



Corporate Performance Report Q1 2023/24
Corporate KPIs Balanced Scorecard and Dashboard

RAG	Description
Red	change in performance from previous period to current period is in line with direction for improvement
Amber	performance is unchanged from previous to current period
Green	change in performance from previous period to current period is in the opposite direction to direction for improvement

Scorecard Perspective	Strategic Objective	Indicator of progress	Metrics	Ownership	Reporting Period	Date of Latest Available Data	Direction for Improvement	Previous Period Performance	Current Period Performance	Direction of Travel	RAG Rating
State of the Region (Shared Ownership)	Achieving Good Growth	Economic Performance and Job Market	Metric 1: Gross Value Added for Cambridgeshire and Peterborough Area	All	Annual	2021	↑	26,704	28,649	↑	Green
			Metric 2: Total jobs in Cambridgeshire and Peterborough	All	Annual	2021	↑	519,000	516,000	↓	Red
			Metric 3: Number of jobs per working age person in Cambridgeshire and Peterborough	All	Annual	2021	↑	0.98	0.90	↓	Red
		Business Environment and Growth	Metric 4: Number of active businesses per 10,000 working age population	All	Annual	2021	↑	725	729	↑	Green
			Metric 5: Number of business startups per 10,000 working age population	All	Annual	2021	↑	80.56	88.05	↑	Green
			Metric 6: New Housing Completions per 1000 of population	All	Annual	2021	↑	5.25	4.11	↓	Red
			Metric 7: Number of Local Super Output Areas in the 20% most deprived nationally	All	Every 4 years	2019	↓	54	62	↑	Red
	Ambitious Skills and Employment Opportunities	Workforce Educational Attainment and Skills	Metric 8: Proportion of the Cambridgeshire and Peterborough population with level three, four and above qualifications	All	Annual	2021	↑	62.60%	67.47%	↑	Green
			Metric 9: 19+ further education and skills achievements per 100,000 population	All	Annual	2021	↑	2,297	2,204	↓	Red
		Metric 10: Total annual net CO2 emissions in Cambridgeshire and Peterborough	All	Annual	2021	↓	5,951	6,372	↑	Red	
	Enabling Resilient Communities	Carbon Emissions Reduction	Metric 11: Total CO2 from transport	All	Annual	2021	↓	1,947	2,189	↑	Red
			Energy Affordability and Fuel Poverty	Metric 12: Percentage of households in fuel poverty	All	Annual	2021	↓	12.90%	11.70%	↓
		Biodiversity and Nature Conservation	Metric 13: Proportion of land (hectares) that is classed as nature rich	All	Every 2 years	2021	↑	11.50%	10.50%	↓	Red
	Improving Connectivity	Road Safety	Metric 14: Killed or seriously injured (KSI) casualties	All	Annual	2021	↓	395	435	↑	Red
		Sustainable Transportation	Metric 15: Mode share	All	Annual	2021	↑	9.03%	14.23%	↑	Green
Internal Process (CPCA Ownership)	Achieving Best Value and High Performance	Contract Management Efficiency	Metric 16: Number of contract waivers submitted	CPCA	Annual	Apr-23	↓		3	↓	Green
		On-Time Project Delivery Rate	Metric 17: Percentage of projects delivered on time	CPCA	Annual	2022	→	0%	100%	↑	Green
		Inclusive Website Experience	Metric 18: Website Accessibility Score	CPCA	Monthly	May-23	↑	0.82	0.82	→	Amber
		Data Security Awareness	Metric 19: Proportion of staff who have completed Data Protection and Information Security courses	CPCA	Monthly	Jun-23	↑	94%	97%	↑	Green
		Efficient FOI Request Handling	Metric 20: Number of FOI requests responded and completed within 20 days of review	CPCA	Annual	2022	↑	94%	100%	↑	Green
	Achieving Good Growth	Job Creation and Support	Metric 21: Total number of jobs created and supported by key Combined Authority Economy and Growth funds	CPCA	Annual	2023	↑	7,711	11,972	↑	Green
	Ambitious Skills and Employment Opportunities	Advancing Education and Skills	Metric 22: Enrolments and achievements supported by adult education services funded by CA investment	CPCA	Annual	2022	↑	16740	19285	↑	Green
			Metric 23: Number of apprenticeships created by CA funded investment	CPCA	Quarterly	Apr-Jun 2023	↑	408	470	↑	Green
	Enabling Resilient Communities	Sustainable Housing, Energy and Infrastructure	Metric 24: Cumulative number of homes retrofitted through schemes led by the Greater South East Net Zero Hub	CPCA	Quarterly	Apr-Jun 2023	↑	2,727	3,141	↑	Green
	Improving Connectivity	Digital Connectivity	Metric 25: Gigabit broadband availability	CPCA	Annual	2022	↑	38%	71%	↑	Green
Learning and Growth	Achieving Best Value and	Stability of workforce	Metric 26: Proportion of staff feeling valued by the Combined Authority	CPCA	Bi-annual	Jun-23	↑	43%	58%	↑	Green
Financial (CPCA)	Achieving Best Value and	Financial Planning and	Metric 27: Budget vs forecast loss/carried forward (current financial year)	CPCA	Quarterly	Jul-23	↑	93%	91%	↓	Red

Commentary

The provided time series data portrays the progression of Gross Value Added (GVA) in Cambridgeshire & Peterborough (C&P) from 2015 to 2021. GVA quantifies the total value of goods and services produced within the region's economy. The GVA for C&P was £22,765 in 2015. By 2016, it experienced a growth rate of approximately 5.00%, reaching £23,891. The upward trend continued in 2017, with a growth rate of around 6.28%, resulting in a GVA of £25,397. In 2018, the GVA grew by about 3.19%, reaching £26,212. The positive trajectory persisted, and in 2019, the GVA rose by approximately 3.33% to £27,090. Despite the challenges of the 2020 Covid-19 pandemic, the region's GVA remained resilient at £26,704, experiencing a negative growth rate of approximately -1.43%. The year 2021 exhibited a recovery, marked by a growth rate of approximately 6.92%, leading to a GVA of £28,649. The data provides an objective view of the region's economic progression over the specified timeframe. The consistent growth rates underscore C&P's role in the broader economic landscape and its capacity to navigate through diverse circumstances. The GVA figures, analysed in terms of growth rates, offer insights into the region's economic performance, showcasing upward trends that reflect its contribution to economic vitality and adaptability.

Target (£billion)	Direction for Improvement	Current Period	Previous Period	Direction of Travel	Change in Performance	RAG Rating
£27,272	↑	£28,649	£26,704	↑	6.79%	Green

Metric Description

Gross Value Added is an indicator of the CPCA's 'Achieving Good Growth' strategic objective. As part of its devolution deal in 2017, the CPCA took on the target of almost doubling GVA to £40 billion by 2040 over 25 years. It represents the economic contribution of industries within that area and indicates the overall economic health and productivity. Tracking this indicator allows the CPCA to identify, inform, and compare the economic trends of the region. The GVA data for Cambridgeshire and Peterborough (C&P) can be sourced from the Office for National Statistics (ONS) GVA balanced tables. ONS compiles GVA figures based on various data sources, including business surveys, tax records, and national accounts.

While GVA is a valuable metric, it has certain limitations that should be taken into account when interpreting the data:

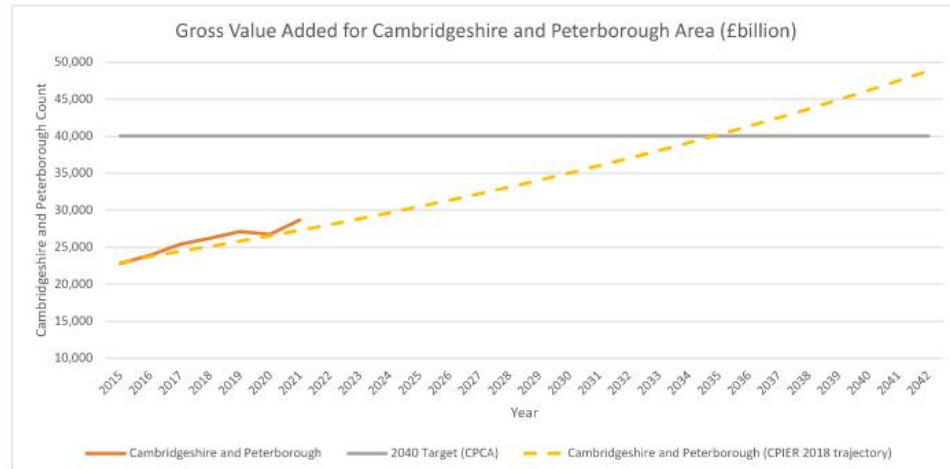
Target clarity: The devolution deal commits the Combined Authority to delivering a GVA increase from £22bn (the recorded GVA for 2015 at time of Devolution Deal writing) to over £40bn over 25 years. However, the widespread use of the phrase 'doubling GVA' has given rise to a series of alternative targets that move away from the spirit of the devolution deal commitment.

Revisions: Each new publication of GVA revises the record of previous years GVA figures. Most revisions reflect either the adoption of new statistical techniques or the incorporation of new information.

Limited Scope: GVA measures the economic output but does not provide a full picture of economic well-being or social factors such as inequality or quality of life.

Sector Variation: As GVA averages economic performance across all industries and sectors it does not capture the disproportionate impact of more dominant sectors on overall GVA trends.

It is essential to combine GVA data with other indicators and contextual information to gain a comprehensive understanding of the combined authority's economic performance and make well-informed decisions.


Dataset Link(s)

<https://www.ons.gov.uk/economy/grossdomesticproductgdp/datasets/regionalgrossvalueaddedbalancedbyindustrylocalauthoritiesbyit1region>

Actions

The Combined Authority has a portfolio of programmes and projects that are designed to increase GVA. The Combined Authority is achieving good growth through a series of holistic tailored interventions. These cover the economic growth inputs of skills, infrastructure and business support. Examples of the support we offer include but are not limited to:

To deliver an inclusive and world-class local skills system we fund projects that tackle further education cold spots such as ARU Peterborough Phase 3, and deliver learning aims with the provision of education and training courses for adults aged 19 and over.

We are tackling access barriers to employment and education opportunities, by improving connectivity across the Combined Authority region in reforms to our bus network and delivering rail and station improvements such as Soham Station.

We are supporting good jobs and higher wages with our strategies and plans for high growth sectors such as Agri-tech, Life Sciences and Advanced Manufacturing, and accelerating business growth with projects such as the Market Town Masterplans.

Commentary

The time series data provides insight into the employment landscape within the region. From 2015 to 2021, the number of jobs in Cambridgeshire and Peterborough generally showed an upward trajectory. The region experienced consistent growth, with the total jobs increasing from 483,000 in 2015 to 519,000 in 2020. However, in 2021, there was a slight decline to 516,000 jobs. This data suggests that the region's economy has been relatively resilient, experiencing overall job growth despite potential challenges. It is important to note that the COVID-19 pandemic's impact is likely to have contributed to the minor dip in job numbers in 2021.

