the top quartile when compared to other English county councils in 2021.
21. The 'Overall satisfaction with the rights of way network (NHT)' declined in performance as satisfaction fell from 54% in 2020 to 50% in 2021 (4 percentage points fall). Despite this decline it remains in the top quartile when compared to other English county councils for 2021.
22. The Authority monitors the impact of transport on carbon emissions within the County. Whilst it has limited control, where possible it does seek to improve green outcomes for Leicestershire through a variety of schemes, initiatives, and internal ways of working. The most 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 Covid-19 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. It continues to perform above average when compared to other English county councils (2<sup>nd</sup> quartile in 2020). This data is sourced from the published subset from the Department for Business, Energy & Industrial Strategy.

#### Road Safety (Keeping People Safe Outcome)

23. Overall, Leicestershire is a high performing authority which is 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 more detail in March 2022 for this committee. The annual results have been included in the paragraphs below.

24. There was a 5% increase in 'Total casualties on Leicestershire roads' from 878 in 2020 to 925 in 2021, demonstrating a decline in performance. This rise in casualties is likely to reflect the increase in vehicles on the County's roads in 2021 following the lockdowns in 2020. 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 to 2019 which was approximately 1,368 casualties. It remained in the top quartile compared to other English county councils for 2020. The data should be treated with a degree of caution due to possible underreporting of accidents following changes to police reporting procedures in 2017 (reported to the Highways & Transport Overview and Scrutiny Committee in the 'Road casualty reduction in Leicestershire' report in March 2022) and some issues with the new reporting of collisions in the Police Pronto System earlier this year which could have underreported on casualties. The Police are trialling new methods to ensure more accurate reporting of road accidents in the future.
25. The 'Number of people killed or seriously injured (KSIs)' on Leicestershire roads improved in performance slightly as the number of KSIs fell from 208 in 2020 to 203 in 2021. This is below the pre-pandemic average of 216 casualties (2015 to 2019). The Council was in the top quartile compared to other English county councils in 2020. Similarly to the above, this data should be treated with caution.
26. 'Total casualties involving road users, walking cycling & motorcyclists (excluding cars)' increased from 234 in 2020 to 253 in 2021 resulting in an 8% decline in performance. This remains fewer than the average pre-pandemic level (since 2015), which was 370 annual casualties. The Council remained in the top quartile compared to other English county councils in 2020. Similarly, to the above, this data should be treated with caution.
27. The 'Number of people killed or seriously injured (KSIs), walking, cycling & motorcyclists (excluding cars)' increased from 88 in 2020 to 104 in 2021 resulting in an 18% decline in performance. Traffic levels started to return to more typical pre-pandemic levels in 2021, especially in comparison to the previous year, and this may have been a contributing factor as vulnerable road users were encountering more vehicles on the roads than during lockdowns which raised the probability of more road incidents. The 2021 KSI result is the same as the average pre-pandemic total since 2015, suggesting KSI rates have returned to what is expected in a typical year. Similarly to the above, this data should be treated with caution.
28. The road safety satisfaction indicator declined in performance slightly as levels fell from 59% in 2020 to 57% in 2021. This is likely to be directly linked to the increase in traffic on County roads in 2021 compared to the very low traffic levels in 2020. It remains in the top quartile when compared to other English county councils for 2021, which reflects the Council's continued efforts in ensuring all its schemes promote good road safety.

**Background papers**

Leicestershire County Council's Strategic Outcomes Framework and Plans 2018-22

Road Casualty Reduction Report 2022 (Data covers 2020)

National Highways and Transport Network (NHT) satisfaction survey 2021, Available on request.

**Circulation under Local Issues Alert Procedure**

None.

**Equalities and Human Rights Implications**

There are no equality or human rights implications.

**List of Appendices**

Appendix A – Highways & Transport Annual Report Performance Dashboard, 2021/22

Appendix B – Highways & Transport Annual Report highlights (up to October 2022).

