



Environment & Transport Department

2009-10 Environment & Transport

PERFORMANCE REPORT



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Introduction

Welcome to the Environment and Transport Annual Performance Report for 2009/10.

This document details how the department has performed against its set of performance indicators (PIs) in 2009/10. The tables and charts on the following pages show how we compare against both our targets for 2009/10 and our previous performance.

Our performance indicators provide valuable evidence to show whether we are achieving the priorities set out in the Sustainable Community Strategy (SCS), our second Local Transport Plan (LTP2) and the Leicestershire Municipal Waste Management Strategy (LMWMS).

Leicestershire Sustainable Community Strategy (SCS)

The Sustainable Community Strategy (SCS) is produced by Leicestershire Together, which is the local strategic partnership for Leicestershire, and outlines the priorities for improvement in Leicestershire for the five year period from 2008 to 2013. The majority of these priorities will be delivered through our second Local Area Agreement (LAA2) which runs for three years from 2008 to 2011.

The chart in Appendix C shows how our performance indicators are aligned to the delivery of the overarching themes of the SCS. Although there are a total of seven overarching themes and the activities of the Environment and Transport Department make a wide contribution, the chart concentrates on the four areas where we have direct responsibility for delivery.

Some of the activities covered by our PIs contribute to several of the themes but they have not been reproduced each time to avoid repetition.

Local Transport Plan (LTP) and Leicestershire Municipal Waste Management Strategy (LMWMS)

Our second Local Transport Plan (LTP2) and the Leicestershire Municipal Waste Management Strategy (LMWMS) detail our departmental priorities and run from 2006 to 2011 and 2006 to 2020 respectively.

Performance Indicators

Performance indicators have been split into three main sections:

National Indicators (NIs)

The National Indicator Set (NIS) was established in 2008/09. A total of 198 performance indicators were introduced within the NIS, designed to reflect the Government's national priorities and became the only measures on which central Government performance manages outcomes delivered by local government. 17 National Indicators fall under the direct responsibility of the Department, 10 under Transport and seven under Environment.

The future of the National Indicator Set is currently under review as the new Government considers how local authorities should measure and report performance in the future.

Local Transport Plan (LTP) Performance Indicators

Our second Local Transport Plan (LTP2) originally contained 49 performance indicators designed to demonstrate and assess our effectiveness in delivering our six LTP objectives. These are split into mandatory indicators, which we are required to include by the Department for Transport (DfT), and optional indicators which we have developed to help assess how effectively we are achieving local priorities, schemes and objectives.

Following a review of our performance in the first two years of LTP2, undertaken as part of our LTP Progress Report, a number of changes were made and 40 PIs were taken forward into the last two years of the Local Transport Plan. Some of the PIs removed from the LTP have been retained as local PIs (see below).

In the following tables LTP2 performance indicators included in the National Indicator Set have not been duplicated in this section but have been referenced with the appropriate NI in the National Indicator table.










Local Performance Indicators

In addition to our National Indicator Set and Local Transport Plan PIs we have developed a set of local performance indicators which provide valuable management and comparative information. These include the three waste management PIs included in our first Local Area Agreement (LAA), our Rural Bus Passenger indicator included in our second LAA as a local PI, some of what were the old Best Value Performance Indicators (BVPs) together with the former LTP PIs mentioned above which no longer need to be reported to DfT, but continue to provide useful information.



















National Indicator Set

PI Ref	PI Title	2009/10 Actual	2009/10 Target	2008/09 Actual	Status vs. 2009/10 target	Status vs. 2008/09 actual
NI 47 (LTP 18)	People killed or seriously injured in road traffic accidents (% change over a three year rolling average)	4.8% (2007-2009)	3.0% (2007-2009)	6.4% (2006-2008)		
NI 48 (LTP 19)	Children killed or seriously injured in road traffic accidents (% change over a three year rolling average)	8.3% (2007-2009)	-8.5% (2007-2009)	17.5% (2006-2008)		
NI 167 (LTP 1)	Congestion – average journey time per mile during the morning peak	N/A	4m36s (4.60)	4m17s (4.28)		N/A
NI 168 (LTP 40)	Principal roads where maintenance should be considered	2%	4%	2%		
NI 169 (LTP 42)	Non-principal roads where maintenance should be considered	4%	5%	4%		
NI 175 (LTP 13 / 14)	Access to services and facilities by public transport, walking and cycling (30 / 60 minute accessibility)	90.3% 97.2%	>90% >96%	90.0% 97.2%		
NI 176 (LTP 50)	Working age people with access to employment by public transport (and or other specified modes)	80%	>80%	80%		
NI 177 (LTP 3)	Local bus and light rail passenger journeys originating in the authority area (million)	16.09m	16.42m	16.44m		
NI 178 (LTP 6/7)	Bus services running on time	72.5%	77.1%	77.2%		













NI 48 Performance against 2008/09 has been assessed as 'green' as direct comparison is not entirely relevant for this PI

PI Ref	PI Title	2009/10 Actual	2009/10 Target	2008/09 Actual	Status vs. 2009/10 target	Status vs. 2008/09 actual
NI 185	CO2 Reduction from Local Authority operations	N/A	4.0%	114,576 tonnes (prov.)	N/A	N/A
NI 186	Per capita reduction in CO2 emissions in the Local Authority area	N/A	N/A	N/A	N/A	N/A
NI 188	Planning to adapt to climate change	Level 2	Level 2	N/A		N/A
NI 191	Residual household waste per household (kg)	559kg	629kg	577kg		
NI 192	% of household waste sent for reuse, recycling and composting	52.64%	48.60%	52.00%		
NI 193	% of municipal waste landfilled	47.32%	53.70%	50.54%		
NI 194	Air quality - % reduction in NOx (A) and primary PM10 emissions (b) through Local Authority's estate and operations	N/A	N/A	(a) 173,508 t (b) 7420 t	N/A	N/A
NI 198 (LTP 9)	Children travelling to school – mode of transport usually used. (Reported figure is for the % of children travelling to school by car as the only pupil).	23.5%	24.0%	24.6%		



















Local Transport Plan (LTP) Performance Indicators

PI Ref	PI Title	2009/10 Actual	2009/10 Target	2008/09 Actual	Status vs. 2009/10 target	Status vs. 2008/09 actual
LTP 2	Time lost per vehicle km 07:00-10.00 in Loughborough	N/A	41.7 secs	N/A	N/A	N/A
LTP 4	% of residents satisfied with local bus services	57% (Joint survey)	N/A	51% (Place survey)		
LTP 5	% of residents satisfied with local public transport information	51% (Joint survey)	N/A	42% (Place survey)		
LTP 6	% of buses between 1 min early and 5 mins late departing at the start of bus routes	76.7%	82.1%	85.4%		
LTP 7	% of buses between 1 min early and 5 mins late departing at intermediate timing points	68.2%	72.7%	68.9%		
LTP 10	Levels of cycling at representative counting points (2000-2003 average = index 100)	Index 116.1	Index 116.4	Index 115.7		
LTP 12	% of major employers (>250 people) with workplace travel plans (WTPs)	47%	45%	41%		
LTP 15	Journeys per week using complementary transport for disabled people	2020	1875	2276		
LTP 16	% of bus stops provided to designated LTP standards on the hourly network	47%	45%	40%		
LTP 18	People killed or seriously injured in road traffic accidents on all roads (includes motorways and trunk roads) (calculated on a rolling three year average)	261 (2007-2009)	265 (2007-2009)	273 (2006-2008)		

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PI Ref	PI Title	2009/10 Actual	2009/10 Target	2008/09 Actual	Status vs. 2009/10 target	Status vs. 2008/09 actual
LTP 19	Children killed or seriously injured in road traffic accidents on all roads (includes motorways and trunk roads) (calculated on a rolling three year average)	15 (2007-2009)	17 (2007-2009)	16 (2006-2008)		
LTP 20	Motorcyclists killed or seriously injured on all roads (includes motorways and trunk roads) (calculated on a rolling three year average)	51 (2007-2009)	54 (2007-2009)	55 (2006-2008)		
LTP 21	People incurring slight injuries on all roads (includes motorways and trunk roads)	1945	1985	1986		
LTP 25	A6 Loughborough High Street - Nitrogen Dioxide annual average concentration (µg/m3 NO2)	N/A	N/A	65.9	N/A	N/A
LTP 26	A6 Loughborough town centre - traffic growth index (2004 = 100)	96.9	109.5	94.4		
LTP 27	A6 Loughborough Derby Road - Nitrogen Dioxide annual average concentration (µg/m3 NO2)	N/A	N/A	44.5	N/A	N/A
LTP 28	A426 Lutterworth Regent Court - Nitrogen Dioxide annual average concentration (µg/m3 NO2)	N/A	N/A	54.3	N/A	N/A
LTP 29	Lutterworth Regent Court - traffic growth index (2006 = 100)	100.7	113.5	102.6		
LTP 30	A6 Kegworth village centre - Nitrogen Dioxide annual average concentration (µg/m3 NO2)	N/A	N/A	43.5	N/A	N/A
LTP 31	Kegworth A6 village centre - traffic growth index (2006 = 100)	96.8	113.5	98.3		
LTP 32	Blaby District - Narborough Road South AQMA at Jordans Garage (µg/m3 NO2)	N/A	N/A	N/A	N/A	N/A

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PI Ref	PI Title	2009/10 Actual	2009/10 Target	2008/09 Actual	Status vs. 2009/10 target	Status vs. 2008/09 actual
LTP 33	Charnwood Borough - Syston AQMA on Melton Road at Barkby Road ($\mu\text{g}/\text{m}^3$ NO ₂)	N/A	N/A	33.3	N/A	N/A
LTP 38	Total vehicle kilometres on County roads in calendar year from DfT route details	N/A	4090	3837	N/A	N/A
LTP 39	Percentage reduction in 85th percentile speed for all schemes in the year	16%	12%	19%		
LTP 41	% of principal (A class) roads with structural defects (deflectograph)	10.2%	10.2%	10.4%		
LTP 43	% of the unclassified road network where maintenance should be considered (visual inspection)	10%	<10%	9%		
LTP 44	% of category 1, 1a and 2 (the busier) footways with significant deficiencies	14.0%	14.0%	16.0%		
LTP 45	% of category 3 & 4 footways below our condition threshold (visual inspection)	5.1%	15.9%	9.4%		
LTP 46	% of footpaths and other rights of way that are signposted and easy to use (calculated on a rolling three year average)	81.0% (2007/08 - 2009/10)	79.0% (2007/08 - 2009/10)	74.3% (2006/07 - 2008/09)		
LTP 47	% of bridge spans with a critical indicator (BCI) below 75	10.3%	11.5%	11.0%		
LTP 48	% of street lighting columns needing replacement	11.4%	10.5%	12.4%		
LTP 49	% of traffic signal installations requiring complete renewal (age and fault history)	0.7%	<4.0%	0.7%		

