



**ENVIRONMENT AND TRANSPORT OVERVIEW AND SCRUTINY
COMMITTEE – 3 SEPTEMBER 2020**

**ENVIRONMENT AND TRANSPORT PERFORMANCE
REPORT TO JUNE 2020**

**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 the latest performance update on Environment and Transport indicators available at June 2020.

Policy Framework and Previous Decisions

2. The updates in this report reflect progress against the Council's Strategic Outcomes Framework within the Strategic Plan to 2022; and the Environment and Transport performance framework and related high-level plans and strategies. Revised and updated versions of the Strategic Plan and Environment Strategy were agreed at the County Council meeting in July 2020 and place greater emphasis on delivery of environmental priorities. The refreshed documents have also informed updating of the performance framework and indicators in this report.

Background

3. The report highlights how a variety of indicators are performing against the Council's key outcomes: Strong Economy, Wellbeing, Keeping People Safe, Great Communities, Affordable and Quality homes and supporting corporate enablers.
4. The overall performance indicators set has been recently refreshed to include a wider number of key indicators that help measure delivery of the Council's corporate aims and, in particular, its renewed focus on the environment, in response to the Climate Emergency declared by the Council in 2019. The key performance indicators include a more ambitious set of indicators arising mainly from the Environment Strategy.
5. The indicators include several indicators where the Council does not have direct or a lot of control of delivery, such as for air and river quality and biodiversity. They have been included to provide greater oversight of the environment and help understand what life is like in Leicestershire and include a mixture of national and locally developed performance indicators. Measuring these may highlight areas for

scrutiny of other agencies delivery or the need for lobbying to influence government policy and funding. It is expected action by a range of agencies will improve a number of these metrics over time.

6. Overall, there are 47 performance indicators reported on within this report which are aligned with the Council's Strategic Outcomes. This report includes Appendix A containing performance dashboards covering all Strategic Plan environment and transport indicators. There are an additional nine Strategic Plan key indicators to support the council's outcomes that we intend to report on and are currently working to source data for these, see Appendix B. A number are under development or subject to survey work and will be added as they become available. Detailed performance indicator definitions can be made available to the Committee if required.
7. Where it is available the performance dashboards within Appendix A indicate which quartile Leicestershire's performance falls into. The Council's quartile position provides insight into how this indicator compares to other county councils in England. The 1st quartile is defined as performance that falls within the top 25% of county councils (the best). The 4th quartile is defined as performance that falls within the bottom 25% of county councils (the worst). The comparison quartiles are updated annually.
8. The frequency in which the indicators are reported varies; some are quarterly, others are annual, and some data even less frequent. The time-period the data covers is contained in the live dashboards referred to in Appendix A. For each indicator reported the dashboard shows information on the latest data against the target for the year, if the target has been met, the direction of travel, the trend, and the comparison quartile position, where available. 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 a green 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 or because some indicators are updated less frequently e.g. annually.

Performance Update – latest data to June 2020

9. 43 of the 47 performance indicators in the performance dashboards have been updated this quarter. Where a direction of travel is available: 17 show performance improvements, seven had declined and 19 remained the same as the previous update. This report focuses on the indicators that have been updated.
10. Where comparative performance is available the Council is in the top quartile for 10 indicators (listed in Appendix A with green 1st quartile positions). The Council is in the bottom quartile for 1 indicator; 'The percentage of local authority collected waste landfilled'.
11. The updates that follow focus on indicators that either haven't met their target, have seen a decline in performance or notable good performance.