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## Appendix A Highways & Transport Annual Report Performance Dashboard, 2021/22

Highways & Transport							
Description	Quartile position	Direction of Travel	End of Yr 2021/22	Target / Standard	End of Yr 2020/21	Polarity	Commentary
<b>Right Infrastructure for Sustainable Growth</b>							
% of principal (A class) road network where structural maintenance should be considered	1st (2020/21)	→	2%	2-4%	2%	Low	Leicestershire has an excellent record on road condition and continues to have some of the best maintained roads in the country. Maintaining this indicator at 2% demonstrates continued good performance.
% of non-principal (B & C class) road network where structural maintenance should be considered	2nd (2020/21)	↑	3%	4-6%	4%	Low	Although the headline condition for non-principal roads remains very good, this KPI only shows the proportion of the network in 'red' condition (essentially at the end of its useful life). There continues to be significant concern about the rising proportion of the network in 'amber' i.e. poor condition which could turn red at any time, particularly if we experience a hot summer or severe winter.
Overall satisfaction with the condition of highways (NHT satisfaction survey) (%)	1st (2021)	↓	32.4% (2021)	-	37.4% (2020)	High	Satisfaction with the condition of highways declined in 2021 for the first time in four years. The Council remain significantly above the average satisfaction scores for other participating authorities.
Average vehicle speed - weekday morning peak on locally managed 'A' roads (mph)	3rd (2020)	↑	32.5 (2020)	30.3	31.1 (2019)	High	The annual 'average vehicle speeds during the morning peak (7am-10am) on locally managed 'A' roads' indicator, showed an increase in average speed from 31.1mph in 2019 to 32.5 mph in 2020. This increase is almost certainly as a result of reduced traffic levels due to the Covid-19 pandemic. Data is 2 years in arrears.
Overall satisfaction with traffic levels & congestion (NHT satisfaction survey) (%)	1st (2021)	↓	37.8% (2021)	-	40.1% (2020)	High	Satisfaction with traffic levels has showed a small decline in performance as satisfaction levels declined from 40% in 2020 to 38% in 2021. Traffic levels in 2021 increased (from a 2020 low) which may have contributed to lower satisfaction levels.

## Highways & Transport

Description	Quartile position	Direction of Travel	End of Yr 2021/22	Target / Standard	End of Yr 2020/21	Polarity	Commentary
Local bus passenger journeys originating in the authority area (millions)	4th (2020/21)	↑	7.0	6.0	3.8	High	Bus passenger journeys increased by 84% since the previous year demonstrating a return to more pre-pandemic behaviours. However, the recent amount is still only about half of the pre-pandemic journeys.
Overall satisfaction with local bus services (NHT satisfaction survey) (%)	1st (2021)	↓	53.6% (2021)	-	56.7% (2020)	High	There was a slight decline in satisfaction with local bus services from 57% in 2020 to 54% in 2021.
Number of park and ride journeys	-	↑	369,990	-	65,629	High	Journeys increased by 465% from 2020/21 to 2021/22 showing a strong recovery. However, this remains a long way from its pre-pandemic figure of 882,601.
Overall satisfaction with cycle routes & facilities (NHT satisfaction survey) (%)	1st (2021)	↑	38.1% (2021)	-	33.6% (2020)	High	Satisfaction with cycle routes and facilities increased from 34% in 2020 to 38% in 2021. Despite appearing a low figure it performed better than other County Councils, in the top quartile 2021.
Overall satisfaction with the condition of pavements & footpaths (NHT satisfaction survey) (%)	1st (2021)	↓	61.6% (2021)	-	64.5% (2020)	High	Satisfaction with the condition of pavements and footpaths also declined slightly (3 percentage points) for the first time in four years in 2021. The Council remained significantly above the average satisfaction scores for participating authorities.
Overall satisfaction with the Rights of Way network (NHT satisfaction survey) (%)	1st (2021)	↓	49.8% (2021)	-	53.6% (2020)	High	There was a slight decline (4%) in satisfaction with the rights of way network from 54% in 2020 to 50% in 2021. Despite this it remained in the top quartile in 2021 when compared to other participating County authorities.
Carbon emissions (estimates) from transport within LA influence (Kt)	2nd (2020)	↑	1004.9 (2020)	-	1209.7 (2019)	Low	The most 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 Covid-19 pandemic lockdowns in 2020.

