

## Appendix A. 1 Highways & Transport

### Strong Economy - Transport

Strategic Plan	Description	Quartile position	Direction of Travel	End of Yr 2019/20	Target / Standard	End of Yr 2018/19	Polarity	Commentary
<b><u>Strategic Transport Infrastructure</u></b>								
*	Average vehicle speeds during the weekday morning peak (7am-10am) on locally managed 'A' roads in Leicestershire (mph)	3rd (2018)	→	31.1 (2019)	30.3	31.1 (2018)	High	The annual 'average vehicle speeds during the morning peak (7am-10am) on locally managed 'A' roads' indicator, remained static at 31mph in 2018 and 2019 and continued to exceed its 30mph target. Quartile position reflects average speed on local 'A'roads.
	Satisfaction with traffic levels & congestion (NHT satisfaction survey) (%)	3rd (2019)	↓	31.9%	42%	34.4%	High	Satisfaction with traffic levels has declined in performance again from 34% (2018) to 32% (2019). It performs below average when compared to other English County Councils.
*	% of businesses citing concerns about traffic congestion	-		28% (2017)	<37%	28% (2017)	Low	The results of the 2020 survey are due in December 2020.
	Satisfaction with cycle routes/lanes & facilities (NHT satisfaction) (%)	1st (2019)	→	37.6%	47.0%	38.4%	High	Satisfaction has remained relatively static since the previous year at 38%. Despite this Leicestershire was ranked in the top quartile compared to participating counties in the NHT 2019.
	Satisfaction with pavements & footpaths (NHT satisfaction) (%)	1st (2019)	↑	62.2%	68.0%	60.0%	High	Satisfaction has improved since the previous year.
<b><u>Sustainable Transport &amp; Road Maintenance</u></b>								
*	% of principal (A class) road network where structural maintenance should be considered	1st (2018/19)	→	2%	2-4%	1%	Low	Leicestershire continues to have some of the best maintained roads in the country. The 'percentage of classified roads (A class) where structural maintenance should be considered' was 2% during 2019/20 and has met its 4% target.
*	% of non-principal (B & C class) road network where structural maintenance should be considered	1st (2018/19)	→	3%	4-6%	2%	Low	Performance has remained relatively static for this indicator. It has met it's target.
	% of the unclassified road network where maintenance should be considered (visual inspection)	2nd (2018/19)	→	16%	<13%	15%	Low	The 'percentage of unclassified roads where maintenance should be considered' increased to 16% in 2019/20 from 15% in the previous year, resulting in a decline in performance. This indicator has missed its target range of 9% to 13% and has slipped into the 2nd quartile compared to other County Councils (2018/19). The decline in condition of unclassified roads has been exacerbated by the extreme hot and cold weather and the lack of funding for Capital Maintenance Schemes over the past decade.

## Strong Economy - Transport

Strategic Plan	Description	Quartile position	Direction of Travel	End of Yr 2019/20	Target / Standard	End of Yr 2018/19	Polarity	Commentary
	% of network gritted	-	→	47%	47%	47%	High	We expect to grit all our priority 1 and 2 routes (which cover 47% of the network). In 2019/20 we successfully gritted all these routes.
*	Overall satisfaction with the condition of highways (NHT satisfaction survey) (%)	1st (2019)	↑	36.6%	top quartile	29.3%	High	This indicator improved in performance since the previous year and continues to perform well compared to other county councils as it remains in the top quartile.
	% of footpaths and other rights of way that are signposted and easy to use	-	↓	74.2%	75%	77%	High	This indicator declined in performance slightly from 77% (2018/19) to 74.2% (2019/20) and is now below its 75% target.
	CO2 emissions from transport within LA influence (Kt)	2nd (2018)	↑	1182.58 (2018)		1192.11 (2017)	Low	This indicator improved in performance since the previous year and continues to perform above average when compared to other county councils. This data is taken from the published subset and represents carbon dioxide emissions within the scope of influence of Local Authorities.
	Overall satisfaction with local bus services (%)	2nd (2019)	→	58.0%	56.0%	58.8%	High	Results from the 2019 NHT survey show that satisfaction with local bus services has remained static at 58% and performs above the average for comparable English Counties during 2019 (2nd quartile).
*	Number of bus journeys (m)	3rd (2018/19)	↓	12.6m	12.8m	13.05m	High	There has been a decline in overall passenger journeys compared to 2018/19, reflecting a national trend. Figures may have been impacted slightly by the start of the Covid-19 pandemic.
<b><u>Road Safety (Keeping People Safe)</u></b>								
*	Total casualties on our roads	1st (2018)	↑	996	1542	1207	low	There was a decline in road casualties from 1,207 in 2018/19 to 996 in 2019/20 showing an improvement in performance and has met its target. It remains in the top quartile compared to other English county councils. This data should be treated with caution due to changes in reporting by Police.
*	People killed or seriously injured in road traffic accidents	1st (2018)	↑	175	171	245	low	There was an decrease in the number of casualties from 245 in 2018/19 to 175 in 2019/20 showing an improvement in performance but it has just missed its target of fewer than 171. The Council remains in the top quartile compared to other English county councils. This data should be treated with caution due to changes in reporting by Police.

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