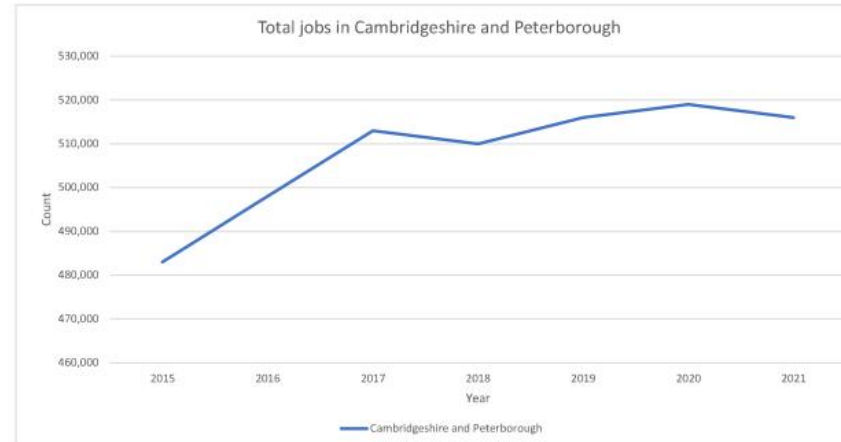
Target	Direction for Improvement	Current Period	Previous Period	Direction of Travel	Change in Performance	RAG Rating
TBC	↑	516,000	519,000	↓	-0.58%	Red

Metric Description

This metric measures the total number of jobs within Cambridgeshire and Peterborough. It provides insights into the overall employment opportunities available in the current economy.

The total number of job is the sum of employees (Business Register and Employment Survey), self-employment jobs (Annual Population Survey), government-supported trainees (DFES and DWP) and HM Forces (MoD).

There are some limitations in monitoring this metric. The metric considers only the total number of jobs and does not provide detailed insights into the nature of these jobs, such as their sectors, quality or wage levels. Job numbers can fluctuate due to seasonal variations, economic cycles and external factors. Therefore, the metric should be interpreted in the context of broader economic trends.


Dataset Link(s)

<https://www.nomisweb.co.uk/datasets/jd>

Actions

The CA has invested in a number of projects supporting job growth since 2021. These are detailed in Metric 21. Ongoing programmes include Enterprise Zones, UK Shared Prosperity Fund, Rural England Prosperity Fund and Market Towns.

The Business Board has recently approved funding to create new Economy Team in the CA, and officers are working on implementation. This team will focus on trade and investment, innovation adoption, net zero businesses and delivery of sector strategies. Some functions of the GrowthWorks service will be transferred to CA by the end of December 2023 including skills brokerage, careers hub and growth hub. Post April 2024, the CA will expand this work.

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Metric 3: Number of jobs per working age person in Cambridgeshire and Peterborough

Commentary

Cambridgeshire and Peterborough (C&P) consistently demonstrates a higher ratio of jobs per working-age person compared to the England average during this period. Starting at 0.91 in 2015, the ratio experienced gradual growth, reaching 0.98 in 2020. This indicates an increase in employment opportunities relative to the working-age population. In comparison, England's metric started at 0.84 in 2015, and sees a gradual rise to 0.88 in 2019, with a slight decline to 0.85 in 2020. However, in 2021, there was a dip in C&P to 0.90 jobs per resident, while England increased to 0.86. This could be attributed to various factors, including economic fluctuations and changes in industry composition. The data illustrates the region's employment vitality, as Cambridgeshire and Peterborough maintained a consistently higher number of jobs per working-age person than the national average. This potentially signifies a relatively robust job market and economic landscape within the region over this timeframe.

Target	Direction for Improvement	Current Period	Previous Period	Direction of Travel	Change in Performance	RAG Rating
TBC	↑	0.90	0.98	↓	-8.16%	Red

Metric Description

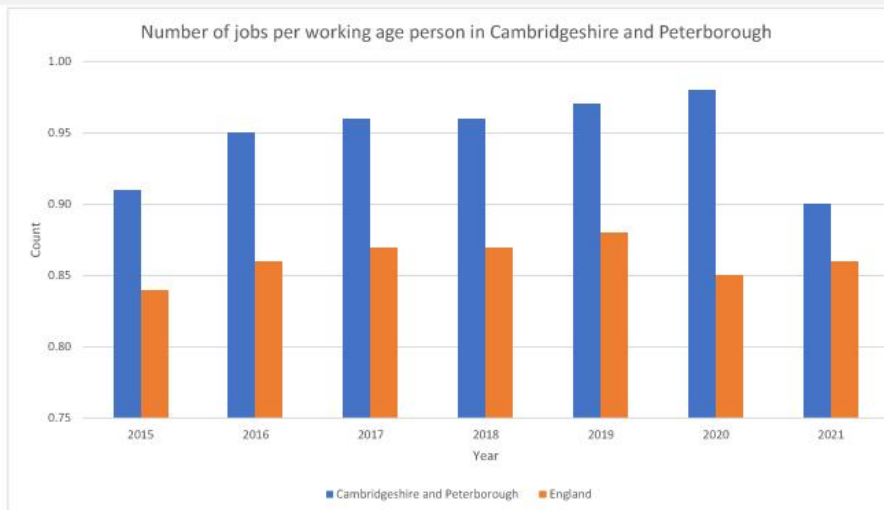
This metric measures the average number of jobs available in Cambridgeshire and Peterborough per working age resident (aged 16-64).

Number of jobs is the sum of employees (Business Register and Employment Survey), self-employment jobs (Annual Population Survey), government-supported trainees (DFES and DWP) and HM Forces (MoD).

Using working age population as the denominator, the performance of the CA area can be compared like for like with the performance of England.

This metric provides insights into the employment opportunities and economic activity within C&P. Monitoring the number of jobs per working age person is crucial for understanding labour market dynamics, employment trends and economic development.

A limitation is that fluctuations in the metric may be influenced by changes in economic conditions, industry composition, and government policies.



Dataset link(s)

<https://www.nomisweb.co.uk/reports/lmp/comb/1853882376/report.aspx#tabjobs> (ONS job density)

Metric definition <https://www.nomisweb.co.uk/datasets/d>

Actions

The CA has invested in a number of projects supporting job growth since 2021. These are detailed in Metric 21. Ongoing programmes include Enterprise Zones, UK Shared Prosperity Fund, Rural England Prosperity Fund and Market Towns.

The Business Board has recently approved funding to create new Economy Team in the CA, and officers are working on implementation. This team will focus on trade and investment, innovation adoption, net zero businesses and delivery of sector strategies. Some functions of the GrowthWorks service will be transferred to CA by the end of December 2023 including skills brokerage, careers hub and growth hub. Post April 2024, the CA will expand this work.

Metric 4: Number of active businesses per 10,000 working age population

Commentary

The number of active businesses in Cambridgeshire and Peterborough (C&P) has shown consistent growth from 2016 to 2021. The region's entrepreneurial ecosystem has shown resilience, demonstrating continuous business development and expansion, despite challenging economic conditions experienced during the COVID-19 pandemic. Currently there are no specified targets for the number of active businesses in C&P. However, the C&P's impact on the performance of individual businesses may be influenced by various factors beyond the authority's direct control. While C&P has provided a conducive environment and support for business growth, the overall performance of businesses is also influenced by broader economic trends, market conditions, industry dynamics, and individual business strategies.

Target	Direction for Improvement	Current Period	Previous Period	Direction of Travel	Change in Performance	RAG Rating
TBC	↑	729	725	↑	0.50%	Green

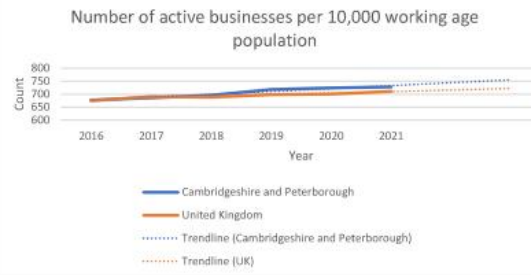
Metric Description

The metric provides insight into the dynamics of business activity within Cambridgeshire and Peterborough. It focuses on tracking active businesses over a specific period.

The data for this metric is collected from the Inter Departmental Business Register (IDBR), maintained by the Office for National Statistics (ONS). The IDBR stores comprehensive records of all businesses registered in the UK and tracks their activities.

Using working age population as the denominator, the performance of the CA area can be compared like for like with the performance of United Kingdom.

Measuring this metric comes with limitations. Active business data may not capture unregistered businesses, potentially underrepresenting the full scope of entrepreneurial activities in the region.



Dataset Link(s)

<https://www.ons.gov.uk/businessindustryandtrade/business/activitysizeandlocation/datasets/businessdemographyreferencetable>

Actions

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Commentary

From 2016 to 2021, the number of startups in Cambridgeshire and Peterborough (C&P) displayed a fluctuating trend. Starting at 86.04 in 2016, the startup rate experienced a decline in 2017 (76.59) before rebounding in 2018 (83.95). The region saw a significant jump in 2019 (91.31), suggesting increased entrepreneurial activity. However, this increase was followed by a dip in 2020 (78.46). By 2021, the startup rate had recovered and improved further (84.84).

The region has mostly underperformed the UK average throughout this period, as the UK maintained a higher average startup rate each year, starting at 96.91 in 2016 and ending at 88.05 in 2021.

Target	Direction for Improvement	Current Period	Previous Period	Direction of Travel	Change in Performance	RAG Rating
TBC	↑	88.05	80.56	↑	9.30%	Green

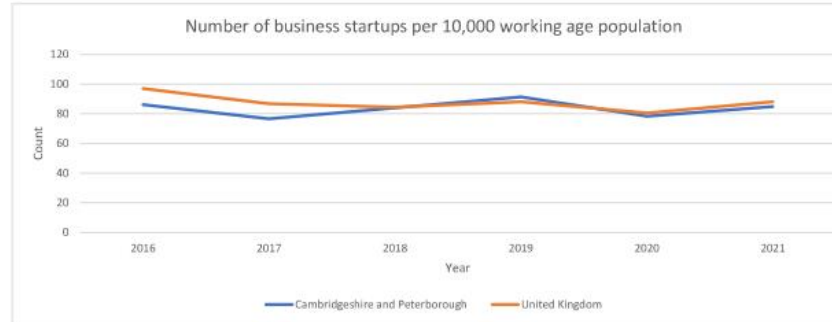
Metric Description

The metric measures the count of newly established businesses within Cambridgeshire and Peterborough. Tracking the number of business startups provides insights into the region's attractiveness for entrepreneurs, investment climate and economic dynamism.

The data for this metric is collected from the Inter Departmental Business Register (IDBR), maintained by the Office for National Statistics (ONS). The IDBR stores comprehensive records of all businesses registered in the UK and tracks their activities.

There are limitations in measuring this metric to the support the progress indicator of business environment and growth. The metric captures only the number of business startups and does not provide information about their size and industry sector. Also, it may not include unregistered startups, potentially underrepresenting the full extent of entrepreneurial activity in the region.

