

Appendix A. 1.

Strong Economy - Transport								
Strategic Plan	Description	Quartile position	Direction of Travel	End of Yr 2018/19	Target / Standard	End of Yr 2017/18	Polarity	Commentary
<u>Strategic Transport Infrastructure</u>								
*	Average vehicle speeds during the weekday morning peak (7am-10am) on locally managed 'A' roads in Leicestershire (mph)	3rd (2018)	→	31.1 (2018)	30.3	31.3 (2017)	High	There was little change in the annual 'average vehicle speeds during the morning peak (7am-10am) on locally managed 'A' roads in Leicestershire' indicator, which remained at 31mph, exceeding its 30mph target. Quartile position reflects average speed on local 'A' roads.
	Satisfaction with traffic levels & congestion (NHT satisfaction survey)	2nd (2018)	↓	34.2%	42%	37.1%	High	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.
*	% of businesses citing concerns about traffic congestion	-	-	-	<37%	28%	Low	No survey due to be carried out this year.
	Satisfaction with cycle routes/lanes & facilities (NHT satisfaction)	1st (2018)	↓	38.4%	47.0%	41.8%	High	Satisfaction with this indicator declined since 2017. Despite this Leicestershire was ranked in the top quartile compared to participating counties in the NHT 2018.
	Satisfaction with pavements & footpaths (NHT satisfaction)	1st (2018)	↓	60.0%	68.0%	67.7%	High	Satisfaction with this indicator declined in performance since the previous year.
<u>Sustainable Transport & Road Maintenance</u>								
*	% of the classified road network (A, B and C class roads) where structural maintenance should be considered (SCANNER) ✓	1st (2017/18)	→	2%	5-6%	2%	Low	Leicestershire continues to have some of the best maintained roads in the country. The 'percentage of classified roads where structural maintenance should be considered' remained at 2% during 2018/19 and has met its 6% target. Quartile positions reflects 'B' and 'C' class roads and 'A' class roads (compared as separate indicators).
	% of the unclassified road network where maintenance should be considered (visual inspection)	1st (2017/18)	↓	15%	<13%	12%	Low	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 just inside in the top quartile (2017/18) ranked 8th out of 29. The decline in the condition of unclassified roads has primarily been due to the extreme hot and cold weather and the impact this has had on subsoils and surfaces.

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	% of network gritted	-	↑	47%	47%	45%	High	We expect to grit all our priority routes 1 and 2 (which cover 47% of the network). In 2018/19 we successfully gritted all these routes. During 2018 we acquired three new state-of-the-art gritters to our fleet to help keep roads safe and moving in winter. We also refurbished 6 gritters with technology, reviewed routes and increased coverage to 47% of the network and built salt levels to 18,500 tonnes.
*	Overall satisfaction with the condition of highways (NHT satisfaction survey)	1st (2018)	↓	29.3%	top quartile	39.5%	High	Despite a reduction in satisfaction Leicestershire remains in the top quartile compared to other two-tier County Councils for this indicator as derived from the National Highways and Transport Network (NHT) Survey Report 2018.
	% of footpaths and other rights of way that are signposted and easy to use	-	→	77%	75%	77%	High	
*	Number of bus journeys	3rd (2017/18)	↓	13.05m	12.8m	13.22m	High	There has been a decline in overall passenger journeys compared to 2017/18 in Leicestershire. This indicator is placed in the 3rd quartile when compared to other English county councils. Since 2015/16 Leicestershire's passenger journeys have varied between 13-14 million. The decline in journeys is consistent with the national picture which has also seen a decline in patronage.
Road Safety (Keeping People Safe)								
*	Total casualties on our roads	1st (2018)	↓	1207	1591	1194	low	This indicator saw a decline in performance following an increase in casualties from 1,194 in 2017/18 to 1,207 in 2018/19. Despite this it has met its interim target of fewer than 1,591 casualties and remains in the top quartile compared to other English county councils.
*	People killed or seriously injured in road traffic accidents	1st (2018)	↓	245	175	213	low	This indicator 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.

Notes: Comparators are the 33 county councils & county unitaries.

Appendix A. 2.

Great Communities - Environment & Waste								
Strategic Plan	Description	Quartile position	Direction of Travel	End of Yr 2018/19	Target / Standard	End of Yr 2017/18	Polarity	Commentary
Waste Management								
*	Total household waste per household (kg)	● 4th (2017/18)	↑	1031	<1041	1051	Low	This indicator has decreased this year resulting in improved performance. This indicator remains in the fourth (bottom) quartile, while the range between top and bottom quartile is narrow. Leicestershire's result is 9kg below the bottom quartile threshold of 1040kg and 17kg below the median result of 1014kg.
*	% of household waste sent by local authorities across Leicestershire for reuse, recycling, composting etc.	3rd (2017/18)	→	45.3%	50%	45.8%	High	This indicator remained stable at 45.3% in 2018/19 but has missed its statutory 50% target. Compared to other English county councils Leicestershire is in the third quartile (2017/18).
*	% local authority collected waste landfilled	● 4th (2017/18)	→	33.8%	30%	33.6%	Low	This indicator remained the same as last year at 34% 2018/19 and has missed its 30% target. 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.
*	Waste produced from LCC non-operational / internal sites (tonnes)	✓ -	↑	389	<433	466	Low	Waste produced at LCC sites has fallen by 16% since last year and has met its target, demonstrating good performance.
*	% waste recycled from LCC non-operational / internal sites	-	↑	60.4%	61%	55.8%	High	2018/19 saw an improvement in the percentage waste recycled to 60%, which narrowly missed its target. The progress is a result of a range of new approaches to make it easier for staff to recycle.
	% of staff who say LCC is doing enough to reduce its environmental impact	-	↓	91%	78.5%	93.0%	High	There has been a slight decline in performance for this indicator although it has continued to meet its target.
Reducing Carbon Emissions & Mitigating the Impact of Climate Change								
*	Total CO2 emissions from LCC operations (excluding schools) (tonnes)	✓ -	↑	11,651	19,592	13,935	Low	The Council's carbon emissions have reduced this year by 16% and are well ahead of their target.
	Carbon emissions from LCC buildings (tonnes)	✓ -	↑	4,335	5,285	4,906	Low	Carbon emissions from our buildings have reduced by 12% resulting in improved performance that is well ahead of its target. This is mainly due to a reduction in the carbon intensity of electricity.

Great Communities - Environment & Waste

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	CO2 emissions from LCC street lighting & traffic signs (tonnes)	✓ -	↑	2,830	8,817	4,265	Low	Carbon emissions from street lighting and traffic signs fell by 34% and exceeded its target. As the national grid continues to decarbonise energy supply, performance for this indicator is expected to continue to improve over the long term.
	Total Business miles claimed ('000s of miles)	-	→	5,835	5,972	5,833	Low	The number of 'Total Business miles claimed' remained similar to last year.
	Amount of renewable energy generated as a % of consumption	✓ -	↑	16.0%	12.9%	12.7%	High	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%.
*	CO2 Emissions per capita in the local area	3rd	↑	5.3 (2017)	5.2(2018)	5.4	Low	Data is provided by the government (BEIS) and is 2 years in arrears. Data shown is for 2016 and 2017