

**ENVIRONMENT AND TRANSPORT OVERVIEW AND SCRUTINY  
COMMITTEE – 7 NOVEMBER 2019**

**ENVIRONMENT AND TRANSPORT ANNUAL PERFORMANCE REPORT  
2018/19**

**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 Environment and Transport Overview and Scrutiny Committee with an Annual Performance update of the Environment and Transport Department for 2018/19.

**Policy Framework and Previous Decisions**

2. The updates in this report reflect progress against the environment and transport performance framework including the Strategic Outcomes Framework within the Strategic Plan and the departments' high-level plans.

**Background**

3. This report includes Appendix A, containing two performance dashboards and commentary on the Environment and Transport Department's key priorities and progress against the Council's Strategic Plan outcomes. The first dashboard summarises Highways and Transport performance and the second summarises Environment and Waste performance. The indicators included are a mixture of national and locally-developed performance indicators. Where it is available, the dashboards indicate which quartile Leicestershire's performance falls into. The 1st quartile is defined as performance that falls within the top 25% of two-tier county areas (the best). The 4th quartile is defined as performance that falls within the bottom 25% of two-tier county areas (the worst). The data reported is for the year end 2018/19. Appendix B includes the draft performance summaries collected to date for Environment and Transport during 2018/19. Once completed this will form part of the Council's Annual Report 2018/19.
4. For the past 10 years, the 27 two-tier county councils have been used as a comparator group for performance benchmarking. Structural changes underway in Dorset, Buckinghamshire and Northamptonshire will potentially reduce this number to 24 by 2021. With a view to maintaining a reasonable sized group of similar authorities, it is proposed that those county-based unitary authorities be retained within the comparator group, and that six other county-based unitary authorities be added (Cornwall, Durham, Northumberland, Wiltshire, Shropshire and Herefordshire). This will provide a comparator group of 33 authorities which cover large, principally

non-urban, geographical areas. The change will also allow the authority to specifically look at and track the performance of 'unitary counties' in more detail in a range of service areas, as the number of such authorities increase nationally.

5. Improvement or deterioration in performance is indicated by the direction of the arrows (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. If the indicator does not have a DOT arrow, this is because no update has been received. This may be due to the time taken to obtain data from third parties and calculate the results.
6. Overall, there are 25 performance indicators in the Environment and Transport performance dashboards which are aligned with the Council's Strategic Outcomes.

### **Performance Update – Annual Report 2018/19**

7. The Annual Report dashboard shows performance for the Environment and Transport department for 2018/19. The dashboards in Appendix A show the indicator: the quartile position; the direction of travel of performance; end of year data; target/standard; the previous end of year data; polarity and commentary.
8. Improvement or deterioration in performance is indicated by the direction of the arrows on the dashboard. Where a direction of travel is available: nine show improvements, nine had declined and six remained the same as the previous year.
9. The Council is in the top quartile (1) for: Satisfaction with cycle routes/lanes & facilities (NHT); 'Satisfaction with pavement & footpaths (NHT)'; 'Percentage of the classified road network (A,B and C class roads) where structural maintenance should be considered'; 'Percentage of unclassified road network where maintenance should be considered'; 'Overall satisfaction with the condition of highways'; 'Total casualties on our roads' and 'People killed or seriously injured in road traffic accidents'. The Council is in the bottom quartile (4) for 'Total household waste per household' and '% of local authority collected waste landfilled'.

### **Highways and Transport**

10. The following Highways and Transport indicators support the transport section of the 'Strong Economy' Outcome, dashboard 1 in Appendix A, with the exception of the two road casualty indicators that support the 'Keeping People Safe' outcome.
11. The 'Average vehicle speeds during the morning peak (7am-10am) on locally managed 'A' roads in Leicestershire' indicator remained at 31mph, exceeding its 30mph target. This indicator is average when compared to other English county councils (3rd quartile). Average vehicle speeds are used as a proxy measure for peak time congestion. Tackling congestion continues to be a priority, with a number of road schemes progressing to help alleviate it.
12. Satisfaction with traffic levels and congestion is derived from the National Highways and Transport Network (NHT) satisfaction survey. The NHT Public Satisfaction Survey collects public perspectives on, and satisfaction with, Highway and Transport Services in Local Authority areas. Satisfaction with traffic levels has declined in

performance from 37% (2017) to 34% (2018), which is average performance when compared to the other English county councils (2nd quartile).