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Dataset Link(s)

<https://www.ons.gov.uk/businessindustryandtrade/business/activitysizeandlocation/datasets/businessdemographyreferencetable>

Actions

The Community Renewal Fund is targeting deprived communities including those in Fenland and Peterborough. Interventions include individuals skills training, business grants for internships and advice for business start-ups.

Commentary

The figures reveal a trend in the density of new housing completions relative to the population over these years for Cambridgeshire and Peterborough (C&P). Starting at 4.14 new housing completions per 1000 of the population in 2015, there was a dip to 3.35 in 2016. The following years saw fluctuations, with an increase to 3.59 in 2017 and a slight decline to 3.75 in 2018. The trend then continued upwards, reaching 4.31 in 2019. The data highlights a significant surge to 5.25 new completions. The completions then saw a decline to 4.11 in 2021.

Comparing these figures to the regional and national averages, the data indicates that C&P's housing completions per 1000 of the population have consistently been higher than those in the East region and the national average for England. While C&P experienced fluctuations, the East region's averages remained relatively lower, with East of England starting at 2.45 in 2015 and reaching 3.52 in 2021. Similarly, England's averages started at 2.60 in 2015 and reached 3.09 in 2021. These comparisons emphasize C&P's housing development relative to its population but does not necessarily show that this is enough for demand of housing.

Over the last twenty years, England's housing stock has gone up by 19% compared to Cambridgeshire and Peterborough's stock, which has gone up by 29% as per the dwelling stock estimates from ONS live tables. Our housing delivery rate has been one of the highest in the country. An important factor for this metric is the underlying rate of population growth.

Target	Direction for Improvement	Current Period	Previous Period	Direction of Travel	Change in Performance	RAG Rating
TBC	↑	4.11	5.25	↓	-21.55%	Red

Metric Description

This metric measures the annual number of new housing completions per 1000 of the population in Cambridgeshire and Peterborough, offering insights into the relationship between housing development and population growth.

The data for this metric is sourced from the Office for National Statistics (ONS) Housebuilding: UK Permanent Dwellings Started and Completed by Local Authority dataset. The dataset provides comprehensive information on the number of new dwellings started and completed by local authority.

There is a limitation in using this metric. The metric does not consider other factors that might influence housing development, such as economic conditions, land availability, and planning regulations.


Dataset Link(s)

<https://cambridgeshireinsight.org.uk/planning/monitoring-housing-business-and-renewable-energy-development/>
<https://www.ons.gov.uk/peoplepopulationandcommunity/housing/datasets/housebuildingukpermanentdwellingsstartedandcompletedby>

Actions

Our constituent councils are responsible for setting housing targets and making allocations in their local plans. The Combined Authority is supporting delivery of new housing through its investment in transport infrastructure, and developing an Infrastructure Delivery Framework to identify solutions to combatting barriers to supplying sufficient water and energy for new homes plans. This will support developers to build new homes in Cambridgeshire and Peterborough.

Commentary

Cambridgeshire and Peterborough had 62 Local Super Output Areas (LSOAs) in the 20% most relatively deprived nationally in 2016 – six more than in 2015. Three are in Cambridge City, one more than 2015. Two are in Huntingdonshire, the same as 2015. Eleven are in Fenland, one less than in 2015, and of these, four are in the 10% most relatively deprived nationally. 46 are in Peterborough, six more than in 2015, and of these, 16 are in the 10% most deprived nationally, two less than in 2015. Neither East Cambridgeshire or South Cambridgeshire have any LSOAs in the top 20% most deprived nationally

The Indices of Multiple Deprivation are made up of seven different domains: Living Environment, Barrier to Housing, Crime, Health, Education, Employment and Income. These are added together and weighted accordingly to calculate the overall score of multiple deprivation. Using these, you can determine which domains are affecting the LSOAs or district the most in terms of levels of deprivation. The second graph below shows the Cambridgeshire and Peterborough breakdowns of these domains, showing the percentage of LSOAs in each decile nationally, for each domain. It shows that Cambridgeshire and Peterborough have Barriers to Housing as the region's worst scoring domain.

Target	Direction for Improvement	Current Period	Previous Period	Direction of Travel	Change in Performance	RAG Rating
TBC	↓	62	54	↑	12.90%	Red

Metric Description

The metric measures the number of LSOAs in the 20% most deprived nationally within Cambridgeshire and Peterborough. It draws data from the English Indices of Deprivation 2019, a dataset provided by the Ministry of Housing, Communities & Local Government. This metric highlights the variations in deprivation across different local authorities within the region, providing insights into areas with greater disparities and potential social inequalities.

There have been some changes to the IMD since 2010 such as changes to indicators used. Almost all of the indicators in the Indices of Deprivation 2015 have been updated with little or, at most, minor changes. There are a small number of new or modified indicators:

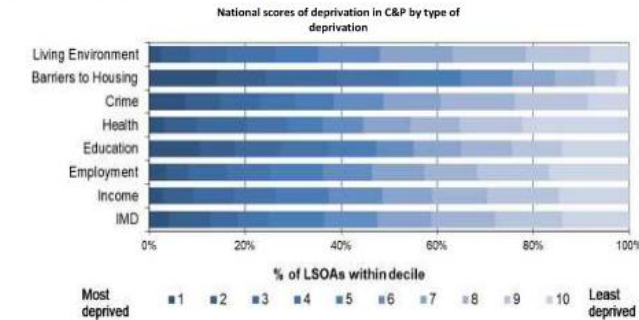
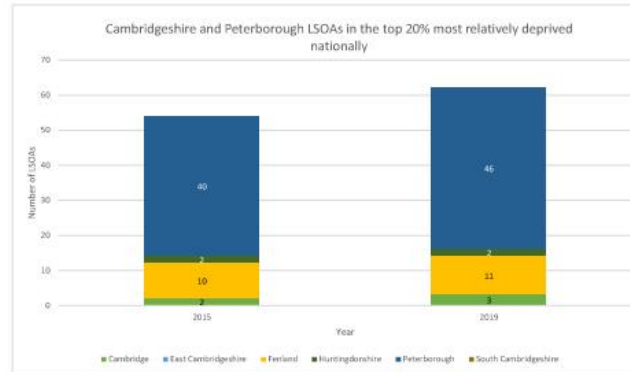
- two new indicators have been added due to the introduction of Universal Credit into the benefits system
- two indicators have been modified due to changes to the benefit system.

There have been no changes in the geographies used when compared to the 2015 IMD. These remain based on 2011 LSOAs.

Fortunately, the weightings of the indicator groups have remained the same since 2015.

There are some limitations to this metric. A limitation of this metric is that the latest reported data were from 2019. Please note the IMD cannot be used to:

1. Show how deprived a place is: IMD measures relative deprivation, and relative change.
2. Measure absolute change over time: scores are relative to each other and may not represent real change
3. Say how affluent a place is: Indicators identify aspects of deprivation, not affluence.
4. Identify deprived people: IMD measures relative deprivation of an area. Within every area there will be those who are deprived and those who are not.



Dataset Link(s)

https://view.officeapps.live.com/office/view.aspx?src=https%3A%2F%2Fassets.publishing.service.gov.uk%2Fgovernment%2Fuploads%2Fattachments%2Fattachment_data%2Ffile%2F339736%2Ffile_2_-_imd2019_domains_of_deprivation.xlsx&wOrigin=BROWSING

Actions

A key Combined Authority funded project that is tackling deprivation head-on is the University of Peterborough, which is entering Phase 3. Another programme is the Community Renewal Fund, which has targeted deprived communities including those in Fenland and Peterborough. Interventions include individuals skills training, business grants for internships and advice for business start-ups.

Commentary

The census data compares the proportion of individuals in Cambridgeshire and Peterborough with level 3, 4, and above qualifications in 2011 and 2021..

In 2011, 52.41% of the working-age population in Cambridgeshire and Peterborough held qualifications at level 3, 4, and above. Over the course of a decade, this figure saw a notable increase to 67.47% in 2021. This growth indicates a substantial improvement in the educational attainment of the working-age population within the region.

In 2011, the proportion of individuals with level 3, 4, and above qualifications was 52.41% in Cambridgeshire and Peterborough, while the national average for England was slightly lower at 49.75%. By 2021, both the region and the national average had risen significantly, with Cambridgeshire and Peterborough standing at 67.47%, still above the national average of 66.06%. This means that the proportion of individuals with level 3, 4, and above qualifications in Cambridgeshire and Peterborough grew by approximately 28.70% from 2011 to 2021. The data reveals a positive trend in educational attainment for the working-age population in Cambridgeshire and Peterborough, with consistent progress over the past decade. This could have significant implications for the region's workforce and economic development.

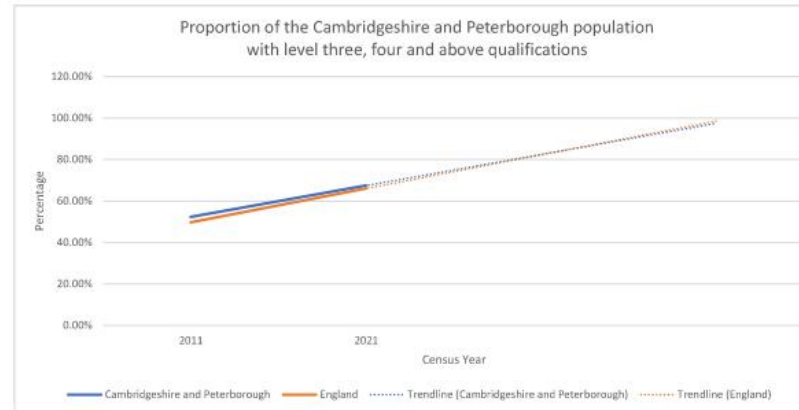
Target	Direction for Improvement	Current Period	Previous Period	Direction of Travel	Change in Performance	RAG Rating
TBC	↑	67.47%	52.41%	↑	15.06%	Green

Metric Description

This metric measures the percentage of individuals aged 16 to 64 within Cambridgeshire and Peterborough (C&P) who possess qualifications at level three, four and above. By measuring this metric, the C&P can provide valuable insights in educational attainment and skill level of the working-age population in C&P.

The data for this indicator is obtained from the Census 2011 and 2021 data specifically calculating data from the population by age and highest level of qualifications tables.

Limitations of this metric are changes in migration patterns or demographic shifts may influence the indicator over time, impacting the comparability of data across different periods. The data might not capture the quality and relevance of the qualifications, and some qualifications might not align with the National Qualifications Framework.


Dataset Link(s)

<https://www.ons.gov.uk/datasets/TS067/editions/2021/versions/3>
<https://www.ons.gov.uk/datasets/TS007/editions/2021/versions/3>

Actions

The CA is actively marketing Level 3 courses. As outlined in the Employment and Skills Strategy, the CA is committed to doubling Level 3 qualifications that we commission year on year. We continue to develop Level 3 Skills Bootcamps and have commissioned new courses in more sectors for this academic year. We're working with our partner training providers to ensure there is a comprehensive Level 3 offer for all our residents aligned to employer demand.

