

**ENVIRONMENT AND TRANSPORT OVERVIEW AND SCRUTINY
COMMITTEE – 5 NOVEMBER 2020**

**ENVIRONMENT AND TRANSPORT ANNUAL PERFORMANCE REPORT
2019/20**

**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 2019/20.

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 related high-level plans and strategies such as the Environment Strategy.

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, which are the pre-refreshed indicators that covered 2019/20.
4. The Council's performance is benchmarked against 33 authorities which covers large, principally non-urban, geographical areas. 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 county areas (the best). The 4th quartile is defined as performance that falls within the bottom 25% of county areas (the worst). The data reported is for the year end 2019/20. The Environment and Transport Annual Report highlights (drafts attached Appendix B) will be included in the Council's Annual Report 2019/20.
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 29 performance indicators in the Environment and Transport performance dashboards which are aligned with the Council's Strategic Outcomes.

Performance Update – Annual Report 2019/20

7. The Annual Report dashboard shows performance for the Environment and Transport department for 2019/20. 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: 12 show improvements, 4 had declined and 12 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 A classified road network where structural maintenance should be considered)', and 'Percentage of the B&C classified road network where structural 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 the '% 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, except for 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 below 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 several 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 slightly again this year in performance from 34% to 32%. This is below average when compared to other English Counties as the County Council is in the third quartile in 2019.
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 2017. New results are expected in December 2020. The percentage of

employers who perceived a reduction in congestion would significantly benefit them therefore remained at 28% (LLEP Business survey 2017).

14. 'Satisfaction with cycle/routes and facilities' derived from the NHT Survey Report 2019 remained static at 38%. The Council remains in the top quartile compared to other participating county councils in 2019.
15. The NHT Satisfaction Survey results for 'pavements and footpaths' improved in performance slightly with satisfaction increasing to 62% in 2019 from 60% in 2018. This indicator continues to perform well when compared to other English Counties, in the top quartile.
16. Leicestershire continues to have 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 2019, 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 2019/20 and has met its 4% target. Similarly, the percentage of the non-principal B and C class roads where structural maintenance should be considered also remained relatively static at 3% during 2019/20 and has met its 6% target. 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 slightly to 16% this year from 15% in the previous year, which is static performance. However, the benchmark position places Leicestershire above average when compared to other English county councils (second quartile in 2018/19). The decline in the condition of our roads is due to a national lack of funding for Capital Maintenance schemes over the last decade. This means the County Council has a maintenance backlog to deal with and must prioritise where funding is spent each year. Funding is therefore targeted at assets that are in a poor/moderate condition where the risks to multiple highway users is the greatest.
18. Unclassified roads generally carry lower volumes of traffic and are less strategically important than other road classes therefore generally receive less funding to maintain them. In addition to this, unclassified roads equate to 56% of Leicestershire's entire road network which means there are a lot of roads that must be repaired to make a significant change to their overall condition. Therefore, their condition continues to deteriorate. Climate change is continually causing frequent damage to all assets due to the freeze thaw action of ice/snow during winter, hot summers causing bitumen to melt, spells of drought causing roads to crack. At the same time traffic volumes continue to rise.
19. In 2019/20, the Council gritted all its priority routes 1 and 2 (which covered 47% of the network). The Council has a fleet of 23 gritters available, three of which are state of the art vehicles. The other twenty vehicles have also been fitted with the latest sat-nav technology, to ensure all routes are gritted as efficiently as possible. This year, the Council's grit barns were stocked up with 18,000 tonnes of rock salt.
20. The latest update for 'Overall satisfaction with the condition of our roads,' derived from the NHT Survey Report 2019 improved in performance from 29% in 2018 to

37% in 2019. It has met its target and remains in the top quartile when compared to other English counties.

21. The ‘% of footpaths and other rights of way that are signposted and easy to use’ declined in performance slightly to 74% (2019/20) from 77% the previous year.
22. CO2 emissions from transport within Local Authority influence declined from 1,192 kilotons in 2017 to 1,183 kilotons in 2018, showing a slight improvement in performance since the previous year. It remained above average when compared to other English counties.
23. Results from the 2019 NHT survey show that satisfaction with local bus services has remained static at 58%. This was above average compared to other English county councils (2nd quartile).
24. Local bus passenger journeys originating in the authority area’ declined from 13.05 million in March 2019 to 12.6 million in March 2020, against a target of 12.8 million, showing a small decline in performance. The Covid-19 pandemic will have dampened passenger journeys at the end of the financial year. This mirrors the national trend of declining bus patronage. However, this indicator is in the third quartile, when comparing bus passenger journeys per head to other English county councils. Since 2015/16 Leicestershire’s passenger journeys have varied between 13-14 million. The NHT Survey Report 2019 reported that in Leicestershire 58% of survey participants were satisfied with bus services overall.
25. The following road safety indicators in this section support the Council’s ‘Keeping people safe’ outcome, within dashboard 1 in Appendix A.
26. ‘Total casualties on our roads’ improved in performance following a 17% decrease in casualties from 1,207 in 2018/19 to 996 in 2019/20. It has met its interim target of fewer than 1,542 casualties and is in the top quartile compared to other English county councils for 2018. 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 this committee in the ‘Road casualty reduction in Leicestershire’ report in March 2020). The Police are trialling new methods to ensure they more accurately report on road accidents in future.
27. The number of people killed or seriously injured on the Council’s roads also improved in performance due to a 29% decrease in the number of casualties from 245 in 2018/19 to 175 in 2019/20 close to the target of fewer than 171 casualties. The Council continues to remain in the top quartile compared to other English county councils.