13. Businesses perceptions of congestion in the County are gathered in the Leicester and Leicestershire Enterprise Partnership (LLEP) business survey every 2-3 years. Due to the infrequency of when the survey takes place the results have not been updated since last year. The percentage of employers who perceived a reduction in congestion would significantly benefit them therefore remained at 28% (LLEP Business survey 2017). The Business Survey itself is a telephone survey of over 1,000 businesses. It provides a snap shot evidence base of the local business landscape.
14. 'Satisfaction with cycle/routes and facilities' derived from the NHT Survey Report 2018 decline in performance to 38.4% (2018) from 41.8% last year and missed its target of 47%. Despite this the council remains in the top quartile compared to other participating county councils.
15. The NHT Satisfaction Survey results for 'pavements and footpaths' declined in performance with satisfaction falling to 60% in 2018 from 67.7% in 2017 missing its target (68%).
16. Leicestershire has some of the best maintained roads in the country and the council was amongst the highest rated county councils for satisfaction with condition of highways in the NHT Public Satisfaction survey in 2018. The percentage of the classified road network where structural maintenance should be considered remained at 2% during 2018/19 and has met its 6% target. In May 2018, Cabinet agreed additional investment of £5 million over two years for highways maintenance from returns generated from the Corporate Asset Investment Fund, in response to the adverse weather and its impact on the condition of the network. Both 'A class' and 'B and C class roads' perform in the top quartile compared to other English county councils.
17. The 'percentage of unclassified roads where maintenance should be considered' increased to 15% this year from 12% in the previous year, resulting in a decline in performance. This indicator has missed its target range of 9% to 13%. However, the benchmark position places Leicestershire in the top quartile (2017/18). The decline in the condition of unclassified roads has primarily been due to the weather and the impact this has had on subsoils. The severe and prolonged winter of 2017/18 resulted in damage to roads from the constant freeze/thaw action. This was also aggravated by a long hot/dry summer which baked the road surfaces causing the bitumen on some roads to melt and changes in the subsoil. The available funding for Capital maintenance schemes has been targeted at repairing roads that pose the greatest risk to users; this is largely the Principal and Classified road network. The necessity to urgently repair unclassified roads in the current financial situation has placed additional constraints on the budgets for road maintenance. It is also expected that the drought/heat damage caused through 2018/19 will become more apparent in next year's survey results. It is therefore anticipated that this damage will lead to a further decline in the performance indicator for unclassified roads during 2019/20.
18. In 2018/19, the Council gritted all its priority routes 1 and 2 (which covered 47% of the network). During 2018 the Council acquired three new state-of-the-art gritters to

its fleet to help keep roads safe and moving in winter. The council also refurbished 6 gritters with technology, reviewed routes and increased coverage to 47% of the network and built salt levels to 18,500 tonnes. The Council also recognises the valuable work provided by local farmers and snow wardens in helping keep the network clear and supporting the local community.