The development of ARU Peterborough ensures that provision is available at Level 4 and above in a HE cold spot where there was limited access to HE previously.

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Commentary

This presents data for both Cambridgeshire and Peterborough (C&P) and England across the years 2017 to 2021. In Cambridgeshire and Peterborough, the metric began in 2017 at 3928 achievements per 100,000 population. Subsequent years saw fluctuations, with a decline to 3400 in 2018. Notably, a significant drop occurred in 2019 to 2214, followed by a slight recovery in 2020 to 2297. However, in 2021, the metric decreased again to 2204. Comparatively, England's achievements commenced higher in 2017 at 4760, followed by decreases to 4419 in 2018 and 3453 in 2019. A small improvement occurred in 2020 to 3250, yet the trend continued downward to 3117 in 2021. This data reveals that both regions experienced fluctuations in further education and skills achievements. The data emphasises the evolving nature of educational accomplishments within both the local and national context over these years.

Target	Direction for Improvement	Current Period	Previous Period	Direction of Travel	Change in Performance	RAG Rating
TBC	↑	2204	2297	↓	-4.21%	Red

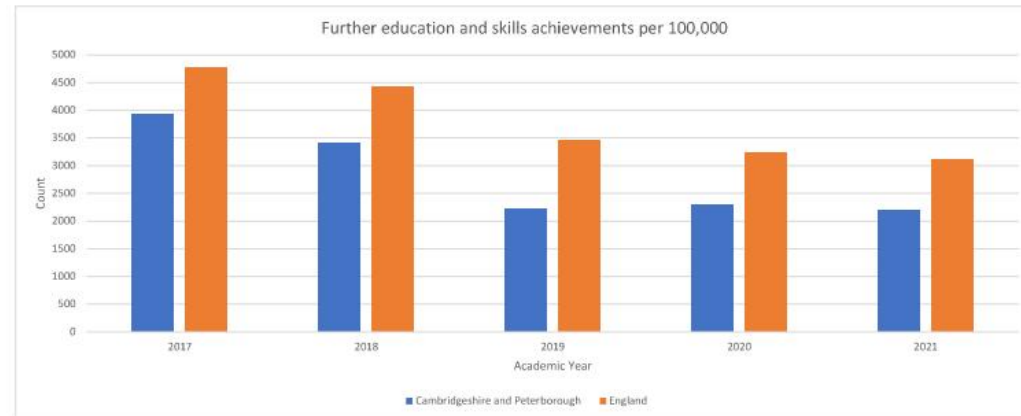
Metric Description

The metric measures the number of successful achievements in further education and skills training attained by individuals aged 19 and above, per 100,000 population within Cambridgeshire and Peterborough. This metric can be effective in evaluating the attainment of further education and skills qualifications among adult learners. It provides insights into the region's commitment to lifelong learning and workforce development, addressing skills gaps and promoting employability.

The data for this metric is collected from the Individualised Learner Record (ILR) by the Department for Education (DfE). The ILR contains detailed information about learners, their qualifications, and the courses they undertake.

There are a limitations to this metric. It focuses on the number of qualifications achieved and may not capture the quality or relevance of the qualifications obtained. Due to the aggregated measure, it does not account for variations in the types of skills and courses completed, which could range from basic skills to advanced professional certifications. The data may not capture all adult learners, particularly those engaged in informal or non-accredited learning.

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Dataset Link(s)

<https://department-for-education.shinyapps.io/local-skills-dashboard/>

Actions

The CA is launching a new skills brokerage in January 2024, which will be a one-stop-shop for learners looking for courses. It will incorporate a new all-age careers service making advice accessible to all our residents.

We continue to work with all our partners to ensure provision is accessible to all. Our commissioning is targeted to communities in most need to tackle skills gaps and education deprivation.

We work closely with the Chamber of Commerce in the development of the local Skills Improvement Plan.

We continue to establish ourselves as a system leader within the skills landscape, working with the Department for Work and Pensions and other partners, to ensure best value and avoidance of duplication.

Commentary

From 2015 to 2021, total annual net carbon emissions in Cambridgeshire and Peterborough (C&P) declined from 7,021.0 ktCO₂ in 2015 to 6,371.9 ktCO₂ in 2021. This reduction reflects the efforts to curb carbon emissions. A dip in CO₂ emissions in 2020 and subsequent increase in 2021 was partly due to the effects of the Covid-19 pandemic. The total comprises distinct categories such as "Industry Total," "Commercial Total," "Public Sector Total," "Domestic Total," "Transport Total," "Land Use and Agriculture," "Agriculture Total," and "Waste Management Total." Each of these categories contributes to the overall trend observed in the total emissions. The declining CO₂ emissions signify progress towards net zero goals and highlight the impact of measures taken to mitigate carbon footprint.

Target	Direction for Improvement	Current Period	Previous Period	Direction of Travel	Change in Performance	RAG Rating
5674	↓	6372	5951	↑	6.61%	Red

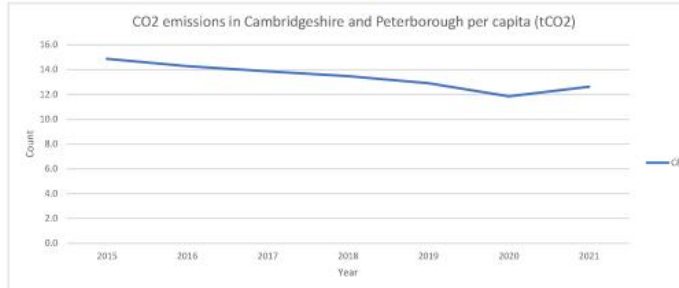
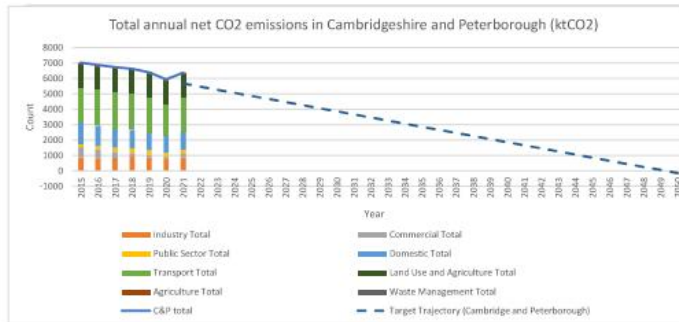
Metric Description

Analysing the total carbon dioxide emissions data is critical to assess the sustainability and the impacts of all activities in Cambridgeshire and Peterborough. These emissions are a result of various human activities, including energy production, transportation, industrial processes, land and residential activities. It helps to determine the extent to which the region is contributing to climate change and can be used to track progress in reducing emissions over time.

The data for this metric are sourced from the Department for Business, Energy & Industrial Strategy (BEIS). BEIS collects and compiles data from various sources, including emissions data reported by industries, energy providers and transportation sectors.

There are two targets to achieve net zero. The CPCA is committed to achieving net zero emissions of its own operations by 2030. As for the whole of C&P, the target to achieve net zero is 2050 and a target trajectory has been produced to outline the reductions required to reach this goal.

A limitation of this metric is that it measures CO₂ not CO₂ equivalent gases. Cambridgeshire and Peterborough's net zero by 2050 target is based on CO₂ equivalent gases. This metric will be developed further to achieve greater alignment with the target measure.



Dataset Link(s)

<https://www.gov.uk/government/collections/uk-local-authority-and-regional-greenhouse-gas-emissions-national-statistics>

Actions

The CA has a major convening role, including being the accountable body for the Greater South East Net Zero Hub and lead organisation for the Cambridgeshire and Peterborough Climate Partnership with an associated Climate Action Plan 2022-25. This is driving collaborative efforts to reduce emissions, such as supporting farmers to change land use and driving the roll out of electric vehicle charging points. The Combined Authority has directly invested in a number of climate projects including a Fund for Nature and retrofitting of care homes. A climate summit is planned for November 2023 to review the ongoing challenge of meeting the statutory responsibility of reaching net zero by 2050, and agree actions to accelerate improved performance.

Our main lever of direct impact is through our transport responsibilities. As Strategic Transport Authority we are bringing forward a refreshed Local Transport and Connectivity Plan with an emphasis on active travel, reduction in fossil fuel use and supporting the public transport network, including a bus reform programme.

Another area of focus is retrofit. Cambridgeshire Action on Energy Partnership will be deploying £10m of funding for retrofitting domestic properties and the CA is commissioning retrofit skills training opportunities.

Commentary

In 2015, Cambridgeshire and Peterborough's (C&P) total CO2 emissions from transport stood at 2,218 ktCO2. From 2016 to 2018, CO2 emissions increased reaching a peak of 2,360 ktCO2 in 2017. In 2019, emissions experienced a minor dip to 2,289 ktCO2, and this trend continued into 2020, dropping further to 2,012 ktCO2. Notably, 2020's value was significantly lower than pre-2020 levels, likely influenced by the Covid-19 pandemic and related restrictions. However, in 2021, CO2 emissions increased to 2,189 ktCO2. This level remains lower than the pre-pandemic peak of 2,360 ktCO2 in 2017, indicating that while some increase was observed, emissions have not fully reverted to prior levels.

A closer examination of the data also reveals sector-specific contributions to CO2 emissions. Road transport, encompassing A roads, motorways, and minor roads, constitutes a major portion of emissions. Among these, A roads have consistently contributed the most CO2 emissions. Diesel railways and 'Other' transport segments also contribute to the overall emissions profile.

Target	Direction for Improvement	Current Period	Previous Period	Direction of Travel	Change in Performance	RAG Rating
TBC	↓	2,189	1,947	↑	11.04%	Red

Metric Description

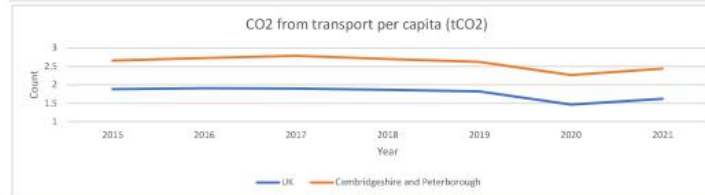
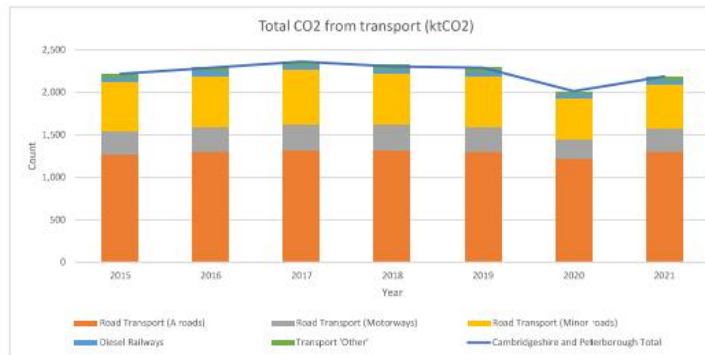
Total CO2 from transport for Cambridgeshire and Peterborough monitors the environmental impacts of transport in the region.

