



**GROWTH, HIGHWAYS AND TRANSPORT OVERVIEW AND
SCRUTINY COMMITTEE – 3 SEPTEMBER 2026**

**GROWTH, HIGHWAYS & TRANSPORT PERFORMANCE
REPORT TO JUNE 2026**

**JOINT REPORT OF THE DIRECTOR OF CORPORATE RESOURCES
AND DIRECTOR OF GROWTH, ENVIRONMENT AND
TRANSPORT**

Purpose of the Report

1. The purpose of this report is to provide the Growth, Highways and Transport Overview and Scrutiny Committee with the latest performance update on the Key Performance Indicators (KPIs) that the County Council is solely or partly responsible for within its Strategic Plan covering its Growth, Highways and Transport Services within the Growth, Environment and Transport Department, to June 2026 (Quarter One).

Policy Framework and Previous Decisions

2. The updates in this report reflect progress against the Council's Strategic Outcomes Framework within the Strategic Plan, and its Growth, Highways, Transport (GHT) performance framework, and related high-level plans and strategies which inform the current performance framework and indicators in this report. In addition to this, the Council has included the Government's new Local Outcomes Framework (LOF) indicators for its Transport and local Infrastructure priority outcome (see further LOF details in paragraphs 3-5).

Background

3. The LOF for 2026 is a new approach aimed at improving outcomes for communities in England. It establishes a shared focus on the outcomes that local government aims to achieve which includes 'Transport and Local Infrastructure', emphasising their importance. The framework includes 16 priority outcomes that are aligned with national priorities, allowing for better accountability and collaboration between central and local government. The Government have selected metrics that use data that:
 - a) Already exists and is publicly available (or has already been announced as in development);
 - b) Is reported down to the local authority area level;
 - c) Is from official statistics where possible, or of comparable quality;

- d) Is reported frequently enough to understand trends, ideally at least annually;
 - e) Is, or can be, standardised in some way (such as against population) to allow for meaningful comparisons.
- 4. The results and measurements for every local authority area will be made available via a national digital tool due to be published by the Government in the near future. This will show the latest outcome framework metric results in comparison with other local authorities. By publishing the outcomes data, it promotes transparency and measures progress through shared metrics, ensuring that local leaders can take informed decisions to enhance the quality of life for their communities.
- 5. The new LOF indicators are being integrated into the Council's existing performance framework and have been included in this report to align with the Government's LOF 'Transport and Local Infrastructure' outcome (as detailed in Appendix C attached to this report). The performance dashboards are updated to reflect the new reporting requirements and internal governance processes which have been strengthened to support effective monitoring and challenge.
- 6. This report highlights how a variety of Growth, Highways and Transport (GHT) KPIs are performing up to June 2026. It includes a performance summary of all the GHT KPIs in Appendix A. These are covered in more detail in the performance dashboards provided in Appendix B, which is the focus of this report, with the new LOF KPIs identified by an asterisk.
- 7. The performance dashboards include several indicators where the Council has limited influence or control over delivery, such as satisfaction with local bus services or average vehicle speeds. These have been included to provide a greater oversight of GHT in Leicestershire, to inform policy making and to help to understand what life is like in the County. They include a mixture of national and locally developed performance indicators. Measuring these may highlight areas for the scrutiny of delivery by other agencies, or the need for lobbying to influence the Government's policy and funding. It is expected that action by a range of agencies will improve a number of these metrics over time. Internal indicators, where the Council has the most control, are identified with an 'L' within the performance dashboards in Appendix B.
- 8. In order to review performance for each key indicator, the performance dashboards in Appendix B show the latest data (if available), the Direction of Travel (DOT), performance since the previous update), the target, the Red/ Amber/Green rating (RAG) (if applicable) and the comparative quartile position. These dashboards also show detailed trends over time.
- 9. Coloured DOT arrows (red, amber, green) in the dashboards show whether there has been an improvement or deterioration in performance compared to the previous update. The up arrows show an improvement in performance, whereas down arrows show a decline in performance, and horizontal arrows show no change. Grey DOTs mean that there is no recent update available. This may be due to the time taken to obtain data from third parties and

calculate the results, or because many indicators are updated less frequently, such as annually.