LTP 39 Performance against 2008/09 has been assessed as 'green' as direct comparison is not entirely relevant for this PI

Local Performance Indicators

PI Ref	PI Title	2009/10 Actual	2009/10 Target	2008/09 Actual	Status vs. 2009/10 target	Status vs. 2008/09 actual
LI 13 (LAA2)	Number of passenger journeys on rural transport (excluding the hourly bus network)	151534	157071	155806		
LTP 11	% of schools with adopted School Travel Plans (STPs) (school numbers in brackets)	80%(p) (248)	80% (248)	71% (220)		
LTP 17	% of bus fleet with low floors for level access based on County and City combined fleet	94%	65%	79%		
LTP 22	People killed or seriously injured on County roads only (calculated on a rolling three year average)	217 (2007-09)	211 (2007-09)	221 (2006-08)		
LTP 23	Children killed or seriously injured on County roads only (calculated on a rolling three year average)	13 (2007-09)	16 (2007-09)	13 (2006-08)		
LTP 24	People incurring slight injuries on County roads only (calculated on a rolling three year average)	1644 (2009)	1642 (2009)	1644 (2008)		
LI 100	No. of days of temporary traffic controls on traffic sensitive roads caused by local authority or utility road works per km	0.5 days	0.6 days	0.3 days		
LI 103	% of users satisfied with local public transport information	58% (Joint survey)	N/A	45% (Place 2008)	N/A	
LI 104	% of users satisfied with local bus services	65% (Joint survey)	N/A	58% (Place 2008)	N/A	
LI 215a	Average no. of days taken to repair a street lighting fault that is under the control of the local authority	2.8 days	3.0 days	2.8 days		

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PI Ref	PI Title	2009/10 Actual	2009/10 Target	2008/09 Actual	Status vs. 2009/10 target	Status vs. 2008/09 actual
LI 82a	% of household waste recycled	24.74%	22.48%	24.26%		
LI 82b	% of household waste composted or sent for anaerobic digestion	27.70%	25.10%	27.49%		
LI 82c	% of household waste used to recover heat, power and other energy sources	4.57%	1.00%	1.92%		
LI 82d	% of household waste landfilled	43.04%	51.42%	46.39%		
LI 90	% of people expressing satisfaction with Civic Amenity Sites	89% (Joint Survey)	86%	77% (Place 2008)		
LAA1 (i)	% of household waste recycled and composted for all Districts	46.71%	N/A	46.03%	N/A	
LAA1 (ii)	% of household waste recycled and composted for lowest authority	42.83%	N/A	41.53%	N/A	
LAA1 (iii)	Diversion from landfill for County Recycling and Household Waste Sites	73.19%	N/A	70.93%	N/A	
-	Environment & Transport Departmental absence - average days lost per FTE	7.9	7.2	9.4		
-	Efficiency savings	£2.5m	£2.5m	£2.3m		

Historical Analysis

Appendix A illustrates historical performance against targets for all national and LTP performance indicators where information is available and a selection of our local PIs.

Benchmarking

To help us establish how good the level of service is in Leicestershire we compare our performance against other local authorities in England. For our National Indicator Set we use the PricewaterhouseCoopers Benchmarking Club results as a guide. At the time of publication a number of participating authorities are still to submit their 2009/10 NI data to the club and so we do not have a complete set of information to compare against. The table below shows our ranking and quartile position for available National Indicators based on the latest release.

PI Ref	PI Title	Rank	Quartile
NI 47	People killed or seriously injured in road traffic accidents	41 out of 75	3 rd
NI 48	Children killed or seriously injured in road traffic accidents	32 out of 73	2 nd
NI 168	Principal roads where maintenance should be considered	1 out of 77	1 st
NI 169	Non-principal roads where maintenance should be considered	3 out of 76	1 st
NI 176	Working age people: access to employment by public transport	23 out of 35	3 rd
NI 178	Bus services running on time	52 out of 61	4 th
NI 191	Residual household waste per household (kg)	30 out of 84	2 nd
NI 192	% of household waste sent for reuse, recycling and composting	2 out of 88	1 st
NI 193	% of municipal waste landfilled	21 out of 69	2 nd
NI 198a	Children travelling to school by car as the only pupil (5 – 10)	23 out of 51	2 nd
NI 198b	Children travelling to school by car as the only pupil (11 – 16)	6 out of 44	1 st

We are currently amongst the top performing authorities for the condition of our roads, the amount of household waste sent for reuse, recycling and composting and the percentage of secondary school age children who travel to school by car as the only pupil. Bus punctuality is currently the only PI where performance is amongst the worst performing authorities.

The Environment & Transport Department participates in the National Highways and Transportation (NHT) Survey in order to benchmark resident satisfaction against other authorities. We are currently the highest ranked participating County Council in terms of satisfaction with a number of asset condition and maintenance indicators, and Leicestershire is ranked second of all participating County Councils in terms of overall satisfaction with highways and transportation. For further detail, please see Appendix B for our headline set of satisfaction results from the NHT Survey, and the NHT website for the full suite of analysis.

Supporting Priorities

Efficient & Effective Services

The department has an ambitious efficiency agenda, delivered through the Business Change Programme. A comprehensive programme of projects and initiatives, detailed in Leicestershire County Council's current Medium Term Financial Strategy (MTFS) will see the department deliver on its efficiency target of £8.8m by 2013/14.

Service Standards & Organisational Governance

A variety of different measures relating to customer service standards and organisational governance have been developed during 2009/10. We intend to refine the framework during 2010/11 and begin publishing our results in next year's Performance Report.

Environment

The department is committed to using natural resources effectively and influencing a reduction in the impact of our activities on the environment. A comprehensive programme of environmental risk assessments has been implemented across the department, ensuring our operations are compliant with environmental regulations and that we take the necessary steps to reduce negative impact on the environment from our operations. We are continuing to deliver our contribution to Leicestershire County Council's Environment Strategy, and to develop our departmental set of Environmental Performance Indicators.

Equality & Diversity

The department has continued to build on the prior successes of attaining Investors in People (IiP) status and Level 3 of the Equality Standard for Local Government. We have completed a report on the delivery of our Equality Impact Assessment actions for 2009/10; the findings of this report show that 80% of EIA actions had been delivered, with the remaining actions carrying through to 2010/11. We are continuing to work towards achieving the 'Excellent' level of the Equality Framework for Local Government in 2011/12 with the implementation of our two year Departmental Equalities Action Plan (DEAP).

Overall, departmental performance across employment equality indicators has fallen compared to 2008/09. It is worth noting that due to natural fluctuations in the size and profile of the workforce, performance against targets for the majority of the indicators can change significantly. Most recently, the lack of recruitment due to the current economic situation and the transfer of staff from the former Community Services Department have affected our ability to improve performance against these measures.

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Strand	Indicator	2009/10 Actual	2009/10 Target	2008/09 Actual	Status vs 2009/10 Target	Status vs 2008/09 Actual
Ethnicity	% of whole workforce from BME background	4.34%	8.00%	4.78%		
Ethnicity	BME employees at grade 13 and above	7.04%	8.00%	7.27%		
Ethnicity	% of recruitment panels that are representative	37.50%	60.00%	56.50%		
Ethnicity	% of E&T BME employees on the rep. panels register	9.30%	20.00%	8.70%		
Disability	% of whole workforce that is disabled	7.63%	6.50%	7.83%		
Disability	Disabled employees at grade 13 and above	6.90%	1.50%	8.89%		
Disability	No. worktasters provided for disabled job seekers	1	2	4		
Gender	% of workforce that are women	36.25%	N/A	N/A	N/A	N/A
Gender	Women employees at grade 13 and above	19.18%	21.00%	16.07%		
Sexual Orientation	% of employees willing to declare sexual orientation	23.49%	30.00%	25.10%		
Sexual Orientation	% of employees declaring LGB	0.28%	1.50%	0.29%		
Religion or belief	% of employees declaring a religion	31.69%	40.00%	32.50%		
Religion or belief	% declaring a religion other than Christian	9.69%	10.00%	8.65%		
Age	% of employees under 25	5.22%	7.25%	5.87%		
All	% feel that LCC is committed to E&D	90.10%	85.00%	90.20%		
All	% feel that LCC supports flexible working (male / female)	71.8% m 75.6% f	90.00%	N/A		N/A
All	% that feel they are treated with fairness and respect	86.80%	80.00%	87.10%		

The figures show that our strongest areas of performance concern disability, staff at grade 13 and above and questions in the staff survey. Of the three disability indicators, we met two of our 2009/10 targets. Of the three indicators concerning staff on grade 13 and above, whilst we only met one target we were close to achieving the other two, and we maintained or improved performance on 2008/09 levels for two indicators. In addition, we maintained performance and met targets for two of the three indicators based on the staff survey.

Weaker areas of performance include ethnicity and sexual orientation, where we did not meet any of our targets for the year and showed very little improvement from 2008/09. Improvement actions will be included in the Departmental Equality Action Plan (DEAP).

Other Achievements

National Performance

The department contributed to the authority achieving the top rating of four in the Organisational Assessment within the Comprehensive Area Assessment (CAA) in 2009. Leicestershire County Council was one of only 10 Single tier/ County Councils out of 150 to be awarded this rating. The department's contribution was highlighted in the assessment through the award of a 'green flag' for the Midlands Highways Alliance (MHA) in providing "better value for money in road improvements".