Transportation is a significant contributor to greenhouse gas emissions, particularly CO2. By reporting on the Total CO2 from Transport, the CA can assess and communicate the environmental impact of transportation activities.

This information is crucial for understanding the scale of emissions and taking appropriate measures to mitigate and reduce them. From this, CO2 emissions from transport in C&P can be compared with national averages

The data for this indicator is from the Department for Business, Energy & Industrial Strategy (BEIS). The transport CO2 is categorised into road transport (A roads, motorways, minor roads), diesel railways and other transport.

A limitation of the data is that there is a lag in the reporting of data as the latest data is from 2021.



Dataset Link(s)

<https://www.gov.uk/government/statistics/uk-local-authority-and-regional-greenhouse-gas-emissions-national-statistics-2005-to-2021>

Actions

The forthcoming Bus Network Review will improve bus services and CO2 emissions.
 The roll out of electric vehicle charging will support more people to use electric vehicles.
 Improvements to pedestrian and cycle paths will increase opportunities for walking and cycling.
 We are campaigning for rail investment, including an upgrade to Ely rail junction that will enable movement of heavy goods to shift from road to rail.

Measures to address transport-related emissions further could include promoting public transportation, encouraging the use of electric or low-emission vehicles, enhancing cycling infrastructure, and supporting telecommuting and other sustainable mobility options. By continuing to focus on reducing CO2 emissions from transport, the CPCA can contribute to mitigating climate change and improving air quality, leading to a greener, more sustainable future for the region and achieve net zero targets.

Commentary

The time series data highlights the trend of fuel poverty in Cambridgeshire and Peterborough (C&P) from 2015 to 2021. In 2015, C&P's fuel poverty rate stood at 7.60%. This rate experienced a sudden increase to 9.56% in 2016, followed by a slight uptick to 9.70% in 2017. Subsequently, the rate remained relatively steady, with a decrease to 9.50% in 2018. A significant surge in fuel poverty was observed in 2019, with the rate increasing to 13.40%, marking a considerable change from the preceding years and reaching the national average. 2020 to 2021 exhibited a downward trend, with a decrease to 12.90% in 2020, and a further decline to 11.70% in 2021. Comparatively, the fuel poverty rate in C&P was generally lower than the England average throughout this period. The data reflects fluctuations in the percentage of households experiencing fuel poverty in the region. This trend underlines the importance of consistent efforts to address energy equity and provide support to vulnerable households.

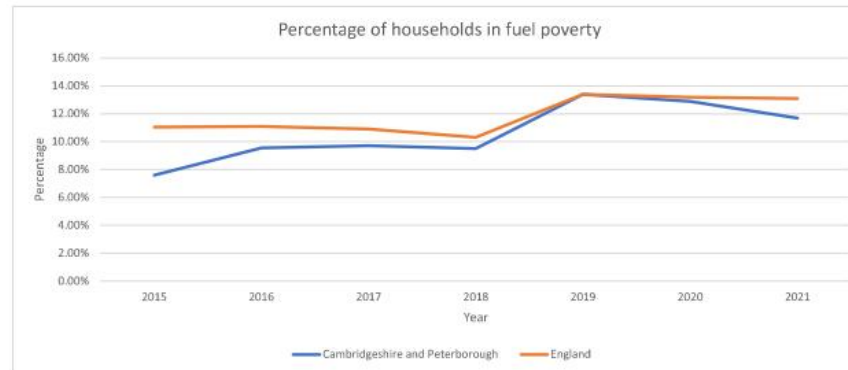
Target	Direction for Improvement	Current Period	Previous Period	Direction of Travel	Change in Performance	RAG Rating
TBC	↓	11.70%	12.90%	↓	-1.20%	Green

Metric Description

This metric measures the proportion of households within Cambridgeshire and Peterborough that are experiencing fuel poverty. Fuel poverty is defined as a situation where a household is unable to afford adequate heating to maintain a comfortable and healthy living environment, often due to high energy costs and low household income. This metric is crucial for assessing the level of energy affordability and the well-being of households in C&P. Monitoring the percentage of households in fuel poverty helps identify vulnerable communities and target interventions to address energy affordability issues.

The data for this metric is collected by the Department for Business, Energy & Industrial Strategy (BEIS) and the Department for Energy Security and Net Zero. Data is sourced through the English Housing Survey (EHS) and energy consumption records.

The metric does not capture all factors contributing to energy affordability, such as variations in household size, energy efficiency of dwellings, and local energy prices



Dataset Link(s)

<https://www.gov.uk/government/statistics/fuel-poverty-detailed-tables-2023-2022-data>

Actions

The Combined Authority action on this metric is focussed on:
 Greater South East Net Zero Hub support for energy efficiency through homes retrofitting.
 Investment in local renewable energy generation, such as the Solar Energy Farm.
 Working with constituent councils to develop a Local Area Energy Plan (LEAP) for Cambridgeshire, alongside the LEAP that is already in place for Peterborough.

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Commentary

The data on the graph covers the years 2019 and 2021. In 2019, Cambridgeshire and Peterborough (C&P) had a nature-rich land rate of 11.50%. This means that approximately 11.50% of the total land area within the region contained diverse ecosystems, wildlife habitats, and protected natural areas. By 2021, there was a decrease in the proportion of nature-rich land in the region, with the rate declining to 10.50%.

We are looking into the data to understand this decrease.

Target	Direction for Improvement	Current Period	Previous Period	Direction of Travel	Change in Performance	RAG Rating
TBC	↑	10.50%	11.50%	↓	-1.00%	Red

Metric Description

This metric measures the percentage of land in Cambridgeshire and Peterborough that is classified as nature-rich. Nature-rich land refers to areas with diverse and thriving ecosystems, including natural habitats, biodiversity hotspots and protected areas that support a wide variety of plant and animal species.

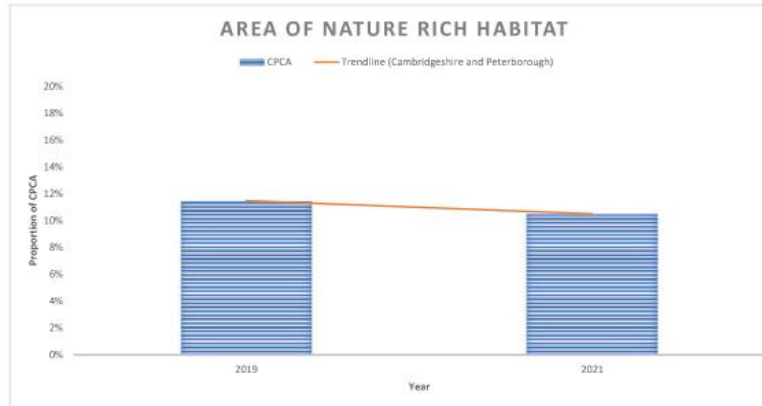
The data for this metric is sourced from the Cambridgeshire and Peterborough Parks Partnership's Natural Capital Assessment of Cambridgeshire and Peterborough. The measurement involves conducting assessments of designated nature reserves, wildlife sites, green spaces and other protected areas to estimate the total hectares of nature-rich land.

Data collection and assessment processes may not cover all natural habitats, leading to potential underrepresentation of nature-rich land.

External factors such as urbanisation, climate change and habitat degradation can influence the metric, requiring ongoing monitoring to identify changes in nature-rich land over time.

By focusing on enhancing and preserving nature-rich areas, the region can foster healthy ecosystems, protect valuable biodiversity and support sustainable land management practices to reach the Combined Authority's net zero targets.

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Dataset Link(s)

2019: <https://www.cperc.org.uk/downloads/Cambridgeshire%20habitat%20mapping%20-%20final%20report.pdf>

2021: <https://cpparkpartnership.org.uk/wp-content/uploads/2023/01/Cambridgeshire-Peterborough-natural-capital-report.pdf>

Actions

The Combined Authority has limited direct responsibility for the management of land. However, in 2023 the Combined Authority was given the new statutory responsibility to produce a Local Nature Recovery Strategy by 2025. This will be developed in partnership with Natural Cambridgeshire, incorporating many local environmental organisations, and will map existing areas of nature rich habitat and identify priorities for recovery and expansion. The Combined Authority also has a Fund for Nature as is investing in specific projects to increase biodiversity.

Understanding the reasons behind the decrease in nature-rich land and conducting comprehensive assessments of the region's ecosystems will aid in formulating targeted conservation plans. Collaborative efforts among governmental bodies, conservation organisations, and local communities are essential to promote sustainable land management practices and preserve the valuable biodiversity and ecosystem services.

Commentary

The graph depicts a fluctuating trend in the number of KSI casualties within Cambridgeshire and Peterborough (C&P) during the specified period. While commendable progress in reducing KSI casualties took place during 2018 to 2020, however the KSI count rose in 2021. This decrease in 2020 may be due to the effects of Covid-19 travel restrictions. The target set for 2030 from Vision Zero is 234 KSI casualties but the CA has calculated the trajectory of how this target can be achieved. This represents an ambitious goal for reducing road traffic accidents' severity. A linear trendline shows that current levels of progress may not be enough to reach the target by 2030. Continued implementation of road safety measures and interventions offer the chance to sustain the downward trend in KSI casualties and improve overall road safety in the area.

Target	Direction for Improvement	Current Period	Previous Period	Direction of Travel	Change in Performance	RAG Rating
353	↓	435	395	↑	9.20%	Red

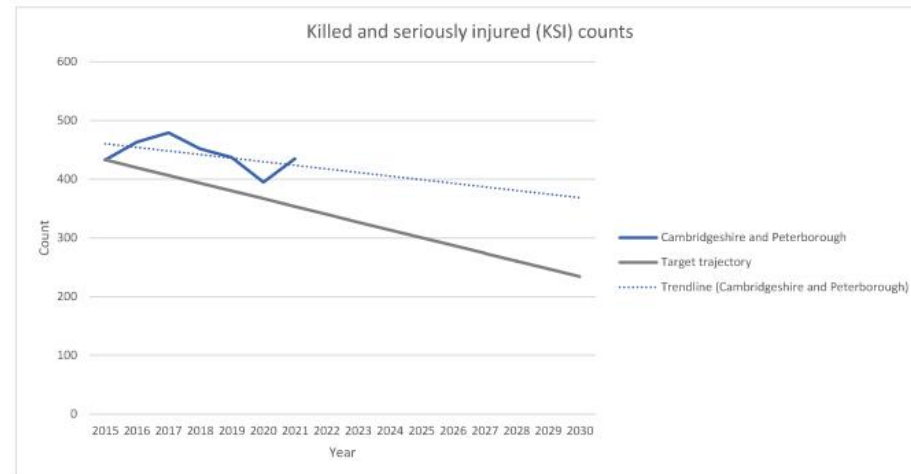
Metric Description

The KSI measure records the number of individuals who have been killed or seriously injured in road traffic accidents in Cambridgeshire and Peterborough. This measures progress towards creating a safe region that ensures the safety of all users of the road network.