Strong Economy - Transport

12. This outcome has expanded to include indicators that support a greener economy in addition to the typical transport and highways indicators that have been historically reported on. Within this outcome 18 indicators were updated in quarter 1. Where targets are set three indicators had met target and five had not. The department is performing well in supporting this outcome on road maintenance for A, B & C class roads, satisfaction with the condition of highways, local bus services, local rights of way network and the condition of pavement and footpaths. The latest quartile positions show that nine indicators are above average with seven indicators in the top quartile and two in the 2nd quartile. Three are in the 3rd quartile. (See appendix Ai).
13. Seven indicators saw an improvement in performance within this outcome, represented by green DOT arrows in the dashboards, five have declined in performance and six have remained the same. Indicators that have not met their targets include the following.
14. The ‘% of the unclassified road network where maintenance should be considered’ indicator increased from 15% in 2018/19 to 16% in 2019/20, missing its 13% target meaning a slight decrease in performance. This is attributed to pressure on maintenance funding and adverse weather that has had a negative impact on road condition. Despite this the comparative performance remains in the top quartile when compared to other English County Councils in 2017/18.
15. ‘Local bus passenger journeys originating in the authority area’ declined from 13.4 million in March 2019 to 12.7 million in March 2020, against a target of 12.8 million, showing a 5% decline in performance. It is likely the Covid-19 pandemic will have dampened passenger journeys at the end of the financial year.
16. The ‘Overall satisfaction with cycle routes & facilities’ derived from the annual National Highways & Transport Network (NHT) remained similar to the previous year at 37.6%, with a target of 47%. Performance remains in the top quartile when compared to other English County Councils.
17. The ‘Overall satisfaction with the condition of pavements and footpaths (NHT)’ indicator saw a small improvement in performance from 60 (2018/19) to 62.2 (2019/20). It is in the top quartile when compared to other English County Councils during 2019.
18. The ‘Overall satisfaction with traffic levels and congestion (NHT)’ has fallen steadily since 2016/17 from 37.7% to 31.9% in 2019/20 and has missed its 42% target. It remains below average, in the third quartile, for 2019. The department has a number of major road schemes underway and planned which will aid congestion levels moving forwards.

19. The 'Number of park and ride journeys' has declined since the previous update, as journeys fell from 273,309 in quarter 3 2019/20 to 212,651 in quarter 4 2019/20. This may well have been part impacted by the start of the Covid-19 pandemic during March. However, the latest results were higher than this time last year.

Wellbeing – Air Quality

20. Two new air quality indicators have been included within this outcome to reflect the impact of air quality on health and wellbeing. These are 'The number of Air Quality Action Plans' in Leicestershire and the 'PM 2.5 air pollution fine particulate matter'.
21. Air Quality Management Plans exist because air pollution is high in a locality. Fewer Air Quality Management Areas (AQMA's) suggest less air pollution. Currently there are 16 AQMAs in Leicestershire, which are managed and reported annually by district councils. In October 2019 the Council supported emerging proposals by the City Council for a bid to the Transforming Cities Fund in response to the Government's Air Quality Directive. If successful the initiatives would improve public transport, cycling and walking provision to improve overall air quality. The Council's support will assist the City in its application for funding to improve sustainable travel and enhance transport links and improve air quality, which will benefit both city and county residents. The likely content of a bid by Nottingham and Derby City Councils was also noted. Separate improvements are also being made to cycling facilities as a result of the response to covid-19.
22. Inhalation of particulate pollution can have adverse health impacts. The biggest impact of particulate air pollution on public health is understood to be from long-term exposure to fine particulate matter, also known as PM2.5, which increases the age-specific mortality risk. This data describes the annual concentration of human-made fine particulate matter at an area level, adjusted to account for population exposure and is measured in micrograms per cubic metre ($\mu\text{g}/\text{m}^3$). The major sources of primary PM2.5 are combustion in the energy industries, road transport (both exhaust and non-exhaust emissions), rail and air transport, residential sources and small-scale waste burning. The latest data for PM2.5 was 9.13 in 2018 which is the lowest it's been over the past four years. The highest levels in the county are present in Blaby, North West Leicestershire and along the M1. Both the M1 and East Midlands airport appear to have a large impact on levels. This compares to the England PM2.5 rate of 8.9 $\mu\text{g}/\text{m}^3$ for the same period. A study published in the Journal of the American Medical Association suggests that long-term exposure to PM2.5 may lead to plaque deposits in arteries, causing vascular inflammation and a hardening of the arteries which can eventually lead to heart attack and stroke. Scientists in the study estimated that for every 10 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) increase in fine particulate air pollution, there is an associated 4%, 6% and 8% increased risk of all-cause, cardiopulmonary and lung cancer mortality, respectively. A national UK target is due to be set before 2022.

Keeping People Safe – Road Safety

23. The Department continues to support the Keeping People Safe outcome primarily through its road safety initiatives. In quarter 1 five indicators were updated. Of the

two indicators with targets, 'Total casualties on Leicestershire roads' had met its target and the 'Number of people killed or seriously injured' was just short of target. Of the three indicators with quartile comparisons all of them performed well and are in the top quartile when compared to other English County Councils. Since the previous quarter, three indicators had remained steady and two saw an improvement in performance.