Awards

Work carried out both by the department and in partnership has been recognised locally and nationally, winning a number of awards:

Municipal Journal Local Government Achievement Awards 2009

- Public Private Partnerships Achievement of the Year (Commended: 3 Counties Alliance Partnership)

ICE East Midlands Awards (EMMAs)

- Studies and Research Project (Highly Commended – 3CAP Study on The Effect of Climate Change on the Three Counties' Highway Network Policies and Standards)

Transport Times National Transport Awards

- Transport Authority of the Year (Highly commended)
- Frontline Employee of the Year (Highly commended – Yvonne Allan, School Crossing Patrol)
- Outstanding Contribution to Local Transport (Winner - Matthew Lugg)

Government Opportunity Awards

- Collaborative Procurement category (Winners – for our work in the HWA, MHA)

Good Communication Awards

- IT Project Innovation (Shortlisted – Digipens)

Highways Magazine Award

- Award for Environmental Sustainability in the Highways Sector (Winners :Billesdon Living Water Facility)

Constructing Excellence Awards East Midlands

- Innovation Business Award (Winners – MHA)
- Awards for Environmental Sustainability (Shortlisted Living Water, Winners Enderby Park & Ride - submitted by Tarmac)
- Project of the Year Award (Shortlisted for Htd - Highways transportation & development)
- Best Infrastructure Award (Shortlisted – MHA)

Summary

Performance overall in 2009/10 remains positive with the majority of indicators hitting their targets and exceeding 2008/09 performance. Highlights include:

- Continuing to reduce the number of deaths and injuries sustained in road traffic accidents
- The overall condition of the County's roads remains amongst the best in the country
- The number of children travelling to school as the only pupil in a car continues to fall
- We are continuing to reduce the amount of residual waste per household
- More of our waste is being recycled, reused or composted meaning less waste ends up in landfill
- Achieving the £2.5m target set for efficiency savings in 2009/10

However, there are also areas for improvement which include:

- The number of bus passenger journeys fell in 2009/10 compared to 2008/09 and did not meet the target. Although this reduction can largely be attributed to the effects of the recession, increasing bus patronage remains an essential contributor to reducing congestion and the situation will be monitored closely
- There has been a decline in the percentage of buses running on time
- We did not meet the corporate target for reducing absence, although we did make a significant improvement on 2008/09 levels

Work is ongoing to make improvements to the above and to maintain levels where performance is already high. However, it is recognised that there are major challenges ahead in light of spending cuts already announced and the likelihood of more following the conclusion of the Comprehensive Spending Review. It is unlikely that we will continue to see the year on year improvement that the department has experienced in recent years and in many areas it is probable that simply maintaining the status quo will represent a demanding challenge. However we remain committed to providing the residents of Leicestershire the best possible services we can afford.

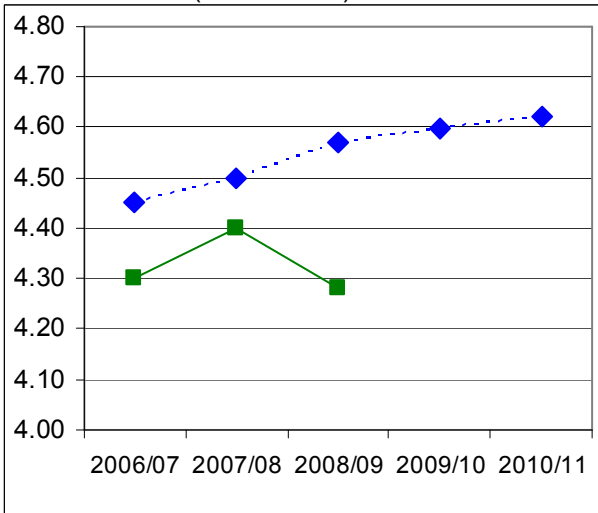
Further Information

Full versions of the departmental Business Plans, together with the Leicestershire Sustainable Community Strategy and other departmental and corporate plans can be found in the Plans and Policies area of the departmental intranet.

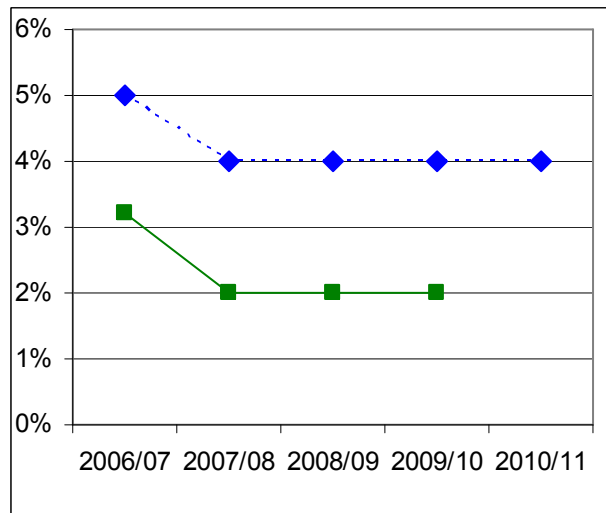
http://cis/highways/plans_policies/index.htm

Historical Performance Graphs

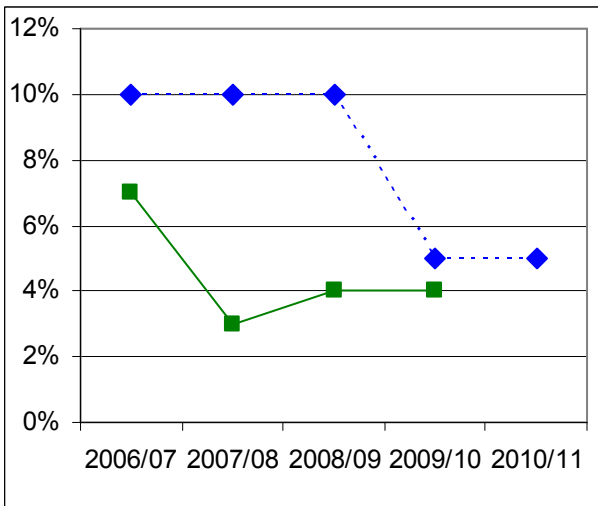
NI 167 - Person journey time in Central Leicestershire (decimalised)



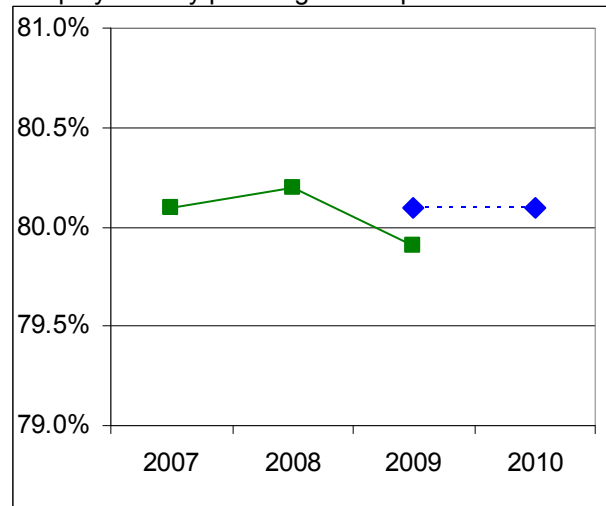
NI 168 - Principal roads where maintenance should be considered



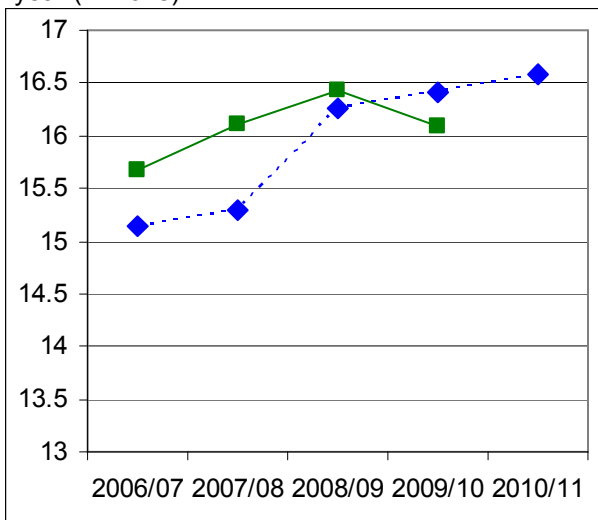
NI 169 - Non Principal roads where maintenance should be considered



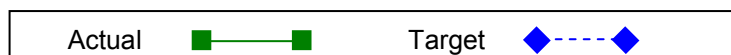
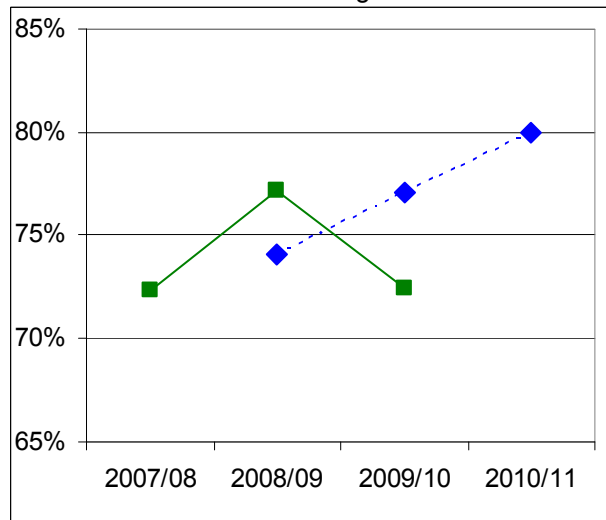
NI 176 - Working age people with access to employment by passenger transport



NI 177 - Bus passenger journeys (boardings) per year (millions)

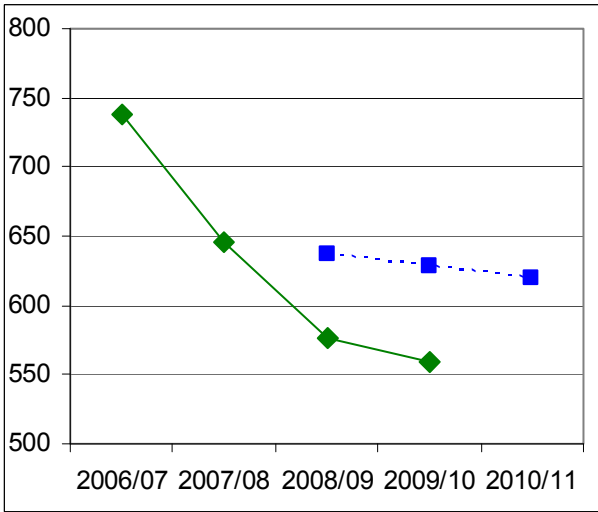


NI 178 - Bus services running on time

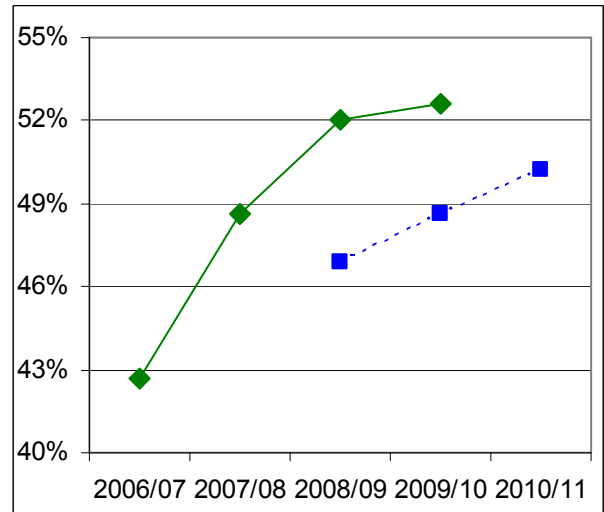


APPENDIX A

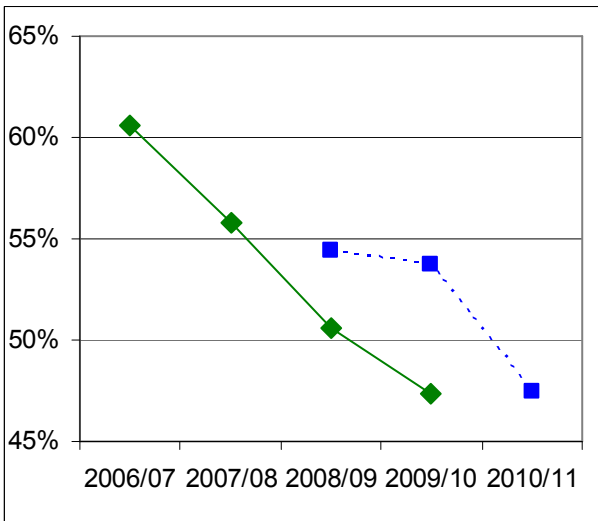
NI 191 - Residual household waste per household (kg)