The data for this metric is published by the Department for Transport's (DfT) national statistics on road accidents and casualties. The data is sourced from reporting agencies such as law enforcement, emergency services, and local authorities.

Limitations of this measure include the potential underreporting of incidents, subjectivity of injury severity classification, and reporting delays that may affect data accuracy and timeliness. Also, the metric focuses on KSI casualties and may not capture less severe injuries or property damage-only accidents. Despite these limitations, the KSI indicator remains a crucial indicator for identifying areas of improvement and implementing safety measures to reduce fatalities and serious injuries on the roads.

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Dataset Link(s)

<https://roadtraffic.dft.gov.uk/custom-downloads/road-accidents>

Actions

Commentary

The data provides insights into the mode share patterns within Cambridgeshire and Peterborough (C&P) from 2019 to 2021. The modes of transportation include walking, cycling, motorcycles (including mopeds, scooters and motor cycle combinations), cars, light goods vehicles (LGV), heavy goods vehicles (HGV), and buses. The sustainable mode share comprises walking, cycling, and bus usage. Observing the years from 2019 to 2021, we can identify notable trends and shifts.

Walking and cycling witnessed fluctuations over the years. Walking by the Cambridge City boundary, River Cam crossings and Market Towns in 2019 was the highest reaching its peak at 45,023 entries and exits. However, there was a significant drop in 2020, which can be linked to the Covid-19 pandemic. Cycling followed a similar trajectory, showing a high proportion of trips in 2019 before a dip in 2020, and then recovering in 2021 but has not recovered to pre-pandemic levels. Car usage remained dominant throughout the years, with a slight increase in the number of trips. Car travel continued to be the primary mode of transportation within the C&P region. Particularly in 2020, the proportion of car travel increased, due to the effects of Covid-19. Motorcycles and light goods vehicles usage displayed minor variations across the years, indicating relative stability in these modes.

Bus usage showcased fluctuations, showing an increase in 2019, and then a subsequent decrease in 2020. This might reflect changing preferences or external factors influencing public transportation. Sustainable mode share experienced fluctuations. There was a significant decline in 2020, potentially linked to the challenges of the pandemic. However, the sustainable mode share rebounded in 2021.

Overall, the data underscores the significance of car travel in the region while also highlighting efforts to promote sustainable transportation modes. Fluctuations in mode share may be influenced by various factors, such as infrastructure developments, economic conditions, and external events. The upward and downward shifts in sustainable mode share reveal the nature of transportation behavior and the ongoing need for policies that encourage eco-friendly modes of commuting.

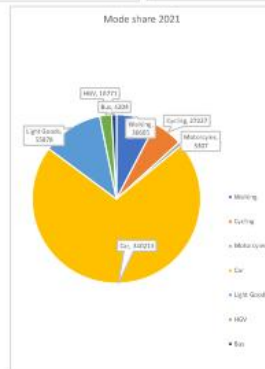
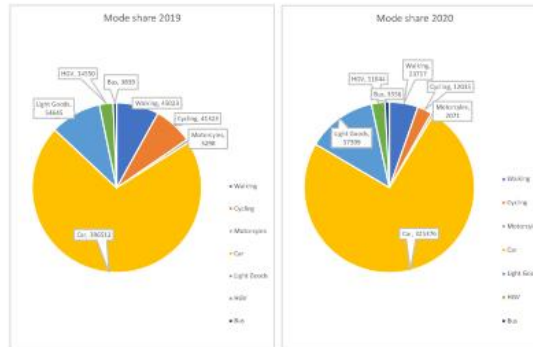
Target	Direction for Improvement	Current Period	Previous Period	Direction of Travel	Change in Performance	RAG Rating
TBC	↑	14.23%	9.03%	↑	5.20%	Green

Metric Description

This metric offers insights into the distribution of transportation modes used by individuals within Cambridgeshire and Peterborough. This metric analyzes the proportion of journeys undertaken by various modes of transportation, such as walking, cycling, public transport, motorcycles (including mopeds, scooters and motor cycle combinations), light goods, HGV and car usage. Data for this metric is sourced from the Cambridgeshire County Councils official road traffic data repository. The data is collected through sensors that capture movements entering leaving the Cambridge City boundary, River Cam crossings and Market Towns.

The performance recorded in this metric is the proportion of sustainable mode share in C&P. This includes, walking, cycling and bus travel.

While the metric provides a valuable snapshot of transportation preferences, it might not capture nuanced variations across different routes or purpose of travel. Additionally, it may not account for potential shifts in transportation behavior due to external factors such as special events or temporary circumstances. The data has a limitation of incompleteness since only Cambridge, East Cambridgeshire, Fenland and Huntingdonshire have reported data for this metric. Another limitation is that there are no specific mention of electric-powered transport modes in the data for example, electric scooters.



Dataset Link(s)

<https://www.cambridgeshire.gov.uk/data/road-traffic-data-and-cycle-counts-and-pathways/road-traffic-data>

Actions

The Combined Authority sets the strategic policy position - with the emerging Local Transport and Connectivity Plan establishing a baseline and a direction of travel for the organisation and partners. During the development of the Plan the Authority have been strong advocates in the use of sustainable transport modes. In addition, we have employed an Active Travel Lead who promotes behavioural change and assists in the development of funding bids for active travel modes and non-motorised modes. Due to the nature of this work - the outputs from this work (specifically in relation to modal shift) will take time to materialise.

Commentary

The goal is to reduce the number of waivers submitted over time. A decrease in waivers suggests that the Combined Authority's (CA) procurement processes are well-aligned with its needs, minimizing the requirement for exceptions and waivers. It signifies that the CA's contractual requirements are clear, comprehensive, and effectively address the unique needs of projects. A decrease in waivers also indicates improved efficiency and compliance with established procedures, reducing risks and potential delays in project execution.

The data reflects ongoing efforts to manage contract waivers while aiming for balance. In April 2022, both submitted and active waivers started at 0. From May 2022, some waivers emerged, showing an evolving focus. Active waivers increased gradually, demonstrating attention to contractual dynamics. By March 2023, a significant increase was seen, indicating responsive management. April 2023 showed a controlled number of active waivers, aligning with the goal. This data narrative showcases the commitment to manage contract waivers, aiming to minimize submissions while maintaining active waivers within reasonable limits.

Target	Direction for Improvement	Current Period	Previous Period	Direction of Travel	Change in Performance	RAG Rating
TBC	↓	1.00	3.00	↓	-67%	Green

Metric Description

Contract waivers refer to the formal granting of exceptions or relaxations from specified terms or obligations outlined in contractual agreements. These waivers are typically authorised by the Combined Authority to address specific circumstances that may arise during the implementation of projects. The waivers allow for deviations from contractual terms while ensuring that the overall commitments are upheld.

Tracking the number of contract waivers submitted provides valuable insights into the flexibility and adaptability of our procurement processes. It helps the CA identify areas where waivers are frequently requested and evaluate the effectiveness of our contractual requirements. By monitoring this metric, the CA can assess our ability to respond to unique circumstances and identify opportunities for streamlining the CA's procurement procedures.

The data for this metric is collected through the internal tracking system used by the procurement office. Whenever a waiver request is submitted, it is logged and recorded in the system. This enables the CA to accurately track the number of waivers submitted over a specific period.

It is also important to consider limitations of the metric. External factors such as changes in regulations and unforeseen circumstances can lead to the need of increasing waivers but does not necessarily indicative of contract management and performance issues.

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[Dataset Link \(s\)](#)

Actions

1. Work is currently being undertaken to establish a Single Assurance framework within the CA which will involve procurement from the beginning for business cases coming up, which then enables better planning and mitigates the need for waiver processes
2. After an external procurement audit review, an action plan is being developed to streamline procurement processes
3. Gateways processes, and a process map will be developed for officers as guidance on procurement processes
4. Training will be provided to officers once improvement work has been implemented and new implemented and processes are in place

Commentary

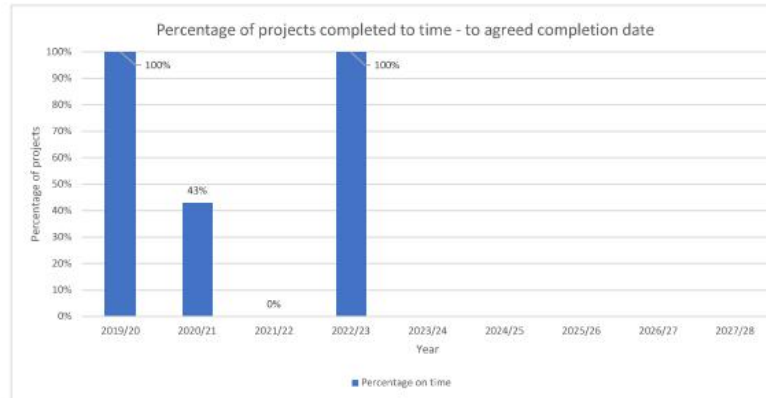
The data presented covers 2019/20 to 2023/24 to date. In 2019/20, the CPCA achieved 100% success rate in delivering projects on time. However, this was followed by a decline to 43% in 2020/21, reflecting a challenge in maintaining the same level of timeliness. The year 2021 saw a further reduction to 0%, although only a very small number of projects completed and the delays were within 6 months, but nevertheless indicating potential issues in project schedule. A positive shift occurred in 2022/23, as the CPCA regained a 100% success rate in on-time project delivery. The 2023/4 data is currently at 0% as of August 2023, however underperformance only relates to one project and it was caused by supplier delays to the delivery of electric buses (outside our control). The trajectory indicates the region's aim to consistently improve and eventually attain a 100% success rate in project timeliness.

Target	Direction for Improvement	Current Period	Previous Period	Direction of Travel	Change in Performance	RAG Rating
100%	→	100%	0%	↑	100%	Green

Metric Description

This metric evaluates the timeliness of project completions within the Combined Authority (CA). This metric relies on data recorded by the Programme Management Office. It offers insight into the organisation's project management efficiency, reflecting the proportion of projects that adhere to their scheduled timelines.

While the metric provides a valuable indicator of project management effectiveness, it may not capture the complexities that can affect project schedules. Factors beyond control, such as unexpected external influences or changes in project scope, can impact the accuracy of this metric. Moreover, the metric doesn't provide a detailed view of the reasons behind potential delays, limiting its ability to convey the full context of project outcomes.



Financial year	Projects completed	Projects on time - agreed
2019/20	1	1
2020/21	7	3
2021/22	4	0
2022/23	2	2

Dataset Link(s)

Actions

Further work is planned on reporting which will allow greater scrutiny of which projects are on track and off track. Improvements to performance and an embedded change control process will also support with this.

Commentary

Data presented on a monthly basis for a four-month time series shows a small declining trend in website accessibility. At the end of Q4 2023/24 (March23), the score was 83%. This had slightly fallen to 82% by May 2023 and was unchanged at the end of Q1 2023/24 (June23).

