

ADDITIONAL 2015/16 PERFORMANCE INDICATORS FOR ECONOMY & ENVIRONMENT

To: **Economy & Environment Committee**

Meeting Date: **10 March 2015**

From: **Graham Hughes, Executive Director, Economy, Transport and Environment**

Electoral division(s): **All**

Forward Plan ref: **Not applicable** *Key decision:* **No**

Purpose: **To consider additional 2015/16 Key Performance Indicators and targets for Economy and Environment.**

Recommendation: **Committee is asked to approve the additional 2015/16 indicators and targets for Economy and Environment as set out in Section 2 of the report**

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1. BACKGROUND

- 1.1 In November 2014 Economy & Environment (E & E) Committee approved a set of key E & E performance indicators for 2015/16, covering indicators in the Council's Business Plan and other indicators in the Economy, Transport and Environment (ETE) Finance and Performance report.
- 1.2 In February 2015 E & E Committee approved targets for those key indicators, but requested that additional measures be developed covering three specific areas:
 - The split between full-time and part-time employment;
 - Park and Ride passenger numbers (reflecting the impact of car parking charges);
 - What is being done to increase the proportion of adults in Fenland who walk or cycle at least once a month.
- 1.3 Members also requested further information about superfast broadband, including why it was not possible to report performance currently.
- 1.4 The proposed additional measures are outlined in Section 2 below.

2. PROPOSED ADDITIONAL MEASURES

Split Between Full-Time And Part-Time Employment

- 2.1 The employment rate for Cambridgeshire is published quarterly by the Office for National Statistics (ONS).
- 2.2 As previously reported to Members, between June 2012 and June 2014 the rate in Cambridgeshire increased from 72.5% to 80.3%. This followed a decline from 78.2% to 72.5% between June 2008 and June 2012.
- 2.3 ONS has recently published figures for the 12 months ending September 2014, which show an increase to 81.1% (compared with 80.3% for the 12 months ending June 2014).
- 2.4 In February, Members approved a target to maintain performance at the then current level of 80.3%. This was the highest the rate had been for the 16-64 age group since it was created in 2004, and was only marginally higher for the previous age band which excluded women aged 60-64. Maintaining it was deemed likely to be a challenge in the uncertain economic and political climate over the next 12 months.
- 2.5 Members requested additional information regarding the split between full-time and part-time employment rates. Democratic Services sent an e-mail to Members of the Committee on 26th February providing additional information on behalf of the Head of Adult Learning and Skills and this is included in the Minute Action Log update at item 2b) on the current agenda.
- 2.6 As the ONS figures are derived from a sample survey they do fluctuate from one month to the next, but there has been an increase in the percentage of jobs that are part-time – from 21.7% for the 2010 calendar year, to 25.5% for

the 12 months ending September 2014. There has been a corresponding decrease in the percentage of jobs that are full-time.

- 2.7 The following changes to performance indicators and targets are proposed:
- that the employment rate target for 2015/16 be amended to 81.1% to reflect the latest available information;
 - that an additional indicator of “Employment rate – full-time jobs” be included, with a 2015/16 target to also maintain performance at the current level

Were both of these targets to be achieved it would mean no further reduction in the percentage of jobs that are full-time

Park & Ride Passenger Numbers

- 2.8 As previously reported to Members, since the introduction of the parking charge in 2014, passenger numbers on Park and Ride bus services are about 12% lower compared with the identical period in 2013.
- 2.9 The following additional performance indicator is proposed:
- Total number of Park and Ride passengers (reported monthly).
- 2.10 The following target is proposed:
- By 2019 to increase passenger numbers to the level prior to introduction of the car parking charge. This is consistent with forecasts.

Increasing Cycling and Walking in Fenland

- 2.11 In February Members approved a target to increase the percentage of Fenland residents who walk or cycle at least once a month.
- 2.12 The agreed target is to increase from 81.1% to the current 89.8% average for the rest of Cambridgeshire (excluding Cambridge) over 5 years i.e. an underlying increase of 1.7% per year.
- 2.13 Some of the planned activity in Fenland is outlined below:

Local Sustainable Transport Fund (LSTF) revenue funding is being used in 2015/16 to:

- provide three cycling roadshow events in Wisbech in the summer;
 - Undertake personalised travel planning with Wisbech residents;
 - Update the Wisbech cycle map as an active travel map.
 - Introduce the Sustrans Bike It project to work with Wisbech schools.
- 2.14 It is proposed that a report is brought to Economy and Environment Committee annually to update Members on the outcomes of this activity.

Superfast Broadband

- 2.15 Approximately two thirds of Cambridgeshire has commercially provided broadband infrastructure with the Connecting Cambridgeshire intervention scope covering the remaining third. Once the infrastructure is in place householders chose which Internet Service Provider (ISP) they wish to use from a wide range of options including BSkyB, TalkTalk, Virgin, BT Retail etc.

Whilst it is possible to estimate the numbers of businesses and householders that have access to fibre based broadband connections in the county, commercial considerations mean that we are unable to ascertain the detailed take-up figures for the range of ISPs across the county. High level take-up figures are available from BT for the circa 90,000 premises in the intervention scope but this is a subset of the c.350,000 premises across Cambridgeshire and Peterborough. This means that it is not possible to report on figures for this proposed target.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

The employment rate indicator is one measure that monitors the health of the local economy.

3.2 Helping people live healthy and independent lives

The cycling and walking indicator relates to this priority.

3.3 Supporting and protecting vulnerable people

The cycling and walking indicator is one of a number of measures aimed at narrowing the deprivation gap.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

There are no significant implications within this category.

4.2 Statutory, Risk and Legal Implications

There are no significant implications within this category.

4.3 Equality and Diversity Implications

There are no significant implications within this category.

4.4 Engagement and Consultation Implications

There are no significant implications within this category.

4.5 Localism and Local Member Involvement

There are no significant implications within this category.

4.6 Public Health Implications

The inclusion of a shared public health outcome indicator regarding walking and cycling in Fenland is intended to support improving the health of the worst off fastest.

Source Documents	Location
Economy, Transport and Environment Finance and Performance Reports	http://www.cambridgeshire.gov.uk/info/20043/finance_and_budget/147/finance_and_performance_reports
Business Plan 2014 to 2015	http://www.cambridgeshire.gov.uk/info/20043/finance_and_budget/90/business_plan_2014_to_2015