24. The 'Number of people killed or seriously injured' on our roads remained static at 175 in December 2019 just short of its challenging target of fewer than 168. The indicator continues to perform better than most other comparable authorities and is in the top quartile in 2018. The comparative data should be treated with a degree of caution due to possible of underreporting of accidents following changes to police reporting procedures.
25. Good performance was noted for the 'Total casualties involving road users, walking, cycling & motorcyclists (excluding cars)' and the 'Number of people killed or seriously injured (KSI), walking cycling & motorcycles (excluding cars)' as both fell by more than 27% over the past year. This decline in casualties is consistent with performance over recent years but may also have been influenced by Covid-19 at the end of the reporting period, as fewer people travelled. Similarly, to the above indicator, this data should also be treated with caution.

Great Communities – Waste, Energy and Winter Maintenance

26. The Department supports the Great Communities outcome through its waste management, energy initiatives and winter maintenance. Of the eight indicators updated in quarter 1 five indicators have remained the same and three indicators have improved in performance. The only indicator that met its target was 'Winter gritting' at 100%. Two waste indicators, the 'percentage of household waste sent by local authorities across Leicestershire for reuse, recycling or composting' and the 'percentage of local authority collected waste landfilled', had not met targets, along with 'CO₂ emissions per capita'. Of the four quartiles available covering the waste and CO₂ emissions per capita indicators all performed below average when compared to other English County Councils.
27. The 'percentage of household waste sent by local authorities across Leicestershire for reuse, recycling or composting' remained the same (45%) as the previous quarter and has improved slightly since this time last year but has not yet met its target (50%). It lies within the 3rd quartile position (2018/19). The indicator has not met target due to: national issues, seasonal fluctuations in garden waste, economic factors, as well as issues specific to Leicestershire such as the closure of the Cotesbach Mechanical Biological Treatment plant (MBT) and service changes across the county. The majority of the factors identified are beyond the sole control of the Council, limiting the opportunity to mitigate the impacts.
28. The 'percentage of local authority collected waste landfilled' remains almost the same (33%) as the previous quarter and this time last year. It has missed its 30% target due to experiencing a loss of alternative (non-landfill) disposal points, which was outside of the Council's control. The authority has negotiated an increase in the

amount of waste delivered to alternative disposal points which is expected to reduce the amount of waste sent to landfill in future years. Performance against this indicator remained in the 4th quartile in 2018/19.

29. The 'CO₂ emissions per capita' indicator has also remained similar to the previous annual update, decreasing slightly from 5.4 tonnes in 2016 to 5.2 tonnes in 2017 currently short of the target of 4.9 tonnes. It performs in the 3rd quartile in 2016/17). However, it has seen slight improvements year on year since 2013.
30. Improved performance is noted for 'Renewable energy capacity in the area (MW)' which improved by 4% since the previous year, and both 'Renewable energy generated in the area (MWh)' and 'Renewable heat incentive deployment (Domestic) per 10,000 households' improved in performance by 9% and 10% respectively over the past year. The Council does not have direct control over these but does support a range of energy initiatives throughout the County e.g. financial support for biomass boilers for community groups and services.

Affordable and Quality Homes

31. As part of supporting the Council's Affordable and Quality Homes outcome the Council now monitors the 'Percentage of domestic properties with Energy Performance certificate rating C+ (new & existing)' which at 49.1% Q4 performs better than this time last year (Q4 43.7). The authority doesn't have direct control over this. Further improvement may well be contingent on national programmes such as grant schemes to improve insulation and energy efficiency.

Corporate Enabler: County Council Environmental Impact

32. The Department supports the Corporate Enabler outcome largely through its environmental initiatives. Of the 10 indicators updated in quarter 1 eight indicators had met target and just two had not. The department continues to show good overall performance within this outcome, particularly for indicators covering emissions. Overall, five had improved in performance, one had declined in performance and four have remained the same.
33. This indicator has seen an improvement in performance since the previous update from 59.7% (Q3 2019/20) to 61% (Q4 2019/20) and since this time last year for the '% of waste recycled from LCC sites (non-operational)'. The indicator just missed its target of 62.3%.
34. The 'Total business miles claimed' indicator has remained similar to the previous update but has shown a slight improvement over the year from 5,850 ('000s) (Q3 2018/19) to 5,755 (Q3 2019/20). It narrowly missed its 5,744 target.
35. The authority has performed well on reducing its emissions particularly on 'Total CO₂ emissions from LCC sites' which improved in performance due to a 20% decline in emissions since the previous quarter and exceeded its target by over 7,000 tonnes. 'Total LCC GHG emissions' also improved in performance due to an 18% fall in emissions and exceeded its target by almost 7,000 tonnes. This is due to

significant progress having been made in reducing emissions from building energy use, due to investment in renewables, and streetlighting conversion to LEDs.