10. The performance dashboards include information on the latest data against the target (where relevant) which generates a RAG rating if applicable. Red indicates that close monitoring, or significant action is required, as the target is not or may not be achieved. Amber indicates that light touch monitoring is required as the performance is currently not meeting the target, or it is set to miss the target by a narrow margin. Green indicates that no additional action is required as the indicator is currently meeting the target or it is on track to meet the target.
11. The Council assesses its comparative performance through a benchmarking process, where it benchmarks its performance against up to 31 English authorities (referred to as comparator authorities) made up of 21 county councils and ten unitary authorities which cover large, principally non-urban geographical areas (listed in Appendix B under Data notes). Where it is available, the performance dashboards within Appendix B indicate which quartile Leicestershire's performance falls into. The first quartile is defined as performance that falls within the top 25% of comparator councils (highest performing). The fourth quartile is defined as performance that falls within the bottom 25% of comparator councils (lowest performing). The comparison quartiles are updated annually.
12. The frequency with which the indicators are updated varies, as some are quarterly, many are annual, and some data is reported even less frequently. Most of the quarterly data is at least one quarter in arrears. For clarity, the time-periods that the data covers are contained in the performance dashboards in Appendix B.
13. To fully assess progress, GHT KPIs are reviewed against comparative performance, the previous update and performance against target as previously described. In summary, compared to other English comparator authorities there are eight indicators that are in the top quartile, seven in the second quartile, four in the third quartile and three in the fourth quartile. Since the previous performance update, six indicators showed performance improvement, eight indicators had declined in performance and nine indicators remained the same as the previous update. Of the indicators assigned a target (15), four KPIs are green (they have met the target or are on track), eight are amber (performance is currently not meeting the target or are set to miss the target by a narrow margin) and three are rated red (where performance is currently not meeting the target or are set to miss the target). These summary results are displayed in Appendix A (which also lists those KPIs that are in the fourth quartile (bottom), which have seen a decline in performance since the previous update or missed its target).

Performance Update – Latest Data to June 2026

14. The following performance updates cover GHT indicators up to June 2026 (updated in Quarter One) (details are contained in paragraphs 15 to 29), which are displayed in Appendix B.

Bus Passenger Journeys

15. The 'Local bus passenger journeys originating in the authority area (millions)' remained similar to the previous update at 9.85m journeys in Quarter Three 2025/26 and missed its 10m target. This is a forecast outturn for the year, which is updated each quarter, based on year-to-date figures collected. Data is normally one quarter in arrears. Figures come from bus operatives as part of the Department for Transport's (DfT) Public Service Vehicle Survey and verified data is published annually. This indicator is in the fourth (bottom) quartile when compared to other English comparator councils for 2024/25 (the comparison data covers the number of passenger journeys on local buses per head).
16. The following three KPIs regarding bus passengers are new and included as part of the Government's new LOF:
 - a) The 'Number of passenger journeys on local bus services per head of population, including disaggregation by concessionary pass journeys' - Each boarding of a bus is counted as one journey and in 2024/25, the number of such passenger journeys in Leicestershire was 14.1. This is similar to the previous year of 14.3. In comparison with other English comparator councils, it is in the fourth (bottom) quartile for 2024/25 and below the benchmarked authorities mean of 22.6 journeys per head. The figures presented here are estimates based on returns provided by bus operators and sourced annually from the DfT. Further details on this data can be seen in Appendix C of this report.
 - b) The 'Percentage of passenger journeys on local bus services taken by elderly and disabled concessionary passengers' - This data is a estimated percentage of total passenger journeys, each boarding of a bus being counted as one journey. In 2024/25, the number of such passenger journeys in Leicestershire was 24%, this is the same as the previous year. In comparison with other English comparator councils, it is in the third quartile for 2024/25. This data is sourced annually from the DfT. Further details can be seen in Appendix C of this report.
 - c) The 'Percentage change in bus services mileage year on year' (bus services expanding or falling each year) - The percentage change in Leicestershire for 2024/25 was 2.1% demonstrating an improvement compared to the previous year which had seen a year-on-year decline of 1.5% (2023/24). In comparison with other English comparator councils, it is in the second quartile for 2024/25 (above average). The data is sourced from the DfT using the 'Total local bus services vehicle miles (millions)' (which is the annual total of both local authority supported and commercially operated buses, presented in million miles). Figures come from bus operators as part of the DfT's annual Public Service Vehicle Survey. Further details can be seen in Appendix C of this report.

17. The data in paragraphs 15 and 16 does not include flexible transport solutions (Demand-Responsive Transport and Digital Demand-Responsive Transport bookable services). As Leicestershire has moved more towards flexible transport solutions with the introduction of 11 FoxConnect zones and rural taxi services to meet demand in rural areas, any increase in patronage will not be captured in this dataset.
18. Following the allocation of the Bus Service Improvement Plan revenue grant funding for 2024/25, and the countywide bus network review, the number of supported services, especially in rural areas with longer routes in the County, has increased resulting in an overall increase in bus service mileage.

