

Appendix B – Highways & Transport KPI Definitions

Indicator Title	Definition	Source	Frequency	Branch	Sub outcome	Polarity
Carbon emissions (estimates) from transport within LA influence (Kt)	This is the estimate in kilo tonnes of carbon dioxide equivalent (kt CO2e) emissions for the transport sector within the scope of influence of Local Authorities. This is the sum of CO2 emission estimates for: Road Transport (A roads); Road Transport (Minor roads); Transport Other. Road transport fuel use estimates at LA level were compiled by Ricardo Energy & Environment for Department for Energy Security and Net Zero (DESNZ). Two other small sources of emissions from road traffic are included in the inventory. These are emissions from combustion of lubricants and from vehicles which run on LPG. The Other Transport sector also includes emissions from inland waterways, coal combustion in the rail sector and aircraft support vehicles. Transport emissions include both freight and passenger transport, both private and for business purposes. It excludes emissions that authorities do not have any direct influence over, these include: Motorways; EU Emissions Trading System sites; Diesel railways; Land use, Land Use Change, and Forestry (all emissions belonging to the LULUCF Net Emissions). Polarity: Low. Updated annually in June. 2 years in arrears.	Department for Energy Security and Net Zero	Annually	Transport & Highways (Clean & Green Outcome)	Clean & Green	Low
Overall satisfaction with the condition of highways (NHT satisfaction survey) (%)	The National Highways & Transport Network (NHT) Annual survey gathers respondents' satisfaction levels regarding the condition of highways in Leicestershire. Leicestershire has taken part in the NHT survey for over a decade. The survey is typically sent to 5,600 households across the authority area annually. In 2024 the survey had a 22.4% respondent rate in Leicestershire (1,267 responses). This was made up of 198 online responses and 1,069 postal (paper) responses. Polarity: High. Reported annually.	The National Highways & Transport Network	Annually	Transport & Highways	Strong economy, transport & infrastructure	High

% of principal (A class) road network where structural maintenance should be considered	This indicator is the percentage of the local authority's A-road and principal (that is, local authority owned) M-road carriageways where maintenance should be considered. It is derived from a survey of the surface condition of the local authority's classified carriageway network, using survey vehicles that are accredited as conforming to the SCANNER (Surface Condition Assessment for the National Network of Roads) specification and processing software that is accredited as conforming to the UKPMS (UK Pavement Management System) standards. Polarity: Low value is good. Reported annually.	Department for Transport.	Annually	Transport & Highways	Strong economy, transport & infrastructure	Low
% of non-principal (B & C class) road network where structural maintenance should be considered	The performance indicator is derived from a survey of the surface condition of the local authority's classified carriageway network, using survey vehicles that are accredited as conforming to the SCANNER (Surface Condition Assessment for the National Network of Roads) specification and processing software that is accredited as conforming to the UKPMS (UK Pavement Management System) standards. Results reported are a combination of (a) 100% of the B-class network surveyed in both directions; and (b) 100% of the C-class network surveyed in one direction. Polarity: Low value is good. Reported Annually.	Department for Transport.	Annually	Transport & Highways	Strong economy, transport & infrastructure	Low
% of the unclassified road network where maintenance should be considered	This is the percentage of the local authority's unclassified roads where maintenance should be considered. Unclassified roads are those in the least important categories, such as local distributor and access roads. Source name: Department for Transport. Collection name: Road condition. Polarity: Low is good. Reported annually.	Source name: Department for Transport.	Annually	Transport & Highways	Strong economy, transport & infrastructure	Low

Overall satisfaction with local bus services/(sustainable travel options) (NHT satisfaction survey) (%)	The indicator gives an Overall satisfaction with the local bus services from the National Highways and Transport Network (NHT) annual survey. The survey gathers respondents' satisfaction levels regarding the condition of highways in Leicestershire. Leicestershire has taken part in the NHT survey for over a decade. The survey is typically sent to 5,600 households across the authority area annually. In 2024 the survey had a 22.4% respondent rate in Leicestershire (1,267 responses). This was made up of 198 online responses and 1,069 postal (paper) responses. Polarity: High. Reported annually.	The National Highways & Transport Network	Annually	Transport & Highways	Strong economy, transport & infrastructure	High
Local bus passenger journeys originating in the authority area (millions)	This is the number of local bus journeys originating in the area by local authority in millions. Unit of measure: Millions. Polarity: High. Reported quarterly. In year data sourced from E&T department (LCC). It is a forecast outturn for the year, which is updated each quarter period, based on year-to-date figures collected (Year to date (YTD) refers to the period beginning on the first day of the fiscal year up to the current date). Q4 represents the actual and final figures for the year. Comparison data covers No. of passenger journeys on local buses per head. It includes all bus operators serving the general public but excludes school buses, or dial-a-ride services. The local authority figures shown here relate to bus only. In year data sourced from E&T department (LCC). Reported Quarterly. Unit of measure: Millions. Polarity: High.	In year data sourced from E&T department (LCC)	Quarterly	Transport & Highways	Strong economy, transport & infrastructure	High