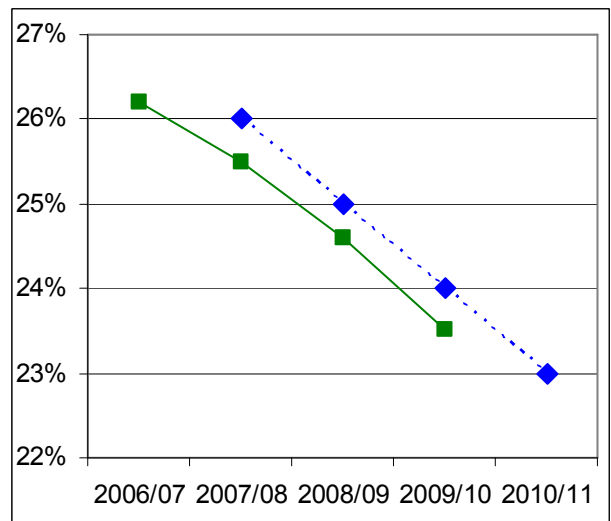
NI 192 - % household waste sent for re-use, recycling & composting



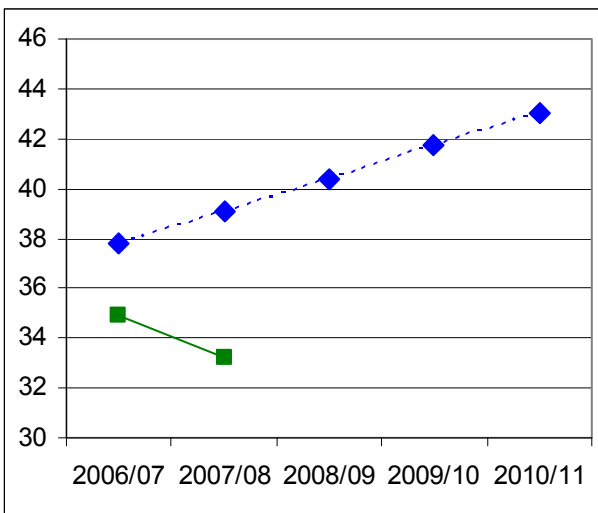
NI 193 - % of municipal waste landfilled



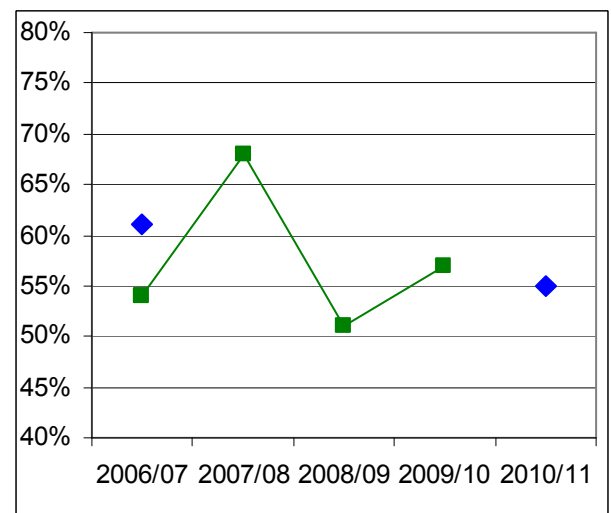
NI 198 - % of journeys to school by car as the only pupil



LTP 2 - Time lost per vehicle km (in seconds) (07.00 - 10.00) in Loughborough



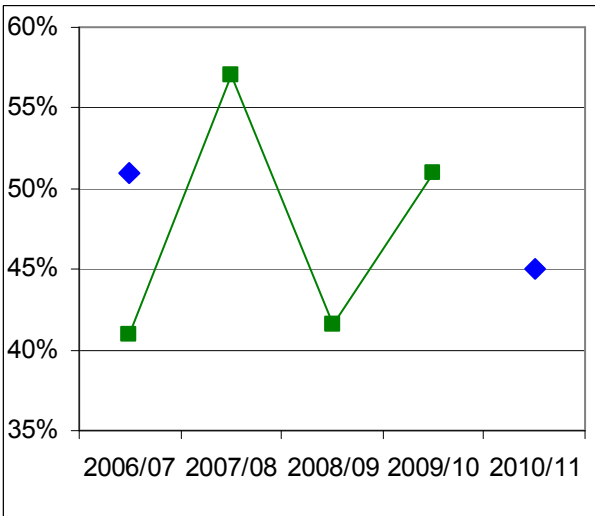
LTP 4 - % resident satisfaction with bus services (various surveys)



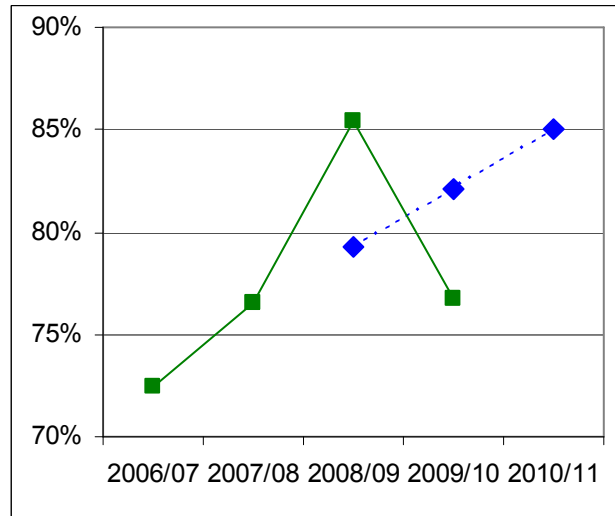
Actual ■—■ Target ◆- - -◆

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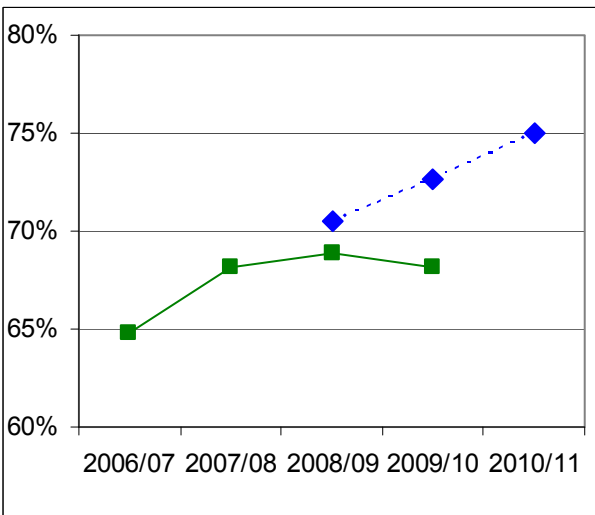
LTP 5 - % resident satisfaction with bus information (various surveys)



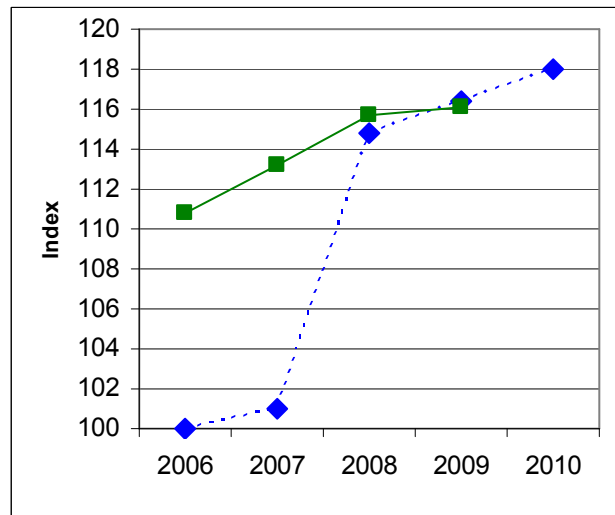
LTP 6 - % bus punctuality at the start of bus routes



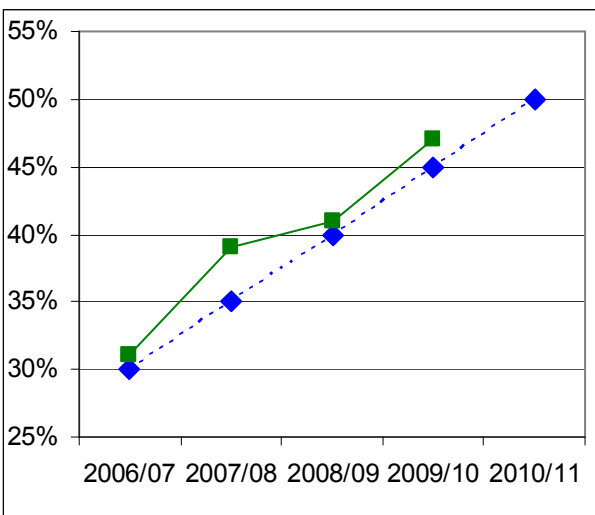
LTP 7 - % bus punctuality at intermediate timing points



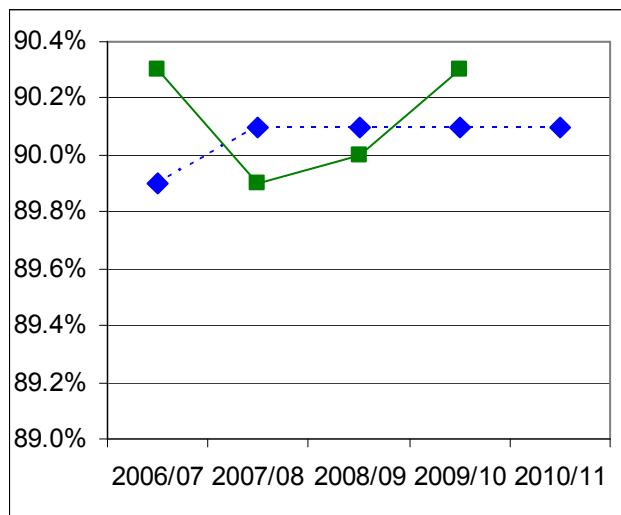
LTP 10 - Levels of cycling at representative counting points