Background papers

[Leicestershire County Council's Strategic Outcomes Framework and Strategic Plan 2018-22.](#)

[NHT \(National Highways & Transport Network\) Survey results for 2019.](#)

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.

Appendices

Appendix A. Strategic Plan Performance Dashboards by Outcomes (Environment and Transport Performance) to June 2020.

Appendix B. List of new Strategic Plan performance indicators in development or delayed due to Covid-19.

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Appendix A: Strategic Plan performance dashboards (E&T)

Ai. Strong Economy Performance Dashboard

Environment & Transport KPI Performance Dashboards from 2020



Select Strategic Plan Outcome	Indicator Type	Target Met			DOT Arrow			Previous Quarters/Years	Quartiles
		NA	NO	YES	NO UPDATE	DOWN	NO CHANGE		
Strong Economy	All	13	5	3	3	5	6	7	
Indicator	Type	Target	Latest Data	Target Met	DOT	Previous Quarters/Years			Quartiles
% of principal (A class) road network where structural maintenance should be considered	SP	4	2	●	↓				1st 2017/18
% of non-principal (B & C class) road network where structural maintenance should be considered	SP	6	3	●	↓				1st 2017/18
% of the unclassified road network where maintenance should be considered	Dpt	13	16	●	→				1st 2017/18
Total vehicle kilometres on County roads (millions)	Dpt		4,031	●	→				NA
Overall satisfaction with the condition of highways (NHT satisfaction survey) (%)	SP		36.6	●	↑				1st 2019
Private and government funding secured to deliver infrastructure e.g. Section 106 funds (£ millions)	SP		15.7	●	↑				NA
Overall satisfaction with local bus services/(sustainable travel options) (NHT satisfaction survey) (%)	SP		58	●	→				2nd 2019
Local bus passenger journeys originating in the authority area (millions)	Dpt	12.8	12.7	●	↓				3rd 2018/19
Number of park and ride journeys	Dpt		212,651	●	↓				NA
Overall satisfaction with cycle routes & facilities (NHT satisfaction survey) (%)	Dpt	47	37.6	●	→				1st 2019
Overall satisfaction with the Rights of Way network (NHT satisfaction survey) (%)	SP		46.2	●	↑				1st 2019
Overall satisfaction with the condition of pavement & footpaths (NHT satisfaction survey) (%)	Dpt	68	62.2	●	↑				1st 2019
% of businesses citing concerns about traffic congestion	SP		28	●	↑				NA
Overall satisfaction with traffic levels & congestion (NHT satisfaction survey) (%)	SP	42	31.9	●	↓				3rd 2019
Average vehicle speed - weekday morning peak on locally managed 'A' roads (mph)	SP	30.27	31.1	●	→				3rd 2018
Electric vehicle charging locations per 1,000	SP		0.07	●					NA
Electric vehicle ownership - Ultra low emission vehicles (ULEVs) rate/10k	SP		27.8	●	↑				NA
CO2 emissions (estimates) from transport within LA control (Kt)	SP		1,194.1	●	→				2nd 2017
NO2 exceedances for Leicestershire	SP		8	●	↑				NA
Leicestershire rivers (excluding Leicester) are in good ecological status (%)	SP		0.67	●					NA
Leicestershire rivers (excluding Leicester) are in good chemical status (%)	SP		99.6	●					NA

Aii. Wellbeing Performance Dashboard

Environment & Transport KPI Performance Dashboards from 2020



Select Strategic Plan Outcome	Indicator Type	Target Met			DOT Arrow			
Wellbeing	All	NA 2	NO 1	YES 1	NO CHANGE 1	UP 1		
Indicator	Type	Target	Latest Data	Target Met	DOT	Previous Quarters/Years	Quartiles	
Air Pollution, the number of Air Quality Management Plans (AQMAs)	SP	16	16	●	→		NA	
PM2.5 Air pollution fine particulate matter (µg/m³)	SP	9.13	9.13	●	→		NA	