19. The latest update for 'Overall satisfaction with the condition of our roads,' derived from the NHT Survey Report 2018 declined in performance to 29.3% in 2018 from 39.5% in 2017. Despite not meeting its 2018/19 target of 38% Leicestershire remains in the top quartile compared to other participating county councils.
20. The '% of footpaths and other rights of way that are signposted and easy to use' remained the same as the previous year at 77% and has met its 75% target.
21. Annual performance for the 'Number of bus passenger journeys' decreased from 13.22million in 2017/18 to 13.05million in 2018/19 and missed its interim target of 12.8million. This mirrors the national trend of declining bus patronage. However, this indicator it is in the third quartile, lower than average performance, when comparing bus passenger journeys per head (19.15) to other English county councils. Since 2015/16 Leicestershire's passenger journeys have varied between 13-14 million. The national [annual figures from the Department for Transport](#) (DfT) showed total bus journeys fell by 85 million to 4.36 billion over the year (2017/18), a 1.9% fall. The NHT Survey Report 2018 reported in Leicestershire 58.8% of survey participants were satisfied with bus services overall (slightly more than last year, 55%).
22. The following road safety indicators in this section support the Council's 'Keeping people safe' outcome, within dashboard 1 in Appendix A.
23. 'Total casualties on our roads' declined in performance following an increase in casualties from 1,194 in 2017/18 to 1,207 in 2018/19. Despite this decline in performance it has met the its interim target of fewer than 1,591 casualties and remains in the top quartile compared to other English county councils. This was reported to this committee in more detail in the 'Road casualty reduction in Leicestershire' report on 7 March 2019.
24. The number of people killed or seriously injured on our roads also declined in performance due to an increase in the number of casualties from 213 in 2017/18 to 245 in 2018/19 and unfortunately remains off track for the target of fewer than 175. Despite this decline in performance the Council remains in the top quartile compared to other English county councils. The percentage of respondents in the NHT survey who were satisfaction with road safety declined in performance as satisfaction fell from 61% in 2017 to 54% in 2018.

## **Environment and Waste**

25. The following waste performance indicators support the Council's 'Great Communities' outcome with the exception of the two Leicestershire County Council waste indicators which support the 'Corporate Enabler' outcome, as identified in dashboard 2 of Appendix A.
26. 'The total household waste per household' improved in performance, evidenced by a fall in waste from 1,051kg (2017/18) to 1,031kg (2018/19) and achieved its target of

fewer than 1,041kg. In comparison to other English county councils Leicestershire's performance is in the fourth quartile (lowest) in 2017/18. Leicestershire's result for 2018/19 is 9kg below the bottom quartile threshold of 1,040kg, and 17kg below the median result of 1,014kg. Analysis of the 2016/17 results (and other national research) shows a correlation between prosperity and waste per household, with higher prosperity levels linked to higher levels of waste. Leicestershire is relatively prosperous compared to other counties, which may be a contributing factor.

27. The proportion of household waste sent by local authorities across Leicestershire for reuse, recycling or composting' remained steady at 45.3% in 2018/19 and has missed its statutory 50% target. Compared to other English county councils Leicestershire is in the third quartile (2017/18). Throughout 2018/19 the Council continued to: deliver waste education to schools, community groups and residents; promote cut price compost bins; promote recycling grants and reusable nappies to encourage more reuse, recycling and composting in Leicestershire.
28. The 'percentage of local authority collected waste landfilled' remained the same as last year at 34% 2018/19 and has missed its 30% target. It has not met the target as a result of the loss of alternative (non-landfill) disposal points, which is outside of the Council's control as previously reported to the Committee. Leicestershire remains in the fourth quartile for this indicator compared to other English county councils. The reasons behind this lower than average performance includes national issues, seasonal fluctuations in garden waste and the impact of the economy, as well as issues specific to Leicestershire, such as the closure of the Cotesbach Mechanical Biological Treatment plant (MBT). The majority of the factors identified are beyond the control of Leicestershire County Council limiting the opportunity to mitigate the impacts. The authority is in the process of negotiating an increase in the amount of waste delivered to alternative disposal points. The department anticipates a significant improvement in performance for this indicator in 2020, following the new arrangements to divert additional waste from landfill to treatment. It will also help reduce the amount of waste sent to landfill in future years.
29. The 'tonnes of waste produced from LCC sites (non-operational)' improved in performance as waste decreased by 16% from 466 tonnes (2017/18) to 389 tonnes (2018/19) and has met its interim target of fewer than 433 tonnes. Overall, this indicator has shown a long-term improvement (i.e. reduction in waste) since 2012-13.
30. The 'Percent of Waste recycled from LCC sites' improved in performance from 55.8% (2017/18) to 60.4% (2018/19) and has almost reached its more challenging refreshed target of 61%. Since 2014/15, this indicator has varied very little between 54% and 61%. The progress made is a result of the adoption of a range of new approaches to make it easier for staff to recycle. Work is continuing in the form of visiting Adult Social Care buildings and to work with staff to further improve recycling rates.
31. The following environmental impact performance indicators mostly support the Council's 'Great Communities; and 'Corporate Enabler' outcomes, within dashboard 2 in Appendix A.
32. The 'total CO2 emissions from LCC operations (excluding schools)' showed another annual improvement in performance as the Council's carbon emissions have reduced this year by 16%. Emissions fell to 11,651 tonnes in 2018/19 from 13,935 tonnes in 2017/18 and are well ahead of their target.