Target	Direction for Improvement	Current Period	Previous Period	Direction of Travel	Change in Performance	RAG Rating
TBC	↑	82%	82%	→	0%	Amber

Metric Description

This measures the level of accessibility of the Combined Authority's (CA) website to individuals with disabilities. This indicator demonstrates the CA's efforts to ensure that its website is accessible to all individuals, including those with visual, auditory, cognitive, or mobility impairments. It promotes equal access to information, services, and opportunities, and reflects the authority's commitment to inclusivity and meeting legal requirements related to accessibility.

Making our website easy for everyone to use and understand means that we can be as open and transparent as possible. We are working on ensuring full compatibility with established accessibility standards: Web Content Accessibility Guidelines (WCAG 2.1). Assessment of WCAG compliance can be very qualitative, so we use the assessment tool SilkTide, which specialises in accessibility best practice for local authority websites.

While the accessibility score is a useful indicator, it may not capture the full user experience of individuals with disabilities. User feedback and real-world testing by individuals with diverse disabilities can provide valuable insights beyond automated assessments. Additionally, as technology and accessibility standards evolve, it is important to regularly update the evaluation criteria and adapt to emerging accessibility requirements.



Dataset Links(s)

<https://cambridgeshirepeterborough-ca.gov.uk/wcag-2.1-guidelines>
<https://www.gov.uk/service-manual/helping-people-to-use-your-service/understanding-wcag#meeting-government-accessibility-requirements>

Actions

Our website is large, and challenges such as the separate hosting of the meeting section via CMIS and the large number of PDFs and other documents that we must host mean that technical accessibility issues are an ongoing challenge. Our web developers are working through these on our behalf, as this technical resource does not exist inhouse. As this progresses our accessibility rating is anticipated to rise.

Commentary

The Data Protection course was introduced to staff on 1 September 2021 and the Information Security course introduced in September 2022. Employees complete the courses when they join the CPCA (or when the course was first introduced for staff already in post) and then again on the anniversary of completion of the previous year's courses. October 2022 is low because this was when the Information Security course was first introduced and not many had completed the course. The percentage who have completed the courses then increased in November and December.

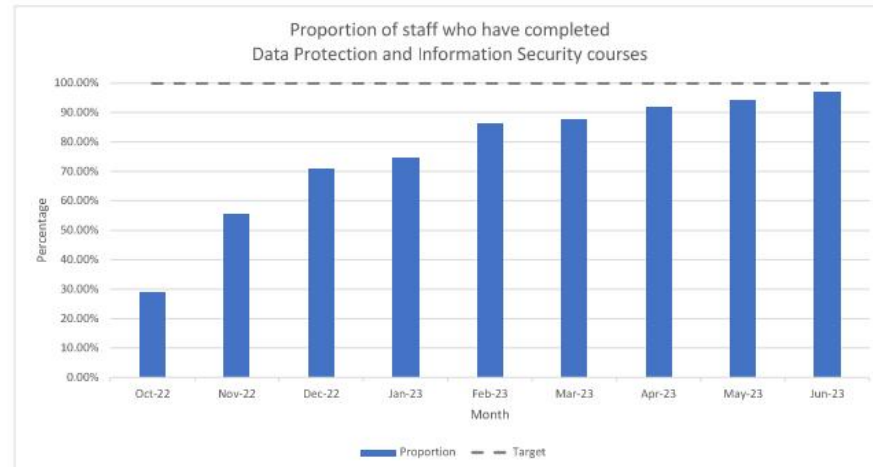
The aim is to ensure that all staff (temporary/permanent/contractors/interims) complete the mandatory Data Protection and Information Security courses within their first week of employment with the CPCA. The completion of the course indicates that staff are carrying out the training. The quiz at the end of the course indicates that the person understands the training provided. It does not, however, indicate the effectiveness of the training in everyday work or changing of behaviours.

Target	Direction for Improvement	Current Period	Previous Period	Direction of Travel	Change in Performance	RAG Rating
100%	↑	96.9%	94.0%	↑	2.9%	Green

Metric Description

This indicator measure the percentages of staff within the Combined Authority (CA) who have successfully completed Data Protection and Information Security courses. The metric reflects the level of training and awareness among employees regarding data protection practices and information security protocols. It provides insights into the organisation's ability to safeguard sensitive data and mitigate risks associated with data breaches or unauthorised access. By monitoring the completion rates, the CA can assess the effectiveness of training initiatives and overall compliance with data protection regulations and information security best practice. As for the data, the data starts from October 2022 because this was the first time the information security course has been introduced.

There are limitations within this indicator. The completion of courses does not necessarily indicate the effectiveness of the training in enhancing employees' knowledge or changing their behaviors. Additional metrics, such as post-training assessments or real-world performance indicators, may be needed to evaluate the impact of the training on staff's data protection and information security practices.



Dataset Link(s)

Actions

Regular communication to be sent out to staff as reminders of Data Protection/Information Security course requirements. Regular spot checks on the office to take place eg make sure that confidential papers are not left on desks, check photocopier for left papers, ensure that screens are locked. Devise a quiz to go on staff newsletter.

Commentary

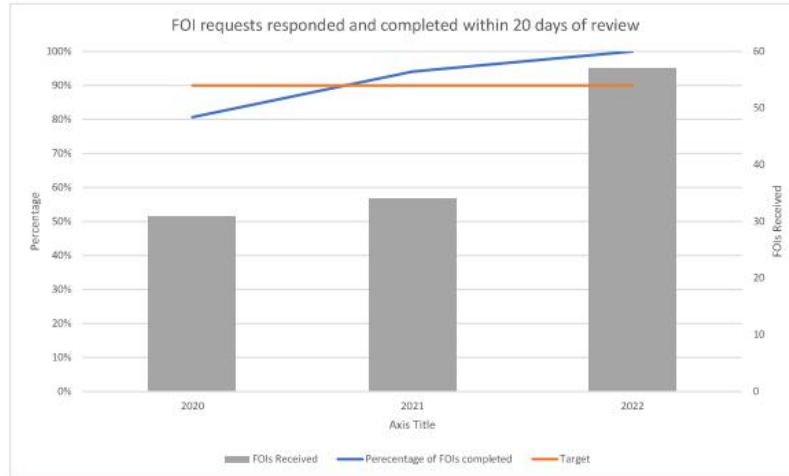
The aim is for 90% or above of requests to be completed within the statutory 20 days. However, it should be noted that there is a provision within the FOI/EIRs Acts for extensions to be applied. In 2020, the 90% was not achieved but some of the reasons were for extensions to be considered under the public interest test.

Target	Direction for Improvement	Current Period	Previous Period	Direction of Travel	Change in Performance	RAG Rating
90%	↑	100%	94%	↑	6%	Green

Metric Description

This metric measures the efficiency of the Combined Authority (CA) in responding to and completing Freedom of Information (FOI) requests within a timeframe of 20 days from the date of review. FOI requests are an important aspect of transparency and accountability, allowing the public and stakeholders to access information held by the CA. Responding to and completing FOI requests within the prescribed timeframe demonstrates the CA's commitment to open governance and timely provision of information. Achieving 90% of requests completed within 20 days is the standard for the ICO and the CA have used this as a target and show effective practice.

There is a limitation in measuring this metric. FOI requests can vary significantly in complexity and scope, ranging from simple inquiries to extensive data or document requests. The metric does not differentiate between the complexity or size of requests, potentially leading to an oversimplified assessment of performance. Some requests may require more time and resources to fulfill, which may not be reflected in the metric.



Year	2020	2021	2022	
FOIs completed		80.65%	94.12%	100.00%
Target		90.00%	90.00%	90.00%
Received		31	34	57
Over 20 days		6	2	0

Dataset Link(s)

Actions

To continue achieving the 90% target, the CA will make sure that all staff comply with the deadlines set for responding.

Commentary

Growth has been positive but has also been impacted by a number of economic factors including COVID, Brexit and the current slow down nationally in growth and the cost of living crisis. The CA has seen real resilience within the projects we support which continue to perform well and deliver their outcomes. The job totals are cumulative figures.

Target	Direction for Improvement	Current Period	Previous Period	Direction of Travel	Change in Performance	RAG Rating
6,835	↑	11,972	7,711	↑	36%	Green

Metric Description

This metric allows the Combined Authority (CA) to track and evaluate the economic effectiveness of the authority's investments in job creation and support within the region.

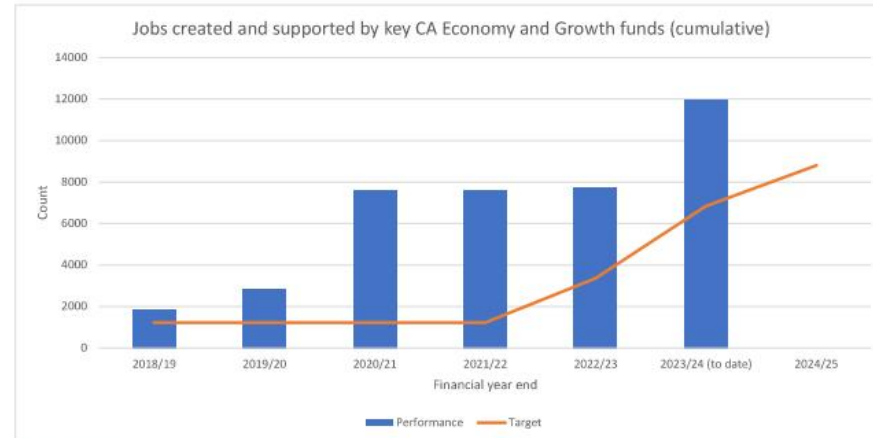
Data for this metric is collected through monitoring and reporting systems that track the direct and indirect employment outcomes for the following Economy and Growth Funds on a quarterly basis:

- Local Growth Fund
- Getting Building Fund
- Recycled Local Growth Fund
- Community Renewal Fund
- Shared Prosperity Fund

This data provides the CA with a comprehensive understanding of the job creation and support facilitated by its investments, enabling the authority to assess its contribution to regional economic growth and employment opportunities.

There is a limitation that the jobs created and supported does not show the full picture of how CA projects funded by other funds directly or indirectly create jobs. These funds are not the only way the CA create jobs as other programmes in different directorates can also influence job creation but not recorded here.

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Dataset Link(s)

Link to E&G Implementation Plan

<https://cambridgeshirepeterborough.sharepoint.com/:w/s/ChiefExecutiveOffice-03PolicyAndStrategy/Ef4OTfckNBjGgO-yPAYIOIUBxZjgEau5fKkyHCeRtiNM7g?e=hl8kt>

Actions

Monitoring of the economic picture and funded projects will continue.

Development of the online performance management reporting system within the Economy & Growth Directorate is ongoing. Trials will start June 2023.