Environment and Waste

28. The following waste performance indicators support the Council’s ‘Great Communities’ outcome except for the two Leicestershire County Council waste indicators which support the ‘Corporate Enabler’ outcome, as identified in dashboard 2 of Appendix A.
29. ‘The total household waste per household’ has remained the same as the previous year at 1,031kg. In comparison to other English county councils Leicestershire’s

performance is in the third quartile in 2018/19. 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.

30. The proportion of household waste sent by local authorities across Leicestershire for reuse, recycling or composting' remained steady at 45% below its 50% target. Compared to other English county councils Leicestershire is in the third quartile 2018/19. Throughout 2019/20 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. At the end of the year Covid-19 meant some waste services across the County were temporarily disrupted or suspended, however the impact of this will not be seen until the until the next year and will be reported on at a future meeting.
31. The 'percentage of municipal waste sent to landfill' has had an improvement in performance as a result of a reduction in municipal waste sent to landfill from 33.8% in 2018/19 to 32.2% in 2019/20, closer to its 30% target. It has not met the target due 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).
32. Most of the factors identified are beyond the control of the 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 post procurement following the implementation of new arrangements to divert additional waste from landfill to treatment and the Waste Team report that provisional quarter 1 figures are on track. This will also help reduce the amount of waste sent to landfill in future years.
33. The 'tonnes of waste produced from LCC sites (non-operational)' improved again in performance this year as waste decreased by 8% from 389 tonnes (2018/19) to 358 tonnes (2019/20) and has met its interim target of fewer than 422 tonnes. Overall, this indicator has shown a long-term improvement (i.e. reduction in waste) since 2012-13.
34. The 'Percent of Waste recycled from LCC sites' performance was static at 61% close to its target of 61.5%. Since 2014/15, this indicator has varied between 54% and 61%. This figure reflects in part the progress made due to implementation of a range of new approaches to make it easier for staff to recycle.
35. The percentage of staff who say LCC is doing enough to reduce its environmental impact declined marginally in performance from 91% to 89% since the previous year. But not statistically significant. It continues to meet its 79% target.

36. The following environmental impact performance indicators mostly support the Council's 'Great Communities; and 'Corporate Enabler' outcomes, within dashboard 2 in Appendix A. 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 5%. Emissions fell to 10,540 tonnes in 2019/20 from 11,106 tonnes in 2018/19 and are well ahead of their target.
37. 'Carbon emissions from LCC buildings' reduced by 4%, from 3,790 tonnes in 2018/19 to 3,639 tonnes in 2019/20 resulting in improved performance that is well ahead of its target. This is mainly due to a reduction in the carbon intensity of grid electricity, as well as an increase in renewable energy (both solar and biomass) now being used to replace fossil fuel consumption.
38. Carbon emissions from LCC street lighting and traffic signs improved notably in performance, as emissions fell by 17% (from 2,830 tonnes in 2018/19 to 2,338 tonnes in 2019/20) and exceeded its target (6,079 tonnes). This is partly due to the lower carbon conversion factor, which is an emission conversion factor converting fuel to greenhouse gas emissions used by UK based organisations. This is set by the Department for Business, Energy and Industrial Strategy (BEIS) and released annually. A low carbon conversion factor reflects increased electricity generation from renewables and the switch away from burning coal in power stations.
39. The improvement in performance is also partly due to energy saving measures the Council has introduced. There is an ongoing programme of 'trimming and dimming' across the county to further reduce the carbon impact of street lighting. Trimming is where the lights switch on later at the night and switch off earlier in the morning, this can be done with LED's as the lights do not need to warm up unlike the old sodium lighting. Dimming stages have been introduced to reflect the reduction in traffic levels throughout the hours of darkness, allowing reduced lighting levels at 8pm and again at midnight (where the lights stay on all night) in line with current design codes. These measures will have contributed to the reduction. As the national grid continues to decarbonise energy supply, performance in this indicator is expected to continue to improve over the long term.
40. The number of 'Total Business miles claimed' improved in performance as they fell from 5,835,000 (2018/19) to 5,560,000 (2019/20). The Green Fleet Review, 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.
41. 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 a little improvement in performance from 16% in 2018/19 to 15.6% in 2019/20 and has met its target of 13.9%.
42. Renewable Heat Incentive (RHI) deployment data (Domestic) improved in performance as it increased from 34 (2018/19) to 37 (2019/20) per 10,000 households. This RHI supports the installation of renewable and low-carbon-heating by individual households. RHI Payments are made over a seven-year period and, in most cases, are estimated using values from the dwelling's Energy Performance Certificate (EPC). Statistics for the Renewable Heat Incentive (RHI) details the number of applications and accredited installations on the domestic schemes so far.

This data covers the number of accreditations by local authority. The Council has little influence over this.

43. The latest data for 'CO2 emissions per capita (in LA influence)' has remained similar in performance, improving slightly from 5.2 tonnes per person (tpp) in 2017 to 5.1 tpp in 2018 and has met its target. 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.

Background papers

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

NHT (National Highways and Transport Network) 2019, Summary Report for Leicestershire , details for the full set of E&T comparable indicators (2020 is due in December 2020).

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, 2019/20

2. Environment and Waste Annual Report Dashboard, 2019/20

Appendix B – 1. Transport Performance Delivery Narrative, 2019/20

2. Environment and Waste Performance Delivery Narrative, 2019/20

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