

New Local Outcomes Framework (LOF) indicators supporting the Transport and Local Infrastructure outcome Q1, 2026.

LOF Indicator	Definition
1. Number of passenger journeys on local bus services per head of population	This is the number of passenger journeys on local bus services by local authority per head of population; each boarding of a bus is counted as one journey. The bus passenger journeys per head figures presented here are estimates based on returns provided by bus operators. Mid-year population estimates from Office for National Statistics are used but do not account for bus passengers using the bus outside the local authority in which they reside. Users should be aware that figures for small areas can be affected by recording differences and so individual figures should be interpreted carefully. Figures come from bus operators as part of the DfT's (Department for Transport) Public Service Vehicle Survey and are published annually. Services excluded from these statistics include: • long-distance coach services • private hire work • closed contracts (such as home-to-school services) • flexible or demand responsive modes of transport • community transport.' Data is available at the local authority level (unitary authorities and county councils). Data is also published at the Integrated Transport Authority (ITA) level. Source name: Department for Transport Collection name: Bus Statistics - https://www.gov.uk/government/collections/bus-statistics, BUS01e. Polarity: High is good Frequency of reporting: Annual
2. Percentage of passenger journeys on local bus services taken by elderly and disabled concessionary passengers	This is an estimate of the number of elderly and disabled concessionary passenger journeys as a percentage of total passenger journeys; each boarding of a bus is counted as one journey boardings. This data is sourced from the Department for Transport. Source name: Department for Transport, Bus Statistics,

	Collection name: Proportion of passenger journeys on local bus services taken by elderly and disabled concessionary passengers - https://www.gov.uk/government/collections/bus-statistics, BUS01g. Polarity: High is good Frequency of reporting: Annual
3. The percentage change in bus services mileage year on year	This 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 (Department for Transport) Public Service Vehicle Survey. Data is available at the local authority level (unitary authorities and county councils). This data is sourced from the Department for Transport 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 (Department for Transport) Public Service Vehicle Survey. Data is available at the local authority level (unitary authorities and county councils). Data is also published at the Integrated Transport Authority (ITA) level. Source name: Department for Transport Collection name: Bus Statistics - https://www.gov.uk/government/collections/bus-statistics, BUS02c_mi. Polarity: High is good Frequency of reporting: Annual
4. Percentage of A roads where maintenance should be considered	Percentage of local authority motorways and A roads that should be considered for maintenance. This is the percentage of the local authority's local A roads and motorways (that is, local authority owned principal roads) where maintenance should be considered. This represents the percentage of road that is in the worst condition, 'red', as the main indicator of the Road Condition Indicator (RCI). This data is sourced from the Department for Transport and is available annually. Source name: Department for Transport, Department for Transport, Road conditions statistics. Collection name: Road conditions statistics, Road conditions statistics https://www.gov.uk/government/statistical-data-sets/road-condition-statistics-data-tables-rdc , RDC0120 Polarity: Low is good. Frequency of reporting: Annual.
5. Percentage of B and C roads and where maintenance should be considered	This is the percentage of the local authority's B road and C road carriageways (non-principal roads) where maintenance should be considered. This represents the percentage of road that is in the worst condition, 'red', as the main indicator of the Road Condition Indicator (RCI). Road

	condition monitoring data indicates the road is in poor condition. This data is sourced from the Department for Transport and is available annually. Source name: Department for Transport Collection name: Road conditions statistics https://www.gov.uk/government/statistical-data-sets/road-condition-statistics-data-tables-rdc, RDC0120 Polarity: Low is good Frequency of reporting: Annual.
6. Percentage of unclassified roads where maintenance should be considered	This is the percentage of the local authority's unclassified roads (U roads) where maintenance should be considered. There is no mandated method for collection of U road condition, hence a variety of road condition monitoring techniques are used by Local Authorities. Caution should be taken when comparing LAs due to the difference in survey types. This data is sourced from the Department for Transport and is available annually. Source name: Department for Transport Collection name: Road conditions statistics https://www.gov.uk/government/statistical-data-sets/road-condition-statistics-data-tables-rdc, RDC0130 Polarity: Low is good Frequency of reporting: Annual.
7. Killed and seriously injured (KSI) road casualties per billion vehicle miles	This is the average annual number of people reported killed or seriously injured (KSI) on the roads, all ages, per billion vehicle miles travelled adjusted. This is calculated as the number of events observed in the year divided by the vehicle miles travelled in the area, and the resulting rate multiplied by 1,000,000,000. 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, crushing's, 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. A casualty is recorded as seriously or slightly injured by the police on the basis of information available within a short time of the accident. This generally will not reflect the results of a medical examination but may be influenced according to whether the casualty is hospitalised or not. Hospitalisation procedures will vary regionally. This indicator is a revision of an earlier Public Health Outcome Framework (PHOF) indicator which reported the rate of KSI events within the local population. The denominator is now the estimate of vehicle miles in the local area - this is preferred because KSI events are expected to be more closely correlated with local traffic than population size. This change particularly impacts Local Authorities with small resident populations but high traffic volumes, such as rural areas with major