Road Safety

19. The Department continues to support road safety primarily through its various road safety initiatives and partnership working. Overall, Leicestershire is a high performing authority, which is reflected in the fact that four of the road casualty indicators are in the top quartile when compared to other English comparator councils (2024). While every effort is made to capture collision data as accurately as possible, there are factors outside of the control of the Council that can affect data quality. For a collision report to be submitted to the Council, it must relate to a collision either attended by a police officer or reported to a police station or online. These figures, therefore, do not represent the full range of collisions or casualties in Leicestershire and should be treated with a degree of caution. The comprehensive 'Road Casualty Reduction in Leicestershire' Annual Report provided the latest available details on road casualties, schemes and initiatives to reduce casualties, and it was presented to this Committee on 5 March 2026.
20. Within this section, four indicators were updated this quarter with provisional road casualty data up to March 2026 (as data is available one quarter in arrears) and one indicator (killed or seriously injured (KSI) road casualties per billion miles (verified annual update)) up to December 2024. In summary, only the 'Total casualties on Leicestershire roads' indicator had met its target. Two indicators covering total casualties and vulnerable road users had seen an improvement in performance since the previous update and three indicators covering the KSI indicators had seen a decline in performance since the previous update. The Council monitors and reports on provisional in year results, as they are useful in gaining an early indication of accidents, but verified year end results are more reliable in terms of accuracy and determining long-term trends (as reported in the Council's Annual Performance report).
21. The Council continues to deliver a range of casualty reduction activities through the Road Safety Partnership, including targeted interventions at identified cluster sites, education and enforcement initiatives, and programme activity such as the Rural Roads Initiative, supporting improved road safety outcomes for residents. While comparative performance remains strong, the continued concern around KSI casualties highlights the need for ongoing targeted intervention. Greater detail on these provisional indicators is provided in the

following paragraphs 22 to 26 of this report. The Highways and Transport Overview and Scrutiny Committee received an annual update as part of its Road Casualty Reduction in Leicestershire on 5 March 2026.

22. The 'Total casualties on Leicestershire roads (provisional)' improved in performance by 1% as casualties decreased from 951 in December 2025 to 938 in March 2026 (rolling 12-month figure, and in-year data is provisional, sourced from Leicestershire Police Road Accident data). It also performed well against its 1,040 target. Over the longer-term, this indicator performs much better than the average of 1,136 (since January 2015) (sourced from verified long-term data from the DfT). In comparison with other English comparator councils, it remains in the top quartile for 2024.
23. The 'Total casualties involving road users, walking, cycling & motorcyclists (excluding cars) (provisional)' improved in performance by 6% since the previous update as casualties decreased from 312 in December 2025 to 294 in March 2026 (rolling 12-month figure, and in-year data is provisional and sourced from Leicestershire Police Road Accident data). It missed its target of 281 casualties. Over the longer-term, this indicator performs better than the average of 316 casualties (since January 2015) (sourced from verified long-term data as published by the DfT). In comparison with other English comparator councils, it remains in the top quartile for 2024.
24. The 'Number of people killed or seriously injured (KSIs) (provisional)' increased (by 2%) from 286 in December 2025 to 293 in March 2026 (three-year rolling average and in-year data is provisional and sourced from Leicestershire Police Road Accident data). This latest result had not met its more challenging target of 249 KSI. Over the longer-term, this indicator performs worse than the average of 227 (since January 2015) (sourced from verified adjusted long-term data from the DfT). In comparison with other English comparator councils, it is in the second quartile for 2024 (updated in March 2026 from top quartile in 2023).
25. The 'Number of people killed or seriously injured walking cycling and motorcyclists (excluding cars) (provisional)' declined in performance (4%) since the previous update, as KSI increased from 141 in December 2025 to 147 in March 2026 (this is a three-year rolling average, and the in-year data is provisional and sourced from Leicestershire Police Road Accident data). The latest result had not met its deliberately challenging target of 112 KSI. Over the longer-term, the latest result is higher (worse performance) than the long-term average of 106 (since January 2015) (sourced from verified adjusted long-term data from the DfT). In comparison with other English comparator councils, it was in the top quartile for 2024.
26. The number of people 'Killed and seriously injured (KSI) road casualties per billion vehicle miles' is a new KPI included in response to the Government's new LOF recommendations. In 2024, the number of 'Killed or seriously injured per billion vehicle miles' in Leicestershire was 55, this was an increase since the previous year of 49, showing a worsening in performance over that period. However, in comparison with other English comparator councils, it was in the

top quartile (best) for 2024. This indicator includes the average annual number of people reported KSI on the roads, all ages, per billion vehicle miles travelled adjusted. It is calculated as the number of events observed over the year divided by the vehicle miles travelled in the area, and the resulting rate multiplied by one billion. The figures are sourced annually from the Office for Health Improvement and Disparities. Further details can be seen in Appendix C of this report.