LTP 12 - % of major employers (>250) with workplace travel plans

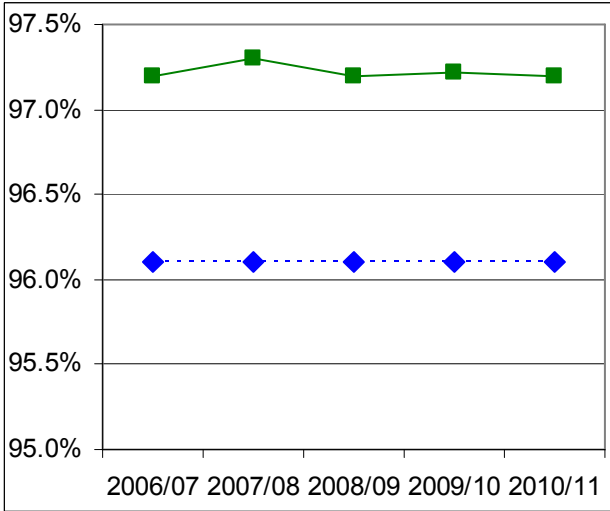


LTP 13 - Households without access to a car: 30 minute accessibility

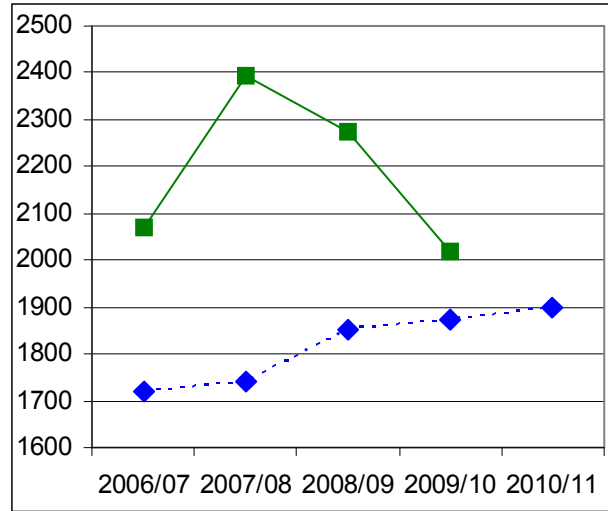


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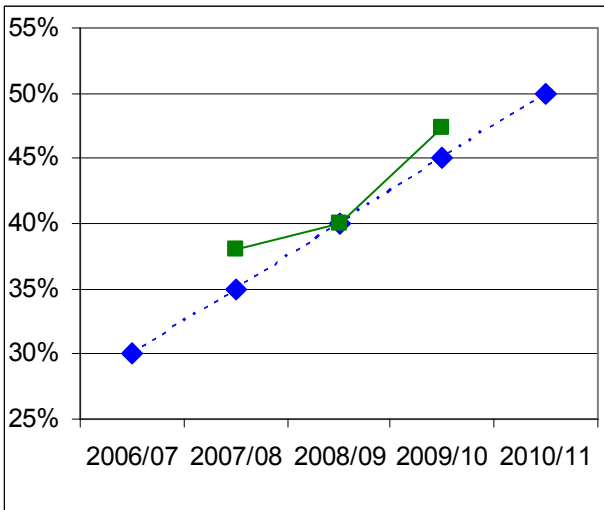
LTP 14 - Households without access to a car: 60 minute accessibility



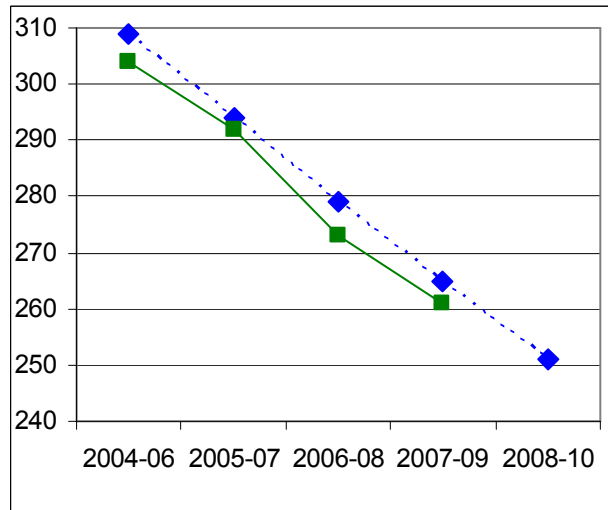
LTP 15 - Journeys per week using complementary travel for disabled people



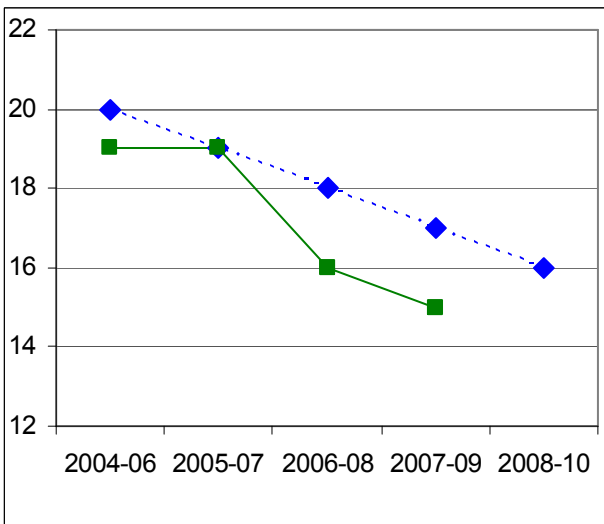
LTP 16 - % of bus stops provided to LTP standard



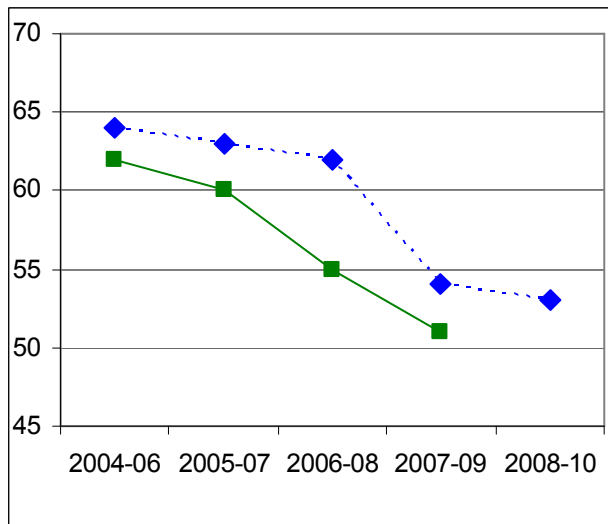
LTP 18 - People KSI in RTAs on all roads (3 year rolling average)



LTP 19 - Children KSI in RTAs on all roads (3 year rolling average)



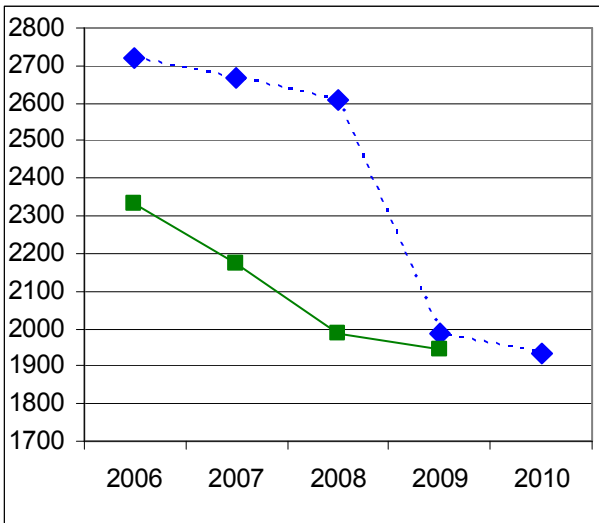
LTP 20 - Motorcyclists KSI in RTAs on all roads (3 year average)



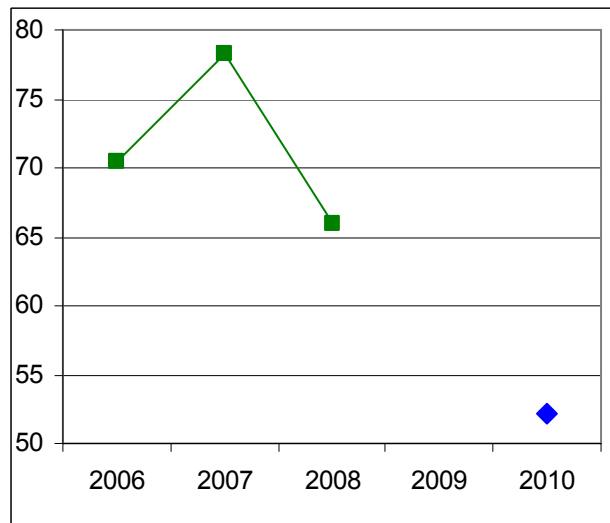
Actual ■ — ■ Target ◆ - - - ◆

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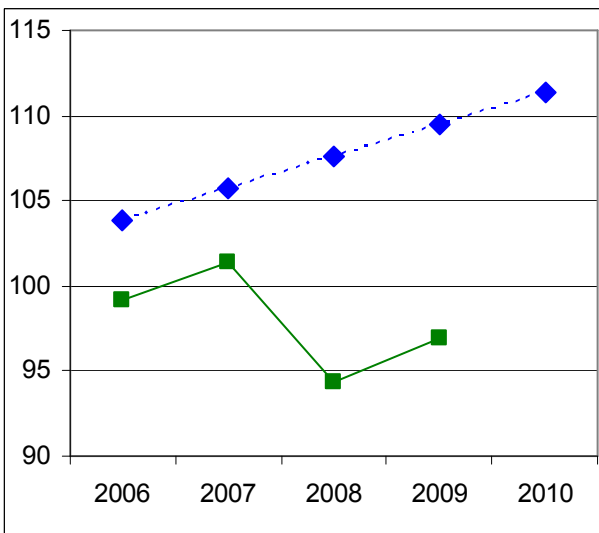
LTP 21 - People incurring slight injuries in RTAs