Aiii. Keeping People Safe Performance Dashboard

Environment & Transport KPI Performance Dashboards from 2020



Select Strategic Plan Outcome	Indicator Type	Target Met			DOT Arrow			
Keeping People Safe	All	NA 3	NO 1	YES 1	NO CHANGE 3	UP 2		
Indicator	Type	Target	Latest Data	Target Met	DOT	Previous Quarters/Years	Quartiles	
Total casualties on Leicestershire roads	SP	1,495	996	●	→		1st 2018	
Number of people killed or seriously injured (KSIs)	SP	168	175	●	→		1st 2018	
Road safety satisfaction (NHT satisfaction survey) (%)	SP	53.5	53.5	●	→		1st 2019	
Total casualties involving road users, walking, cycling & motorcyclists (excluding cars)	Dpt	245	245	●	↑		NA	
Number of people killed or seriously injured (KSI), walking, cycling & motorcycles (excluding cars)	Dpt	80	80	●	↑		NA	

A iv. Great Communities Performance Dashboard

Environment & Transport KPI Performance Dashboards from 2020



Select Strategic Plan Outcome	Indicator Type	Target Met			DOT Arrow			
Great Communities	All	NA 4	NO 3	YES 1	NO CHANGE 5	UP 3		
Indicator	Type	Target	Latest Data	Target Met	DOT	Previous Quarters/Years	Quartiles	
% of household waste sent by local authorities across Leicestershire for reuse, recycling, composting etc. (former NI..	SP	50	45.7	●	→		3rd 2018/19	
% of local authority collected waste landfilled	SP	30	33.4	●	→		4th 2018/19	
Total household waste per household (kg)	SP	1,037	1,037	●	→		3rd 2018/19	
CO2 emissions per capita	SP	4.9	5.2	●	→		3rd 2016/17	
Renewable energy capacity in the area (MW)	SP	326	326	●	↑		NA	
Renewable energy generated in the area (MWh)	SP	532,254	532,254	●	↑		NA	
Renewable heat incentives deployment (Domestic) per 10,000 households	SP	37.36	37.36	●	↑		NA	
Winter gritting/incidents/support (%)	SP	100	100	●	→		NA	

Av. Affordable & Quality Homes Performance Dashboard

Environment & Transport KPI Performance Dashboards from 2020



Select Strategic Plan Outcome	Indicator Type	Target Met		DOT Arrow			
Affordable and Quality homes	All	NA	1	DOWN	1		
Indicator	Type	Target	Latest Data	Target Met	DOT	Previous Quarters/Years	Quartiles
% domestic properties with Energy Performance Certificate rating C+ (new/existing)	SP		49.1	●	↓		NA

A vi. Corporate Enabler: Environmental Impact

Environment & Transport KPI Performance Dashboards from 2020



Select Strategic Plan Outcome	Indicator Type	Target Met		DOT Arrow			
Corporate Enablers	All	NO	YES	DOWN	NO CHANGE	UP	
		2	8	1	4	5	
Indicator	Type	Target	Latest Data	Target Met	DOT	Previous Quarters/Years	Quartiles
Carbon emissions from LCC buildings (tonnes)	SP	4,856	3,895	●	↓		NA
Carbon emissions from LCC street lighting and traffic signs (tonnes)	SP	7,237	2,675	●	↑		NA
CO2 emissions from LCC fleet	SP	2,590	2,190	●	↑		NA
Total CO2 emissions from LCC sites (non-operational)	SP	18,798	11,106	●	↑		NA
Total LCC GHG emissions	SP	19,728	12,744	●	↑		NA
% waste recycled from LCC sites (non-operational)	SP	62.3	61	●	↑		NA
Tonnes of waste produced from LCC sites	SP	410	357.7	●	→		NA
Amount of renewable energy generated as a % of consumption	SP	15	15.1	●	→		NA
% of staff who say LCC is doing enough to reduce its environmental impact	SP	79.3	92	●	→		NA
Total Business miles claimed ('000s of miles)	SP	5,744	5,755	●	→		NA

Appendix B. List of new Strategic Plan Performance indicators in development or delayed due to Covid-19.

Environment & Transport Performance Indicators: Data Not Currently Available



Indicator Type
SP

Strategic Plan Outcome	Indicator Title	Indicator Type
Corporate Enablers	Electric car business miles claimed	SP
Great Communities	% adults using sustainable travel modes	SP
	Are individuals changing behaviours to help reduce climate change/support the environment (Community Insight survey)	SP
	Biodiversity	SP
	Diversion from landfill at household waste sites	SP
	Residents perceptions of whether the Council is doing enough to help protect the environment (including carbon reductio..	SP
	Total household waste per head	SP
Keeping People Safe	Environmental risks managed	SP
Strong Economy	Business waste	SP