Number of park and ride journeys	Number of Park & Ride passenger journeys in Leicestershire. This is quarterly data. Park & Ride is a transportation scheme in which travellers park their vehicles some distance away from a city centre, tourist attraction, etc and complete the journey by public transport (a park-and-ride bus). On a monthly basis data is taken from 'Ticketer' (Roberts Coaches database) where a total figure is summarised and entered into Pentana. BM calculate the quarter position (adding three months data for the quarter) and report to BI on quarterly (not cumulative) basis. Polarity High.	Ticketer	Quarterly	Transport & Highways	Strong economy, transport & infrastructure	High
Overall satisfaction with cycle routes & facilities (NHT satisfaction survey) (%)	The indicator gives an Overall satisfaction with the condition of cycle routes and facilities in Leicestershire from the National Highways and Transport Network (NHT) annual survey. The survey gathers respondents' satisfaction levels regarding the condition of highways in Leicestershire. Leicestershire has taken part in the NHT survey for over a decade. The survey is typically sent to 5,600 households across the authority area annually. In 2024 the survey had a 22.4% respondent rate in Leicestershire (1,267 responses). This was made up of 198 online responses and 1,069 postal (paper) responses. Polarity: High. Reported annually.	The National Highways & Transport Network	Annually	Transport & Highways	Strong economy, transport & infrastructure	High
Overall satisfaction with the Rights of Way network (NHT satisfaction survey) (%)	The indicator gives an Overall satisfaction with the condition of cycle routes and facilities in Leicestershire from the National Highways and Transport Network (NHT) annual survey. The survey gathers respondents' satisfaction levels regarding the Rights of way Network in Leicestershire. Leicestershire has taken part in the NHT survey for over a decade. The survey is typically sent to 5,600 households across the authority area annually. In 2024 the survey had a 22.4% respondent rate in Leicestershire (1,267 responses). This was made up of 198 online responses and 1,069 postal (paper) responses. Polarity: High. Reported annually.	The National Highways & Transport Network	Annually	Transport & Highways	Strong economy, transport & infrastructure	High

Overall satisfaction with the condition of pavements & footpaths (NHT satisfaction survey) (%)	The indicator gives an Overall satisfaction with the condition of pavements and footpaths in Leicestershire from the National Highways and Transport Network (NHT) annual survey. The survey gathers respondents' satisfaction levels regarding the Rights of way Network in Leicestershire. Leicestershire has taken part in the NHT survey for over a decade. The survey is typically sent to 5,600 households across the authority area annually. In 2024 the survey had a 22.4% respondent rate in Leicestershire (1,267 responses). This was made up of 198 online responses and 1,069 postal (paper) responses. Polarity: High. Reported annually.	The National Highways & Transport Network	Annually	Transport & Highways	Strong economy, transport & infrastructure	High
Overall satisfaction with traffic levels & congestion (NHT satisfaction survey) (%)	The indicator gives an Overall satisfaction with traffic levels and congestion in Leicestershire from the National Highways and Transport Network (NHT) annual survey. The survey gathers respondents' satisfaction levels regarding the Rights of way Network in Leicestershire. Leicestershire has taken part in the NHT survey for over a decade. The survey is typically sent to 5,600 households across the authority area annually. In 2024 the survey had a 22.4% respondent rate in Leicestershire (1,267 responses). This was made up of 198 online responses and 1,069 postal (paper) responses. Polarity: High. Reported annually.	The National Highways & Transport Network	Annually	Transport & Highways	Strong economy, transport & infrastructure	High
Average vehicle speed - on locally managed 'A' roads (mph)	The 'Average vehicle speed on locally managed A roads' covering data since 2022 onwards (formally 'Average vehicle speed – weekday morning peak on locally managed 'A' roads (mph)'). Data is sourced from the table CGN0503d and covers all day average speeds calculated across the complete 24-hour period and includes all days (weekdays, weekend & bank holidays). Annual data. Polarity range: 29-34mph.	Department for Transport	Annually	Transport & Highways	Strong economy, transport & infrastructure	Target range 29-31mph.