	roads passing through. For these areas, rates would be expected to be reduced in these cases under the new measure. Detailed definition available at https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/data#page/6/gid/1000041/pat/15/par/E92000001/ati/502/are/E10000018/iid/93754/age/1/sex/4/cat/-1/ctp/-1/yr/1/cid/4/tbm/1/page-options/car-do-0 Source: Office for Health Improvement and Disparities (OHID), Public Health Outcomes Framework, Killed and seriously injured (KSI) casualties on England's roads per billion vehicle miles. Collection name: Public Health Outcomes Framework https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/data#page/3/gid/1000041/pat/15/par/E92000001/ati/502/are/E10000018/iid/93754/age/1/sex/4/cat/-1/ctp/-1/yr/1/cid/4/tbm/1/page-options/car-do-0 RAS0403: Reported road collisions, vehicles and casualties tables for Great Britain, Local Authority data RAS0402: Reported road collisions, vehicles and casualties tables for Great Britain, Country and Regional data TRA8901: Motor vehicle traffic (vehicle miles) by local authority in Great Britain Vehicle miles data are estimated using manual and automatic traffic counts for a range of vehicle types. Detailed information on the methods used can be found at: https://roadtraffic.dft.gov.uk/about Polarity: Low is good Frequency of reporting: Annual.
8. Percentage of adults who engaged in active travel at least twice in the last 28 days	Percentage of adults who engaged in active travel at least twice in the last 28 days - This 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. Includes walking for travel and 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. When making comparisons between figures, some differences seen may not be significant differences and so a degree of caution should be made before making conclusions. The survey was adapted during the COVID-19 pandemic. The survey is sent out to a randomly selected sample of households across England. There's also an option to complete a paper questionnaire which is supplied with the second of three reminders. The survey sample is randomly selected from the Royal Mail's Postal Address File ensuring a very high coverage of private residential addresses. The overall sample size is around 175,000 people for each survey. The minimum sample size for each English local authority (excluding the City of London and Isles of Scilly) is 400 returns. Data may be suppressed for an area where the threshold of 30 is not reached. Two adults (aged 16+) are invited to take part by logging online and entering the password in their invite letter. More detailed description is available at

	https://www.sportengland.org/research-and-data/data/active-lives?section=methodology-section#adult-survey-30963 Population totals are created using Office for National Statistics (ONS) mid-year population estimates. Data is weighted to reflect ONS population estimates by geography and key demographics. Data is sourced from the adult Active Lives November to November survey. Source name: Sport England Collection name: Active Lives Survey, https://www.sportengland.org/research-and-data/data/active-lives Rates are sourced from the Office for National Statistics (ONS) Mid-year population estimates. https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/annualmidyearpopulationestimates/mid2024 Polarity: High is good Frequency of reporting: Annually.
9. Connectivity score for public transport to key services	This is the connectivity score overall for public transport (bus, train, and other public transport services). This includes travel to employment, education, healthcare, leisure and community, shopping, and residential locations. This dataset provides measures of connectivity to key services by different modes of transport (including car: Private car transport; public transport: Bus, train, and other public transport services; cycling: Bicycle transport and walking: Travel by foot). It shows how easily residents can reach important destinations such as workplaces, schools, hospitals, and shops using different transport modes. Connectivity is calculated using journey planning algorithms considering actual transport networks and service timetables, the total value of all destinations within reach, and the propensity to travel to each destination type by each transport mode at different times of day. Scores represent the ease of access to services, with higher scores indicating better connectivity. Connectivity scores range from 0 to 100, where 100 represents the highest level of connectivity. Scores should be interpreted relative to other areas. Source: This experimental data is sourced from the Department for Transport. Currently only available at Output Area (OA), Lower Super Output Area (LSOA), Local Authority District (LAD) and regional (RGN) level. https://connectivity-tool-lite.dft.gov.uk/app#9/52.6863/-1.1323

	https://connectivity-tool-lite.dft.gov.uk/help/applying-connectivity-tool https://www.gov.uk/government/publications/transport-connectivity-metric Collection name: Connectivity Statistics Polarity: High is good Frequency of reporting: Annual The score for Leicestershire has not yet been made available by the DFT.
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At the time of writing data was unavailable at a county council level for indicator 10.

Currently GHT already reports on indicators 4,5,6 & 8.