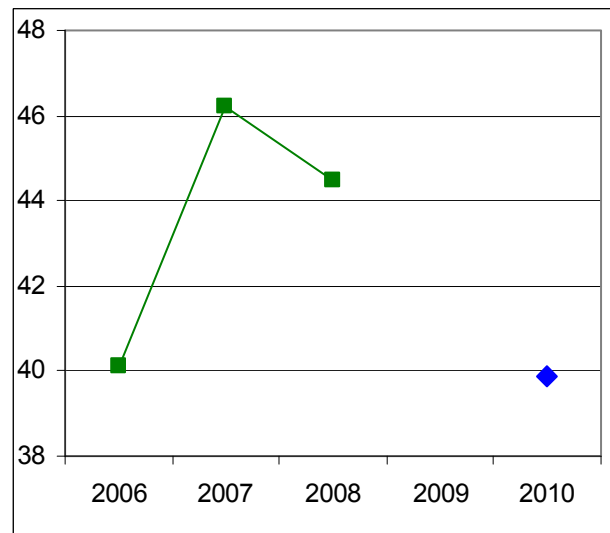
LTP 25 - Loughborough High Street air quality ($\mu\text{g}/\text{m}^3$ NO₂)



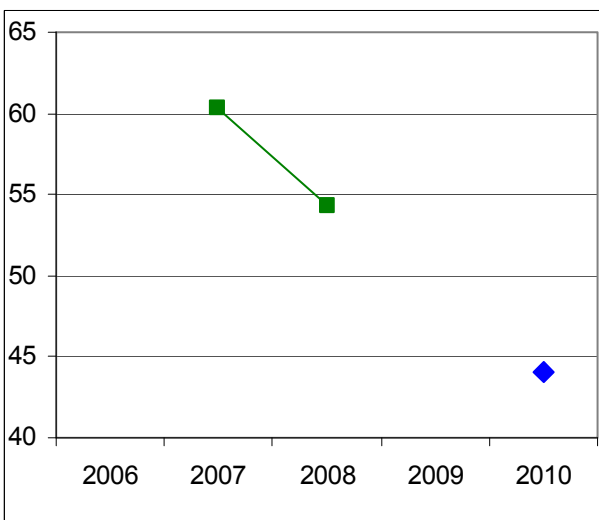
LTP 26 - Loughborough centre traffic growth index (2004 = 100)



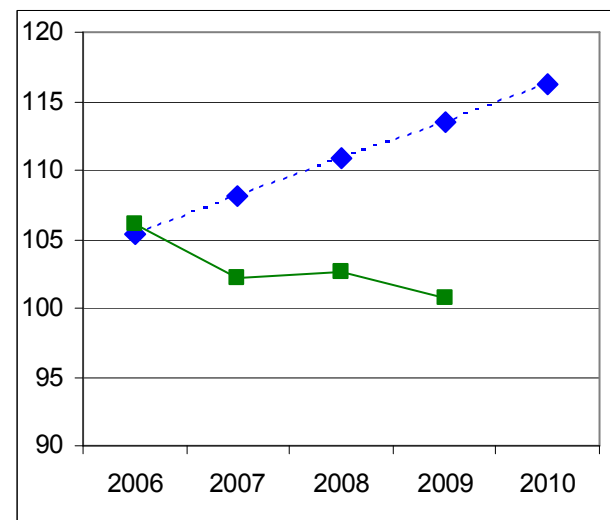
LTP 27 - A6 Loughborough Derby Road air quality ($\mu\text{g}/\text{m}^3$ NO₂) (<40)



LTP 28 - A426 Lutterworth Regent Court air quality ($\mu\text{g}/\text{m}^3$ NO₂)

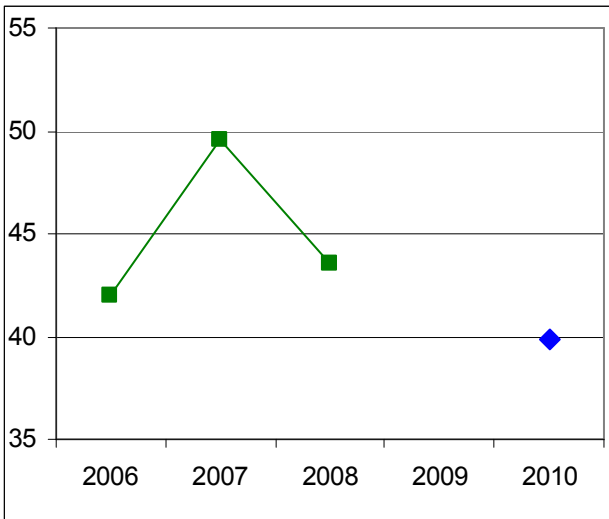


LTP 29 - Lutterworth Regent Court traffic growth index (2006 = 100)

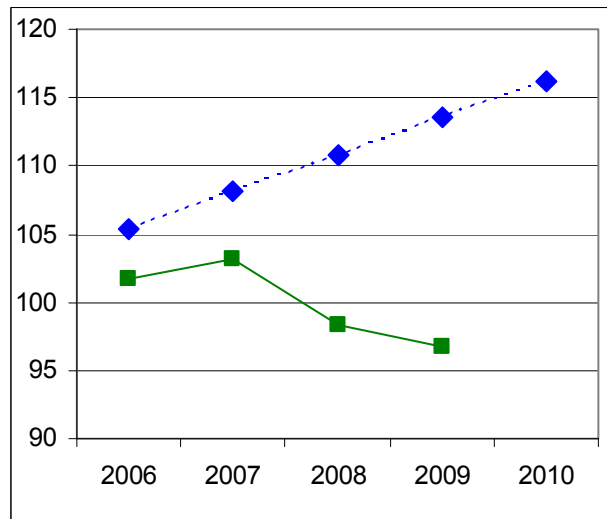


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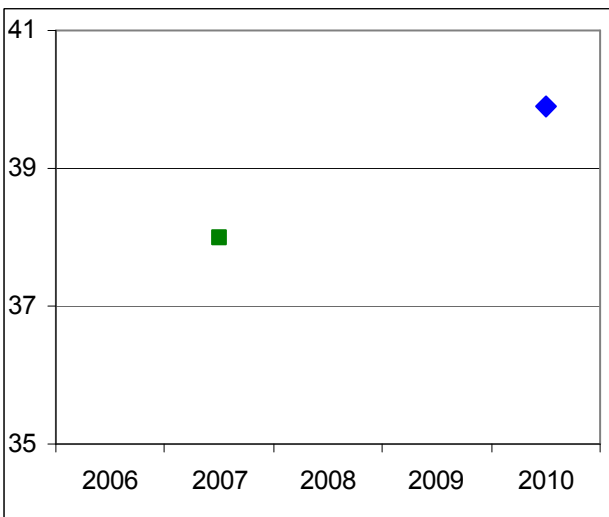
LTP 30 - A6 Kegworth centre air quality ($\mu\text{g}/\text{m}^3$ NO₂) (<40)



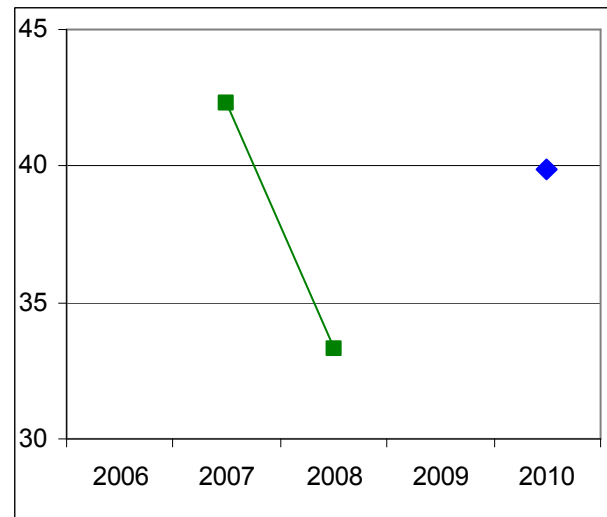
LTP 31 - A6 Kegworth centre traffic growth index (2006 = 100)



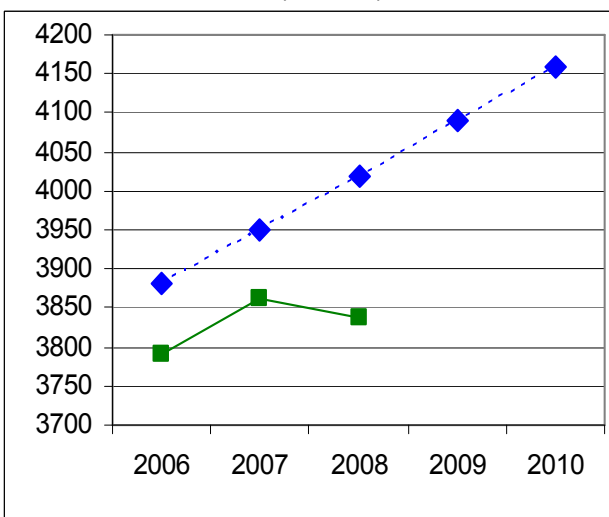
LTP 32 - Narborough Road South air quality ($\mu\text{g}/\text{m}^3$ NO₂) (<40)



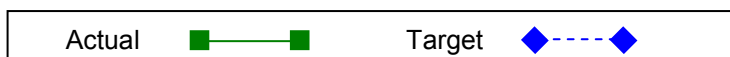
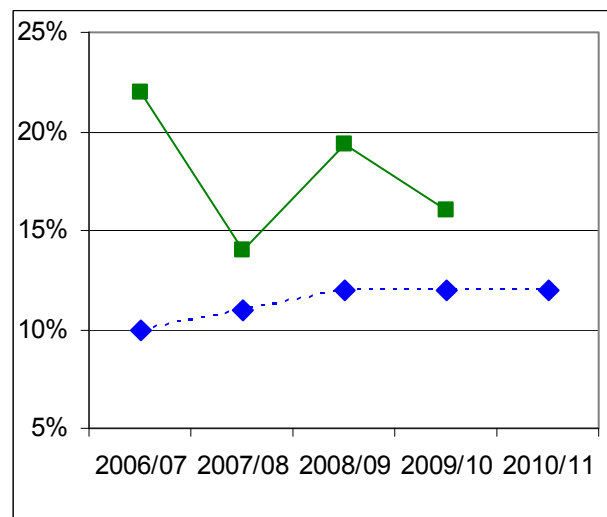
LTP 33 - Melton Road Syston air quality ($\mu\text{g}/\text{m}^3$ NO₂) (<40)



LTP 38 - Total vehicle kilometres on County roads from DfT route details (millions)