Active Travel

27. Another new KPI within the Council's reporting set, arising from the Government's new LOF, is the 'Percentage of adults who engaged in active travel at least twice in the last 28 days'. In 2024/25, this was 29% for Leicestershire. This data is the estimated percentage of adults, aged 16 and over, in the area who engaged in active travel at least twice in the last 28 days. It includes walking or cycling for travel. For this, adults must participate in a minimum of two sessions of at least moderate intensity activity in the last 28 days combining to at least 60 minutes in total over the 28 days. In comparison with other English comparator councils, it is in the third quartile for 2024/25 and is only slightly below the benchmarked authorities mean of 30. When making comparisons between figures, some differences seen may not be significant and so a degree of caution should be made before making conclusions. This data is sourced from Sports England annual Active Travel Survey (it is available approximately one year in arrears). Further details of this can be seen in Appendix C of this report. The Council's Sustainable Travel Team have adopted a range of plans and activities to encourage active travel in the County such as a new Bike Bank scheme, which has successfully collected approximately 200 unwanted bicycles from across the County. These bicycles are refurbished through a partnership with HM Prison Rutland and redistributed to schools and communities. This initiative is complemented by the development of school-based bike loan schemes and the provision of scooters to increase accessibility, particularly for younger children or those unable to use traditional bicycles.

Emissions

28. This section includes an indicator that monitors the impact of transport on carbon emissions within the County. The most recent update covering 2024 showed that 'Carbon emissions (estimates) from transport within Local Authority influence (Kt)' was 1,153 Kt. This had remained similar to the previous update of 1,154 Kt in 2023. Whilst the Council has limited control over this, where possible, it does seek to improve outcomes for Leicestershire through a variety of schemes and initiatives (identified in the Department's key GHT plans and strategies), and internal ways of working. This indicator continues to perform above average, in the second quartile, for 2024 compared to other English comparator councils. This indicator is sourced from the Department of Energy Security and Net Zero and it is updated annually. It is approximately 18 months in arrears. It excludes emissions that the Authority does not have direct influence over, such as Motorways; Emissions Trading System sites; Diesel railways; Land use, Land use change, and Forestry.

Conclusion

The Committee is asked to note and comment on the performance data detailed in this report.

Background Papers

Leicestershire County Council's Strategic Outcomes Framework and Strategic Plan 2024-2026:

<https://www.leicestershire.gov.uk/sites/default/files/2025-01/LCC-Strategic-Plan.pdf>

Report to the Highways and Transport Overview and Scrutiny Committee on 5 March 2026, Road Casualty Reduction in Leicestershire:

<https://democracy.leics.gov.uk/documents/s195039/Final%20Road%20Casualty%20Reduction%20in%20Leicestershire%20HTW%20Scrutiny%20Report%20050326.pdf%20Annual%20Report%20HT%20Scrutiny%20070324.pdf>

and appendices (item 30)

<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=1350&MId=8367&Ver=4>

NHT (National Highways & Transport Network) Survey results for 2025:

<https://www.nhtnetwork.co.uk/isolated/page/793>

Leicestershire County Council's Local Transport Plan 4 (2026-2040):

<https://democracy.leics.gov.uk/documents/s182763/Appendix%20A%20-%20A%20Local%20Transport%20Plan%20for%20Leicestershire%20-%20Core%20Document%202026-2040.pdf>

Leicestershire Resources and Waste Strategy 2022 – 2050

<https://www.lesswaste.org.uk/wp-content/uploads/2023/04/Leicestershire-Resources-and-Waste-Strategy-2022-2050.pdf>

Long term GHT KPI performance dashboards up to 2025.

<https://democracy.leics.gov.uk/documents/s195022/HTW%20Appendix%20C%20-%20HTWC%20Q3%202025-6%20Long%20Term%20dashboards.pdf>

Local Outcomes Framework

<https://www.gov.uk/government/publications/local-outcomes-framework/local-outcomes-framework#foreword-by-the-minister-of-state-for-local-government-and-homelessness>

LG Inform – LOF metrics (Section 14 for Transport & Local Infrastructure)

https://lginform.local.gov.uk/reports/view/lga-research/local-outcomes-framework-priority-outcomes-and-metrics?mod-area=E10000018&mod-group=AllCountiesInCountry_England&mod-type=namedComparisonGroup#text-54

GHT KPI definitions (For the new LOF GHT KPI definitions, see appendix C of this report) and Highways and transport definitions (pre-LOF)
<https://democracy.leics.gov.uk/documents/s191341/Appendix%20B%20-%20Highways%20and%20Transport%20KPI%20Definitions%20-%20HT%20Scrutiny%20040925.pdf>

Circulation under Local Issues Alert Procedure

29. None

Equality Implications

30. There are no specific equality implications to note as part of this report.

Human Rights Implications

31. There are no human rights implications arising from the content of this report.

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Appendices

Appendix A – GHT KPI performance summary dashboards to June 2026
 Appendix B – GHT KPI Performance Dashboards to June 2026
 Appendix C – New LOF GHT indicator definitions (compiled June 2026)

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