

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
Right Infrastructure for Sustainable Growth							
% 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.

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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.

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Road Safety (Keeping People Safe)							
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.
Notes: Comparators are the 33 county councils & county unitaries.							

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