Road safety satisfaction (NHT satisfaction survey) (%)	The indicator gives an overall satisfaction with road safety in Leicestershire from the National Highways and Transport Network (NHT) annual survey. The survey gathers respondents' satisfaction levels regarding the Rights of way Network in Leicestershire. Leicestershire has taken part in the NHT survey for over a decade. The survey is typically sent to 5,600 households across the authority area annually. In 2024 the survey had a 22.4% respondent rate in Leicestershire (1,267 responses). This was made up of 198 online responses and 1,069 postal (paper) responses. Polarity: High. Reported annually.	The National Highways & Transport Network	Annually	Transport & Highways	Safe & Well	High
Total casualties on Leicestershire roads	In year data is provisional, from police. The statistics refer to personal injury accidents on public roads (including footways) which become known to the police within 30 days. Road Traffic Accident data reports are received from the Police, validated, and entered into AccsMap to determine the number of casualties of all severities. This is a rolling 12-month figure. The information used to create these statistics are collected by police forces, either through officers attending the scene of accidents or from members of the public reporting the accident in police stations after the incident, or more recently online. There is no obligation for people to report all personal injury accidents to the police (although there is an obligation under certain conditions, as outlined in the Road Traffic Act). These figures, therefore, do not represent the full range of all accidents or casualties in Leicestershire. Statistics on road safety are mostly based on accidents reported to the police via the STATS19 system. Polarity: Low. Reported quarterly.	Leicestershire Police (STATS19)	Quarterly	Transport & Highways	Safe & Well	Low

Number of people killed or seriously injured (KSIs)	<p>In year data is provisional, from police. People killed or seriously injured in road traffic accidents. This is the number of people of all ages killed or seriously injured in road traffic accidents. As the number of casualties is in some areas quite small, the data is expressed as a 3 year (calendar) rolling average, up to the current year. This minimises the impact of fluctuations when looking at the percentage change from year to year. This indicator includes only casualties who are fatally or seriously injured, and these categories are defined as follows: Fatal casualties are those who sustained injuries which caused death less than 30 days after the accident; confirmed suicides are excluded. Seriously injured casualties are those who sustained an injury for which they are detained in hospital as an in-patient, or any of the following injuries, whether or not they are admitted to hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts and lacerations, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident. The information used to create these statistics are collected by police forces, either through officers attending the scene of accidents or from members of the public reporting the accident in police stations after the incident, or more recently online. There is no obligation for people to report all personal injury accidents to the police (although there is an obligation under certain conditions, as outlined in the Road Traffic Act). These figures, therefore, do not represent the full range of all accidents or casualties in Leicestershire. Statistics on road safety are mostly based on accidents reported to the police via the STATS19 system. Polarity: Low. Polarity: Low value is good. Reported quarterly.</p>	Leicestershire Police (STATS19)	Quarterly	Transport & Highways	Safe & Well	Low
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Total casualties involving road users, walking, cycling & motorcyclists (excluding cars)	In year data is provisional, from police. The statistics refer to personal injury accidents on public roads (including footways) which become known to the police within 30 days. Road Traffic Accident data reports are received from the Police, validated, and entered into AccsMap, to determine the total number of casualties involving road users, walking, cycling & motorcyclists (excluding cars) of all severities. This is a rolling 12-month figure. The information used to create these statistics are collected by police forces, either through officers attending the scene of accidents or from members of the public reporting the accident in police stations after the incident, or more recently online. There is no obligation for people to report all personal injury accidents to the police (although there is an obligation under certain conditions, as outlined in the Road Traffic Act). These figures, therefore, do not represent the full range of all accidents or casualties in Leicestershire. Statistics on road safety are mostly based on accidents reported to the police. Polarity: Low. Reported quarterly.	Leicestershire Police (STATS19)	Quarterly	Transport & Highways	Safe & Well	Low
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<p>Number of people killed or seriously injured (KSI), walking, cycling & motorcyclists (excluding cars)</p>	<p>In year data is provisional, from police. People killed or seriously injured in road traffic accidents. This covers the number of people killed or seriously injured (KSI), walking, cycling & motorcyclists (excluding cars). As the number of casualties is in some areas quite small, the data is expressed as a 3 year (calendar) rolling average, up to the current year. This minimises the impact of fluctuations when looking at the percentage change from year to year. This indicator includes only casualties who are fatally or seriously injured. The information used to create these statistics are collected by police forces, either through officers attending the scene of accidents or from members of the public reporting the accident in police stations after the incident, or more recently online. There is no obligation for people to report all personal injury accidents to the police (although there is an obligation under certain conditions, as outlined in the Road Traffic Act). These figures, therefore, do not represent the full range of all accidents or casualties in Leicestershire. Statistics on road safety are mostly based on accidents reported to the police. Since May 2023 Leicestershire Police changed their reporting to capture accident reports made to them online, which they believe gives them a more complete picture of incidents. Polarity: Low. Reported quarterly. When using the STATS19 data, it should therefore be appreciated that it is not a complete record of all injury accidents. However, STATS19 data remains the most detailed, complete and reliable only source of information on road casualties covering the whole of Great Britain, in particular for monitoring trends over time.</p>	<p>Leicestershire Police (STATS19)</p>	<p>Quarterly</p>	<p>Transport & Highways</p>	<p>Safe & Well</p>	<p>Low</p>
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