## Highways & Transport

Description	Quartile position	Direction of Travel	End of Yr 2021/22	Target / Standard	End of Yr 2020/21	Polarity	Commentary
<b>Road Safety (Keeping People Safe)</b>							
Total casualties on Leicestershire roads	1st (2020)	↓	925 (2021)	-	878 (2020)	Low	There was a 5% increase in 'Total casualties on our roads' from 878 in 2020 to 925 in 2021, demonstrating a decline in performance. This rise in casualties is likely to reflect the increase in vehicles on the County's roads in 2021 following the lockdowns in 2020. The data should be treated with a degree of caution as explained in the report.
Number of people killed or seriously injured (KSIs)	1st (2020)	↑	203 (2021)	-	208 (2020)	Low	There was a small decrease in the number of KSIs from 208 in 2020 to 203 in 2021 showing an improvement in performance.
Total casualties involving road users, walking cycling & motorcyclists (excluding cars)	1st (2020)	↓	253 (2021)	-	234 (2020)	Low	Total casualties involving road users, walking cycling & motorcyclists (excluding cars) increased from 234 in 2020 to 253 in 2021 showing an 8% decline in performance.
Number of people killed or seriously injured (KSI), walking cycling & motorcyclists (excluding cars)	1st (2020)	↓	104 (2021)	-	88 (2020)	Low	The number of people killed or seriously injured (KSIs), walking, cycling & motorcyclists (excluding cars) increased from 88 in 2020 to 104 in 2021 resulting in an 18% decline in performance.
Road safety satisfaction (NHT satisfaction survey) (%)	1st (2021)	↓	56.9% (2021)	-	59% (2020)	High	There was a slight decline in satisfaction with the road safety from 59% in 2020 to 57% in 2021. This is likely to be directly linked to the increase in traffic on County roads in 2021 compared to 2020. It also remained in the top quartile when compared to other participating Counties in 2021.
<b>Notes:</b> Comparators are the 33 county councils & county unitaries.							

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## Appendix B – Highways & Transport Annual Report highlights (draft 3.10.22).

### Chapter 7. Strong Economy, Transport and Infrastructure

These highlights demonstrate the Council's efforts in supporting a strong economy, transport and infrastructure.

#### Infrastructure for sustainable economic and housing growth

We need our housing, transport and digital infrastructure to support economic and population growth, whilst helping to deliver net zero carbon emissions.



#### Progress in 2021/22

- With significant numbers of new homes needed by 2050 and a population set to grow by 20% in the next 20 years its crucial we put the right infrastructure in the right place. We are working with District Councils to plan for a future Leicestershire and with developers and partners to lever money - £120m over the last two years – to pay for the infrastructure communities need.
- A Statement of Common Ground relating to Housing and Employment Land Needs has been prepared by the County Council, the City Council and the seven district councils to confirm the apportionment of the 91,000 new homes that will be needed in the years to 2036 The statement was approved by the County Council in September 2022 but has not yet been endorsed by all partners.

#### Major Schemes and Road Maintenance

- Over £20m in income from Section 106 agreements has been secured for mitigating the impact on infrastructure from housing and economic growth across the county, including roads, schools, civic amenity sites and libraries.
- In September 2021 a multi-million-pound project to tackle congestion and ensure smoother journeys for motorists was completed on the M1 J23 and

A512 at Loughborough. The scheme funding comprised different sources including developer contributions, £5m from Highways England and £13.8m from the LLEP.

