







APPENDIX A

Transport & Highways								
Strategic Plan	Description	Quartile position	Direction of Travel	End of Yr 2020/21	Target / Standard	End of Yr 2019/20	Polarity	Commentary
Strategic Transport Infrastructure								
*	Average vehicle speed - weekday morning peak on locally managed 'A' roads (mph)	3rd (2019)	↑	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.
*	Overall satisfaction with traffic levels & congestion (NHT satisfaction survey) (%)	✓ 1st (2020)	↑	40.1%	42%	31.9%	High	Satisfaction with traffic levels has improved in performance from 32% (2019) to 40% (2020). There were significantly less vehicles on our roads during the Covid-19 pandemic lockdowns which are likely to have influenced people's perceptions. Leicestershire showed the largest increase in satisfaction of all participating authorities. It performs in the top quartile when compared to other English County Councils.
*	% of businesses saying that a reduction in traffic congestion would significantly benefit their business	-	-	53% (2020)	<37%	28% (2017)	Low	This indicator increased from 28% in 2017 to 53% in 2020. The LLEP changed the way they surveyed during 2020 due to the impact of the pandemic and ran 3 smaller surveys across the year that covered pre Covid 19 restrictions, during Covid-19 restrictions and post national restrictions and this result was drawn from the first two surveys, prior to the main impact of national Covid restrictions. Due to the special circumstances and how it impacted businesses the LLEP have said the latest results are not directly comparable to the 2017 results.
Sustainable Transport & Road Maintenance								
*	% of principal (A class) road network where structural maintenance should be considered	✓ 1st (2020)	→	2%	2-4%	2%	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' remained at 2% during 2020/21 and has met its 4% target.
*	% of non-principal (B & C class) road network where structural maintenance should be considered	✓ 1st (2020)	↓	4%	4-6%	3%	Low	Although this indicator has declined in performance slightly from 3% in 2019/20 to 4% 2020/21 condition remains within its 4-6% target range. Both 'A class' and 'B and C class roads' perform in the top quartile compared to other English county councils.
Notes: Comparators are the 33 county councils & county unitaries.								

- ↑ Improvement in performance (5 indicators)
- ↓ Decline in performance (3 indicators)
- Similar performance (3 indicator)

-  Top quartile (8 indicators)
-  2nd quartile (2 indicators)
-  3rd quartile (1 indicator)
-  Bottom quartile

-  Performance issue / problem
-  Exceptional performance

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Transport & Highways								
Strategic Plan	Description	Quartile position	Direction of Travel	End of Yr 2020/21	Target / Standard	End of Yr 2019/20	Polarity	Commentary
*	Overall satisfaction with the condition of highways (NHT satisfaction survey) (%)	1st (2020)	→	37.4%	38%	36.6%	High	This indicator remained similar to the previous year and continues to perform well compared to other county councils as it remains in the top quartile and it the highest performing County Council.
*	Overall satisfaction with the Rights of Way network (NHT satisfaction survey) (%)	✓ 1st (2020)	↑	53.6%	53%	46.2%	High	A notable improvement in performance is for the 'Overall satisfaction with the Rights of Way network (NHT survey)' as satisfaction increased by 7% from 46% (2019/20) to 54% (2020/21) meeting its target (53%). It remains in the top quartile when compared to other English Counties. During the Covid-19 crisis in 2020 more people walked generally and were likely to have more fully utilised the Rights of Way network in their area, which could have positively contributed to this result.
*	Carbon emissions (estimates) from transport within LA influence (Kt)	2nd (2019)	→	1179.4 (2019)	-	1183.8 (2018)	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. Data is for 2018 and 2019 (latest available).
*	Overall satisfaction with local bus services (NHT satisfaction survey) (%)	2nd (2020)	↓	56.7%	56.0%	58.0%	High	Results from the 2020 NHT survey show that satisfaction with local bus services is similar to the previous years and the Council has exceeded its target of 56%. It performs above average against comparable English Counties during 2020 (2nd quartile).
Road Safety (Keeping People Safe)								
*	Total casualties on Leicestershire roads	1st (2020)	↑	878	1495	996	low	There was a further decline in road casualties from 996 in 2019 to 878 in 2020, showing a 12% improvement in performance and meeting the 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.
*	Number of people killed or seriously injured (KSIs)	● 1st (2020)	↓	208	168	175	low	There was a 19% increase in the number of KSIs from 175 in 2019 to 208 in 2020, unfortunately missing the target. During the pandemic, there were fewer vehicles on the roads, however, there was an increase in the severity of road accidents. 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.
*	Road safety satisfaction (NHT satisfaction survey) (%)	1st (2020)	↑	59%	67%	53.5%	High	This indicator improved in performance from 54% in 2019 to 59% in 2020 and remains in the top quartile when compared to other English county councils. The council is the highest performing county council on this.