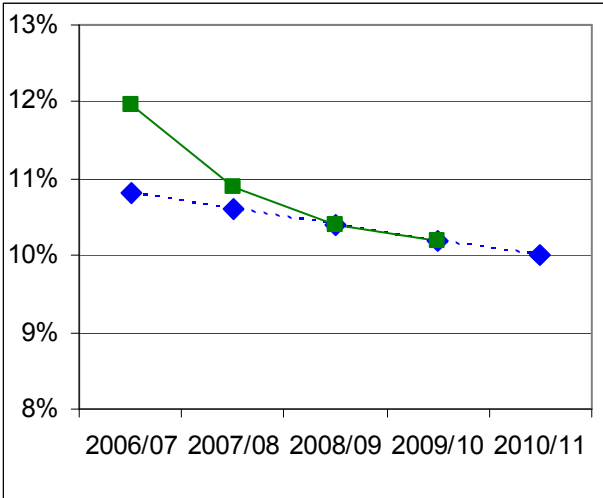


LTP 39 - % reduction in 85th percentile speed for all schemes

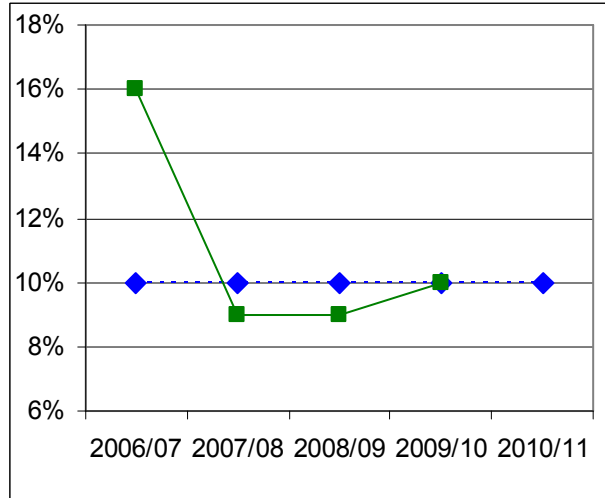


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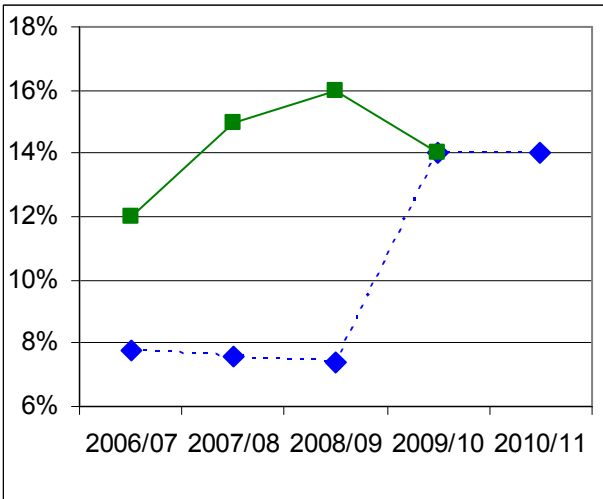
LTP 41 - % of principal roads with structural defects (deflectograph)



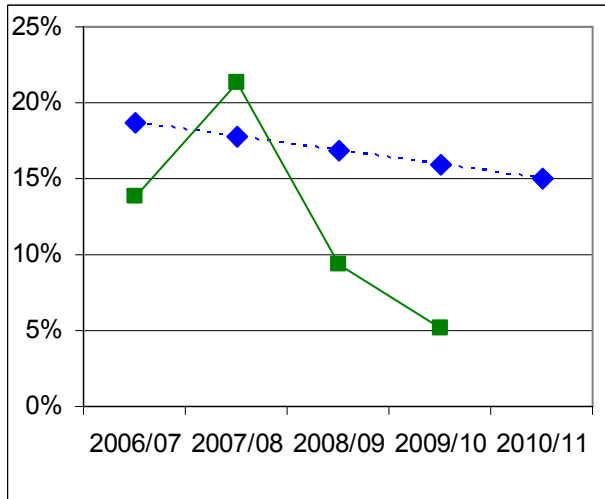
LTP 43 - Unclassified roads requiring maintenance (<10%)



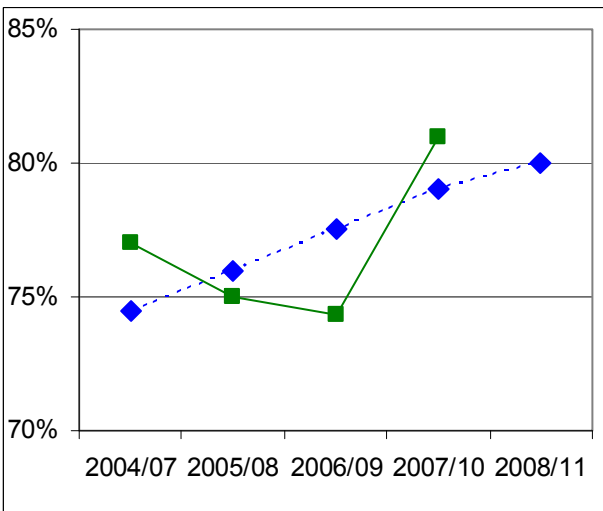
LTP 44 - % of category 1 & 2 footways with significant deficiencies



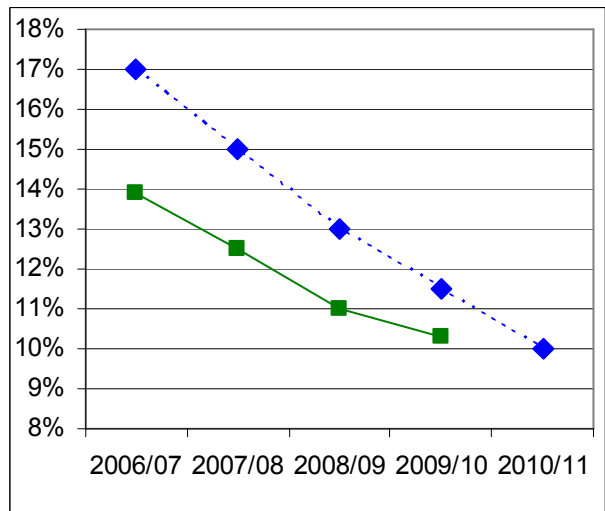
LTP 45 - % of category 3 & 4 footways below our condition threshold



LTP 46 - % of footpaths and other rights of way that are signed and easy to use (BV 178)

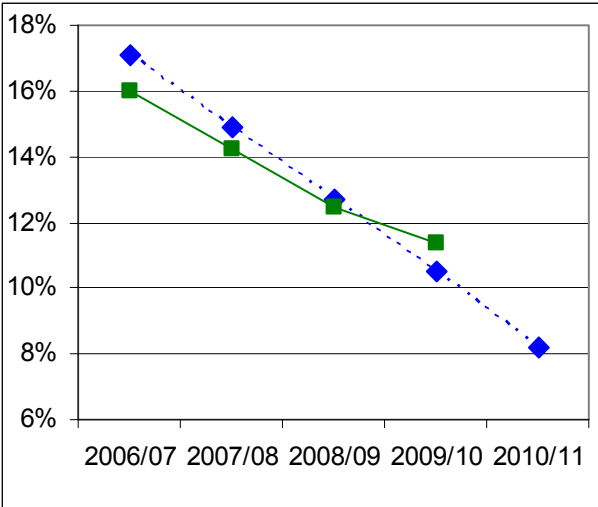


LTP 47 - % of bridge spans with a critical indicator (BCI) below 75

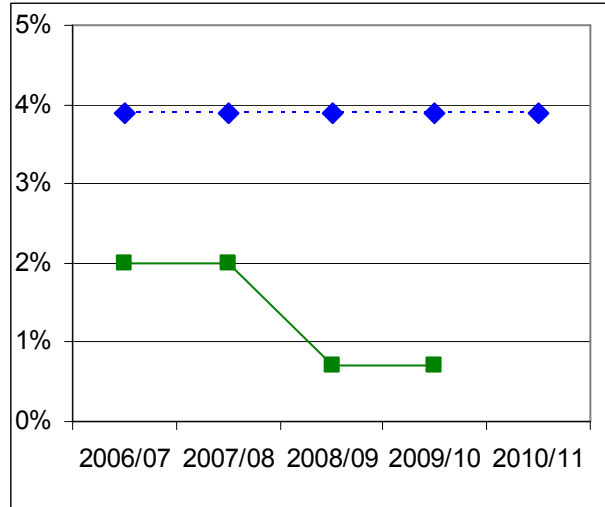


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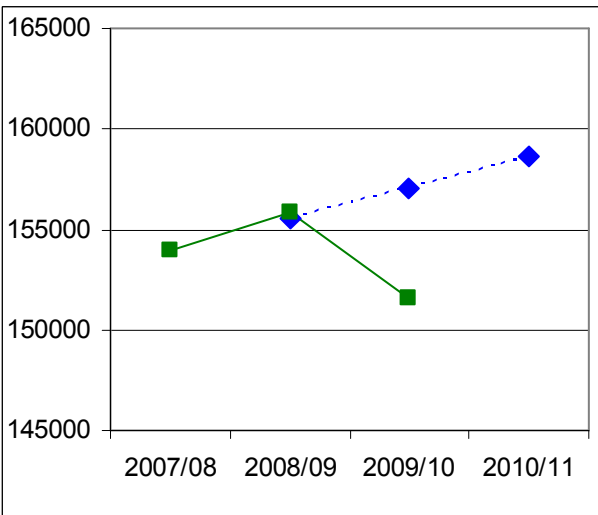
LTP 48 - % of street lighting columns requiring replacement



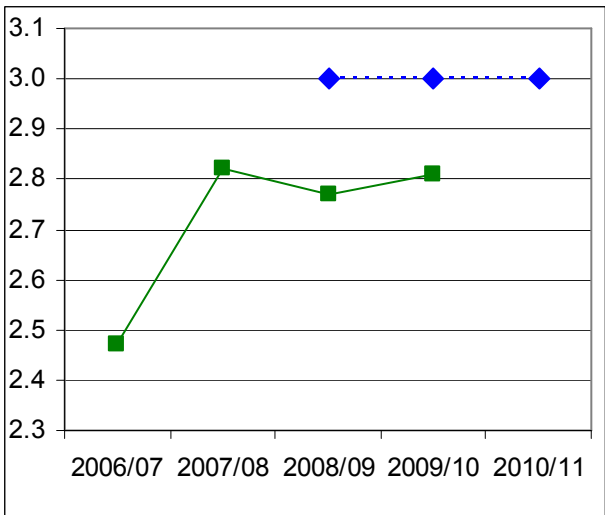
LTP 49 - % of traffic signal installations requiring complete renewal