33. 'Carbon emissions from LCC buildings' reduced by 12%, from 4,906 tonnes in 2017/18 to 4,335 tonnes in 2018/19 resulting in improved performance that is well ahead of its target. This is mainly due to a reduction in the carbon intensity of electricity.
34. Carbon emissions from LCC street lighting and traffic signs improved significantly in performance, as emissions fell by 34% (from 4,265 tonnes in 2017/18 to 2,830 tonnes in 2018/19) and exceeded its target (8,817 tonnes). As the national grid continues to decarbonise energy supply, performance for this indicator is expected to continue to improve over the long term.
35. The number of 'Total Business miles claimed' remained similar to last year as miles claimed increased slightly from 5,833,000 miles in 2017/18 to 5,835,000 miles in 2018/19 and met its target. An upcoming Green Fleet Review, which is under way in conjunction with the 10-year vehicle replacement plan project, will identify fresh ways to reduce business miles claimed. This may take the form of encouraging car sharing and departmental pool cars. Without any major changes to the current system (e.g. decreasing the mileage rate or investing in pool cars) this figure is unlikely to show any significant changes.
36. The 'Amount of renewable energy generated as a percentage of consumption' was introduced following the Council's pledge to use 100% clean energy by 2050 as part of the UK100 campaign. The Council has seen an improvement in performance from 12.7% in 2017/18 to 16% in 2018/19 and has met its target of 12.9%.
37. The latest data for 'CO2 emissions per capita in the local area' has improved in performance slightly from 5.4 tonnes per person (tpp) in 2016 to 5.3 tpp in 2017. This data is produced by the government two years in arrears. This indicator excludes: Road Transport (Motorways), Diesel Railways and Net emissions from Land Use, Land-Use Change and Forestry on the grounds that these are outside of local authority control. This indicator is in the third quartile when compared to other English county councils.
38. In addition to the above indicators that demonstrate the council's work to reduce its environmental impact the Council is refreshing the Environment Strategy in response to the declaration of a climate emergency in May 2019, committing to make Council operations carbon neutral by 2030, this is expected to provide more environmental performance indicators once completed. Further information on the work the Council is doing to address the climate emergency can be found within Appendix B.

### **Background papers**

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

[NHT \(National Highways and Transport Network\) 2017/18, Summary Report for Leicestershire](#), details the full set of E&T comparable indicators (2018/19 due in December 2019).

Leicester and Leicestershire Business Survey 2017**Circulation under Local Issues Alert Procedure**

None.

**Equalities and Human Rights Implications**

There are no specific equal opportunities implications to note as part of this performance report.

**List of Appendices**

Appendix A – 1. Transport Performance Annual Report Dashboard, 2018/19

2. Environment and Waste Annual Report Performance Dashboard,  
2018/19

Appendix B – Draft Annual Report summaries for Environment and Transport

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