- In April 2022 work began on a package of road improvements in Hinckley which will mean smoother and more efficient journeys for motorists. The scheme is focused in and around Rugby Road, which suffered from significant congestion at peak times.
- In December 2021 we concluded an agreement to fund the southern leg of the Melton Mowbray Distributor Road. We expect to receive up to £18.2m from Homes England towards the total cost. The scheme unlocks the development of the Melton South Sustainable Neighbourhood with a minimum of 2,000 homes by 2036, alongside 20ha of employment land, a new local centre and primary school.
- The A511 around Coalville has been identified as part of the Council's Major Road Network (MRN), providing a key link between the A42 and M1. We expect to receive £41m from the Department for Transport towards the cost. The improvements will provide businesses with an enhanced route to the Strategic Road Network, which to the north offers connection to the international gateways including East Midlands Airport and Gateway Industrial Cluster (EMAGIC).
- In September 2021 after a successful bid, we received £250,000 towards upgrading old traffic lights to improve reliability and reduce faults to provide longer term maintenance savings. LED lights will also be retrofitted to some signals to save on energy use.
- In May 2022 work got underway to protect more than 600,000 square metres of Leicestershire roads from potholes. We also invested £11m more in maintaining and repairing our roads.
- The County experienced three major storms in Spring 2022. Over this period, our teams responded to 176 trees down as well as several flood related issues. Over 350 enquiries were dealt with.
- In 2021/22 a total £19.28m was invested in Highways Asset Maintenance including £15.6m on carriageways, £1m on footways and rights of way, £0.42m on bridge maintenance and strengthening, £1.63m on street lighting maintenance, £0.26m on flood alleviation and £0.23m on traffic signal renewal.

## **Public Transport**

- In October 2021 we published our Bus Service Improvement Plan (BSIP) setting out our ambitions to deliver the Government National Bus Strategy and in April 2022 our Enhanced Partnership with Local Bus Operators was formed, which will be the delivery vehicle for our BSIP ambitions going forward.
- 13 Community Transport Projects continue to help provide accessible public transport across the County. We have launched a fresh approach designed to

better connect rural areas. 3 fully accessible minibuses bookable via app or call centre offer a modern, on-demand transport service between Leicester and Hinckley. FoxConnect is a 3-year trial funded through our successful bid for £1.3m from the Government's Rural Mobility Fund.

### **Walking and Cycling**

- We secured c£170,000 of Government funding to support development of Local Cycling and Walking Infrastructure Plans, with Loughborough and an area to the south of Leicester the first two to be developed.
- In March 2022 staff at workplaces were encouraged to take part in a new challenge by travelling in an active way and leaving their cars at home. The Let's Go Workplace Challenge took place, with participants from 75 workplaces clocking up miles of green and healthy travel. The challenge invited anyone who travels to work to walk, run, wheel, ride or use public transport.
- An interactive map of 1,800 miles of public footpaths made available to the public to encourage walking

### **School Transport**

- We teamed up with schools to run park and stride schemes to get children to walk safely to school. The schemes allow children to meet in a nearby car park before making the 5-10 minute accompanied walk to school. The initiative aims to reduce traffic congestion, boost activity and reduce air pollution.
- More than 500 fines were issued to drivers putting the safety of children at risk by parking illegally outside the gates of Leicestershire schools. Our two electric camera enforcement cars patrol 167 schools at picking up and dropping off times.
- The Schools Streets Initiative aims to provide a solution to congestion issues often experienced outside of schools by providing a time limited congestion free zone within the immediate vicinity of the school.
- A new system which allows parents to apply for SEN transport went live in February 2022 with compliments from members of the public on how easy to use and effective the new system is.

### **Lowering emissions**

- A successful bid with Midlands Connect and four other local authorities is providing £935,000 Government funding for 349 electric vehicle charging points across the Midlands with up to 100 further charging points across Leicestershire.
- We are developing further plans to generate renewable energy, run electric park and ride buses and convert council fleet vehicles to run on renewable fuels. We are also fitting solar panels and low energy lights to buildings.

## **Chapter 8. Safe and Well**

### **8.1 People are safe in their daily lives**

We aim to keep people safe by working with partners such as district councils, NHS, Police and Fire and Rescue services to raise awareness of and prevent crime.

### **Progress in 2021/22**

- Our Highways Service works with Leicestershire Police to change street lighting settings to support local policing operational activities and prioritises the removal of graffiti on council highways assets that is racially offensive or sexually explicit.
- We have installed more measures including vehicle-activated signs which show a slowdown message and village gateway signs designed to encourage road users to slow down before entry. Funded from our £1.4m scheme to provide small scale highway and environmental improvements.