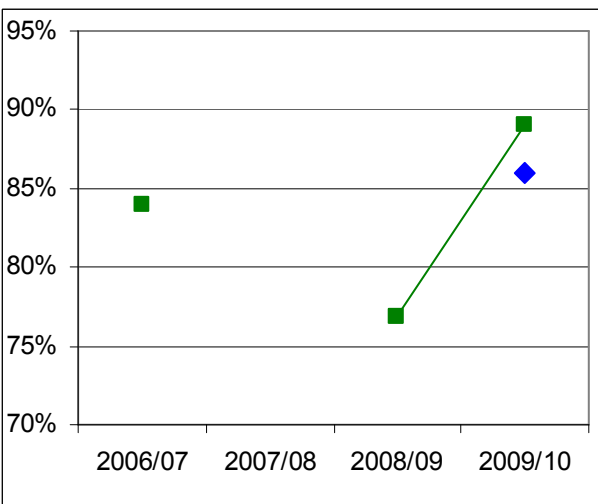
LI 13 - Rural passenger journeys (excluding the hourly network)



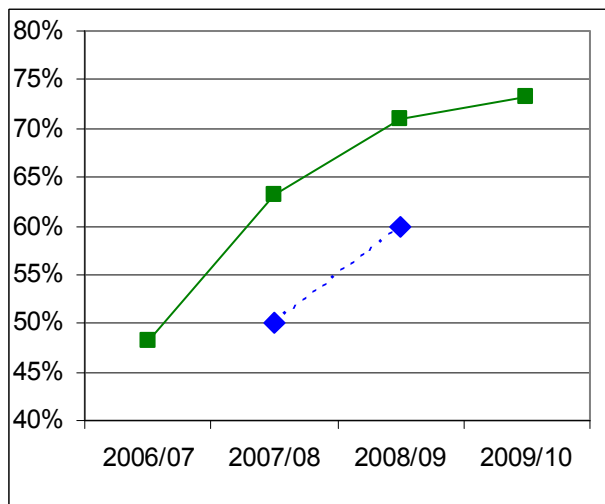
LI 215a - Average number of days taken to repair street lighting faults under local authority control



LI 90 - % of people expressing satisfaction with Recycling & Household Waste Sites



Diversion from landfill for County Recycling & Household Waste Sites

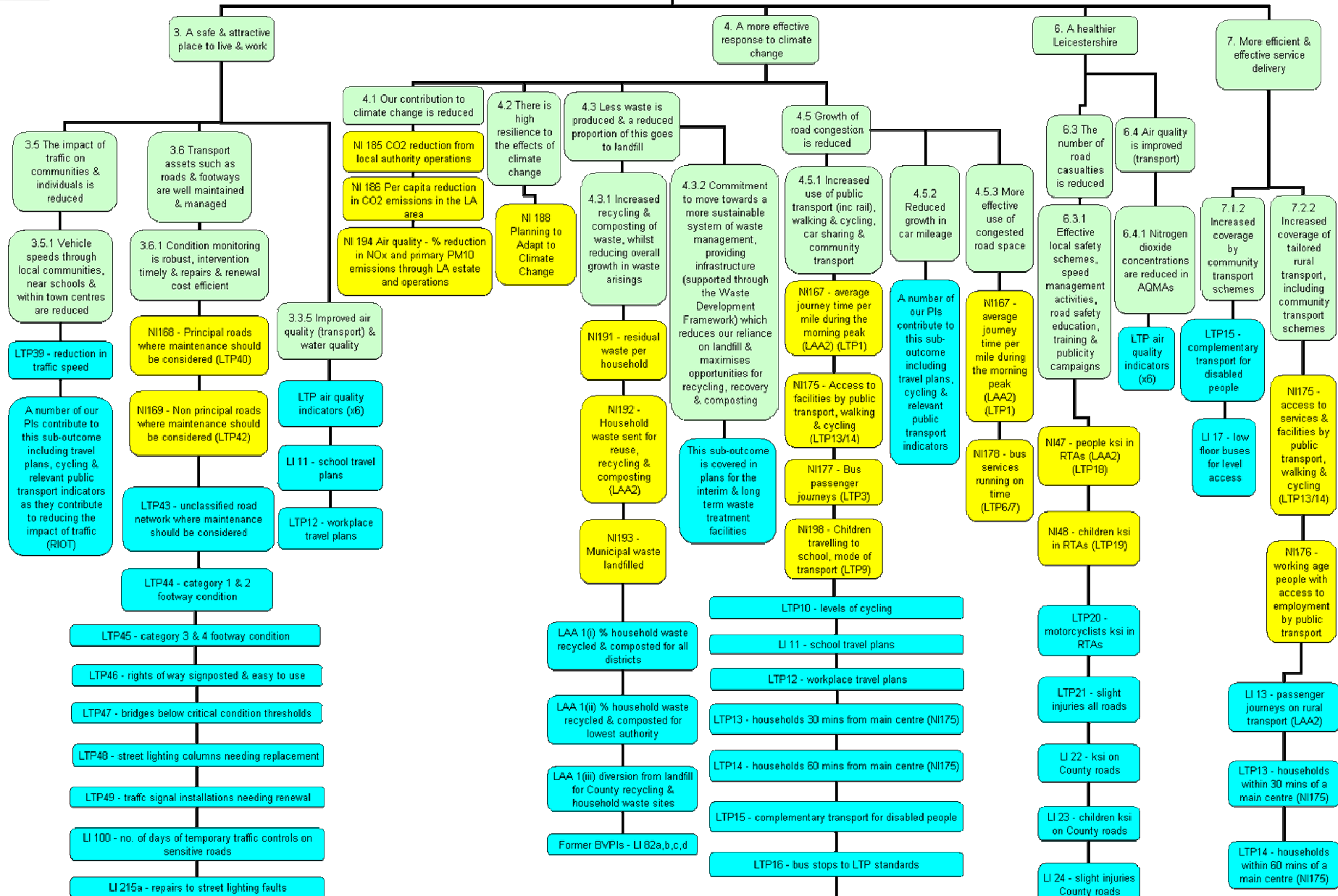


Actual ■ — ■ Target ◆ - - - ◆

2009 NHT Survey Results

APPENDIX B

Indicator Reference	Benchmarking Indicator	Score (out of 100)	Ranking (of 76)	Scope to Improve	CC rank (of 24)	Year on Year
01. General KBI						
KBI 01	Overall Satisfaction with Highways and Transport (against local importance)	58.43	16	+3.41	2	-0.75
KBI 02	Overall Satisfaction with Highways and Transport (against national importance)	58.43	16	+3.19	2	-0.69
02. Accessibility KBI						
KBI 03	Ease of Access to Key Services (All People)	78.11	34	+4.90	7	+0.76
KBI 04	Ease of Access to Key Services (People with disabilities)	72.91	37	+7.01	10	+0.86
KBI 05	Ease of Access to Key Services (No car households)	79.02	11	+5.46	2	+1.24
03. Public Transport KBI						
KBI 06	Overall Satisfaction with Local Bus Services	59.85	38	+14.45	5	+0.29
KBI 07	Satisfaction with Local Bus Services (BVPI 104)	58.94	37	+17.73	6	-2.20
KBI 08	Satisfaction with Local PT Information (BVPI103)	44.61	44	+19.51	11	-3.02
KBI 09	Satisfaction with Local Taxi (or mini-cab) Services	64.43	58	+12.72	12	-1.59
KBI 10	Overall Satisfaction with Community Transport, eg Dial-a-Ride and volunteer cars.	55.95	66	+7.85	18	+1.17
04. Walking/ Cycling KBI						
KBI 11	Overall Satisfaction with Pavements and Footpaths	63.24	2	+6.50	1	-1.16
KBI 12	Satisfaction with specific aspects of Pavements and Footpaths	60.05	5	+6.06	1	+1.38
KBI 13	Overall Satisfaction with Cycle Routes and Facilities	52.99	32	+14.98	6	+1.42
KBI 14	Satisfaction with specific aspects of Cycle Routes and Facilities	49.87	25	+8.93	7	-0.14
KBI 15	Overall Satisfaction with The Local Rights of Way Network	60.53	10	+2.23	5	-2.58
KBI 16	Satisfaction with specific aspects of The Local Rights of Way Network	55.00	19	+3.89	5	+1.51
05. Tackling Congestion KBI						
KBI 17	Overall Satisfaction with Traffic Levels and Congestion ie. queues	49.18	20	+11.39	7	+0.25
KBI 18	Satisfaction with Management of Roadworks	50.17	29	+4.58	12	+1.96
KBI 19	Satisfaction with Traffic Management	54.33	32	+4.33	9	-0.01
06. Road Safety KBI						
KBI 20	Overall Satisfaction with Road Safety Locally	59.43	29	+6.92	5	+0.18
KBI 21	Satisfaction with Road Safety Environment	53.24	48	+9.05	10	-0.85
KBI 22	Satisfaction with Road Safety Education	51.84	19	+5.40	6	+1.46
07. Highway Maintenance/ Enforcement KBI						
KBI 23	Overall Satisfaction with the Condition of Highways ie. roads and pavements	53.86	4	+5.82	1	-2.21
KBI 24	Satisfaction with Highway Maintenance	56.85	9	+4.70	1	-1.15
KBI 25	Overall Satisfaction with Street lighting	69.71	25	+6.36	4	-1.38
KBI 26	Highway Enforcement/ Obstructions	50.81	35	+12.02	6	+0.18



SCS overarching theme / priority outcome / sub-outcome
 National Indicator
 LTP PI or local PI

If you require this document in an alternative version, e.g. large print, Braille or in an alternative language, please telephone 0116 3050001

જો આપ આ માહિતી આપની ભાષામાં સમજવામાં થોડી મદદ ઇચ્છતાં હો તો 0116 3050001 નંબર પર ફોન કરશો અને અમે આપને મદદ કરવા અવસ્થા કરીશું.

જੇકર તુહાનું ઈસ જાતકારી નું સમજાવ વિષે તુહા મદદ ચાહીલી હૈ તાં કિરપા કરકે 0116 3050001 નંબર કે ફોન કરે અકે અસીં તુહાડી મદદ લઈ કિસે હા પૂર્ણ કર સલાંગે।

এই তথ্য নিজের ভাষায় বুঝার জন্য আপনার যদি কোন সাহায্যের প্রয়োজন হয়, তবে 0116 3050001 এই নম্বরে ফোন করলে আমরা উপযুক্ত ব্যক্তির ব্যবস্থা করবো।

假如閣下需要幫助，用你的語言去明白這些資訊，請致電 0116 3050001，我們會安排有關人員為你提供幫助。

Jeżeli potrzebujesz pomocy w zrozumieniu tej informacji w Twoim języku, zadzwoń pod numer 0116 3050001, a my Ci pomożemy.

Environment & Transport Department

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Glenfield,
Leicester LE3 8RJ

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Web: www.leics.gov.uk/roadsandtransport
www.leics.gov.uk/environment



INVESTOR IN PEOPLE