Commentary

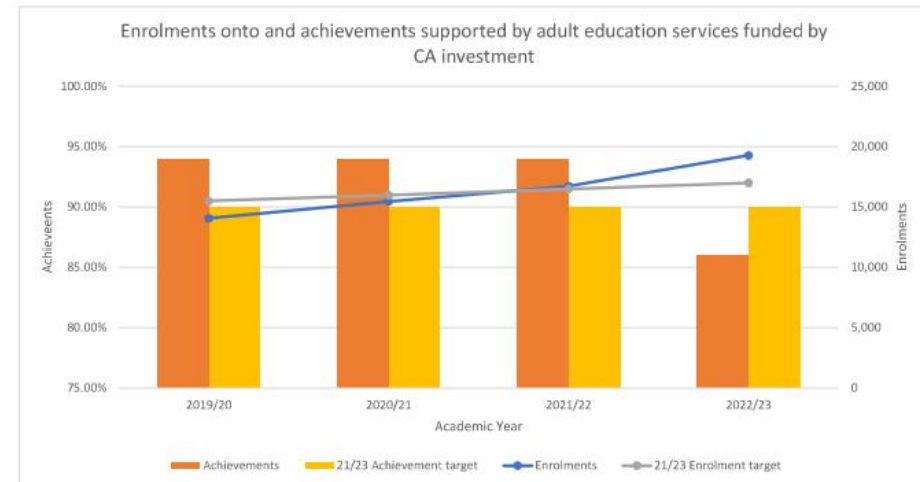
In 2019/20 and 2020/21, the national lock-downs due to the Covid-19 Pandemic meant that colleges and training centres were closed. While delivery transitioned online, enrolments were below pre-pandemic levels. During the 2021/22 academic year, performance greatly improved with an 8% increase in enrolments and participation. Mid-year data for 2022/23 shows an upward trajectory, with a 19% increase in enrolments compared to the same period last year.

Target	Direction for Improvement	Current Period	Previous Period	Direction of Travel	Change in Performance	RAG Rating
17,000	↑	19,285	16,740	↑	13.20%	Green

Metric Description

This metric tracks the number of individuals enrolling in adult education services and their subsequent accomplishments, such as completion of courses, attainment of certifications, or improvement in relevant skills. This KPI provides the Combined Authority with valuable insights into the reach and impact of the funded programmes, helping assess ability to support and empower individuals in their pursuit of education and professional growth.

The data is shown through as academic years, with a combination of enrolments and achievements along with targets starting from 2021/22. The current period performance is also to date and to be put in consideration when examining the data.



Dataset Link(s)

Actions

1. Continue to focus on improving CPCA internal business processes and compliance.
2. Continue to build and strengthen CPCA contract management capability.
3. Focus on improving data quality and tracking outcomes.

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Commentary

The number of apprenticeships created has grown steadily in the reporting period. At the end of December 2022, the cumulative total since programme start was 317. At the end of Q1 2024/25 (June) this had risen to 470. However, this growth rate is lower than planned.

Recent macro-economic and labour market conditions have compounded barriers already known to exist in the uptake of apprenticeships. Across England for 2022/23 Apprenticeship starts were down by 4.1% to 195,600 compared to 203,990 reported for the same period in the previous year.

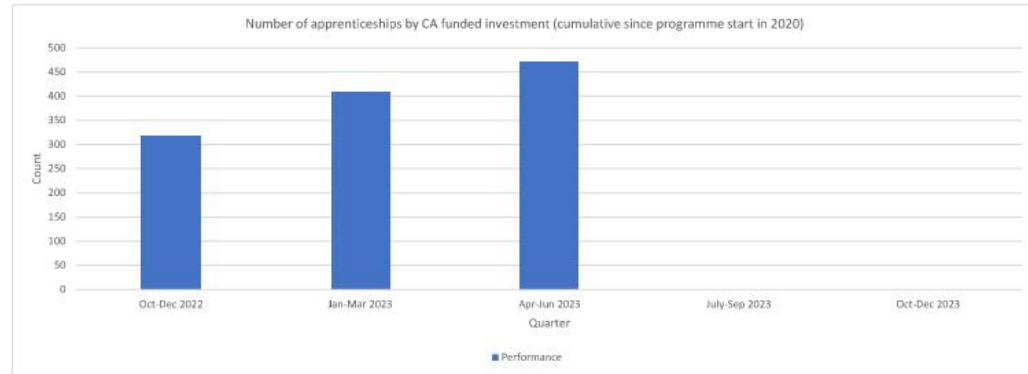
Target	Direction for Improvement	Current Period	Previous Period	Direction of Travel	Change in Performance	RAG Rating
950	↑	470	408	↑	13.19%	Green

Metric Description

This metric reflects the Combined Authority's (CA) commitment to promoting skills development, fostering employment opportunities and supporting the growth of a skilled workforce.

The count of apprenticeships created is determined by tracking the number of apprenticeship starts that are directly funded or facilitated through Investments made by the combined authority. Specifically the data that is collected and reported by Growth Works is contained within the report. Further Apprenticeships are also created within projects or initiatives receiving financial support or incentives from the combined authority.

It is important to consider the limitations of the metric for improvement. By having a numbers of apprenticeship, geographical considerations should also noted. The distributions of where these apprenticeships are taking place in the CA region will be helpful in improving the provision and targeting the regions where the service is needed.



Dataset Link(s)

Actions

Growth Works with Skills have been tasked with a number of actions to increase the additionality of Apprenticeship provision in the area. This includes:

1. Working with the NHS & Public Sector to increase capability and influence creation of more Apprenticeships
2. Focus on the Manufacturing sector to support the development of technical skills leading to engineering as a progression route will support the much-needed boost to capability in manufacturing and engineering organisations.
3. Closer work with Schools, Colleges and Universities . As levy payers, these institutes have a high numbers of people and yet struggle to recruit. Apprenticeships provide an ideal solution to attract, train and retain both academic and professional staff.
4. Life Sciences & Digital companies require a broad range of skills, from laboratory technicians, data analysts and digital technology professionals to sales and business administration. The volumes are not necessarily high, but the importance of embedding a culture of apprenticeship training in life sciences & digital cannot be understated for the sustainability of employment for local people in this industry.
5. Foundation sectors – hospitality, retail and other sectors with high volume recruitment could benefit from a more structured approach to their people development. Apprenticeships provide a good opportunity for sectors that frequently employ seasonal or transient workers to actively invest in staff and create career pathways.

Commentary

LAD3 is expected to complete retrofit of homes by end of September 2023 with final scheme closure following. It is currently delivering approximately to target from the Managed Closure agreed with DESNZ. HUG1 has been a difficult scheme to deliver within the scheme rules and cost caps with many homes found to be undeliverable due to these and other issues such as difficulties in providing ventilation to the required standard. HUG1 is expected to complete retrofit of homes by end of March 2023, with a small number of exceptional installations agreed with DESNZ for installation by end of May 2023, with final scheme closure following, as reflected in the target. The RAG rating of the GSEZNH delivery currently with DESNZ is Amber reflecting this delivery performance.

There was previously Local Authority Delivery phase 2 (LAD2) which reported 2,684 homes retrofitted and total spend of £21.3million in its final scheme closure which completed in February 2023 with BEIS. This scheme included local authorities within CPCA within the 136 covered by the GSEZNH delivery.

Funding was secured from Home Upgrade Grant phase 2 (HUG2) of £81.4million for retrofit of an estimated 3,845 homes awarded by DESNZ for delivery from April 2023 through to March 2025. The delivery is currently mobilising with no homes retrofitted yet.

	Target	Direction for Improvement	Current Period	Previous Period	Direction of Travel	Change in Performance	RAG Rating
LAD3	2,966	↑	2,699	2257	↑	16.38%	Green
HUG1	377	↓	442	470	↓	-6.33%	Green

Metric Description

This indicator measures the cumulative count of homes that have completed retrofit aimed at improving energy efficiency, through schemes led by the Greater South East Net Zero Hub (GSEZNH). The purpose of retrofit is to raise the energy efficiency ratings of low income and low EPC rated homes (those rated D, E, F or G) and also support low-income households with the transition to low-carbon heating. The Department for Energy Security & Net Zero (DESNZ) and the GSEZNH expect retrofit to result in:

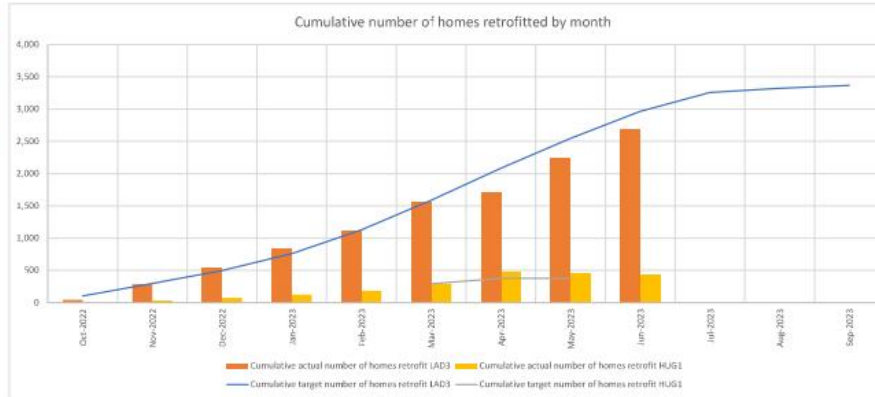
- Tackle fuel poverty by increasing low-income homes' energy efficiency rating while reducing their energy bills – a key principle of the 2021 fuel poverty strategy; Sustainable Warmth: Protecting Vulnerable Households in England.
 - Deliver cost-effective carbon savings to carbon budgets and progress towards the UK's target for net zero by 2050.
 - Deploy low carbon heating, supporting the transition away from fossil fuel-based heating and supporting supply chain growth of the clean heating sector.
 - Support clean growth and ensure homes are thermally comfortable, efficient, with a reduced impact on the environment and well-adapted to climate change.
 - Support economic resilience and a green recovery in response to the economic impacts of Covid-19.
 - Deliver better quality, safer, more energy efficient homes in rural areas.
- This reflects the CA's commitment to sustainability and its efforts to mitigate climate change.

There are currently two live schemes led by the GSEZNH reporting retrofits of properties: Local Authority Delivery phase 3 (LAD3) and Home Upgrade Grant phase 1 (HUG1). LAD3 treats homes which use mains gas to heat them and HUG1 treats homes off mains gas. Updated targets for both LAD3 and HUG1 were agreed with DESNZ in March 2023 through the Managed Closure process which are presented here together with the actual cumulative number of homes which have completed a retrofit installation, by month.

The GSEZNH was set up to support the Local Enterprise Partnerships in the Greater South East region, and to work with them, their local authority members and the wider public sector, to accelerate the development of local energy projects. The CPCA is the Accountable Body for the GSEZNH. The Accountable Body is the employer of the GSEZNH operations team and responsible for the grant provided to the GSEZNH by the DESNZ.

Currently CPCA area local authorities are not included in LAD3, HUG1 or HUG2 delivery led by the GSEZNH being in other consortia, while those local authorities within GSEZNH delivery vary by scheme and are from across the GSEZNH area.

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Dataset Link(s)

<https://www.gov.uk/government/publications/apply-for-the-sustainable-warmth-competition>
<https://www.gov.uk/government/publications/home-upgrade-grant-phase-2>
<https://www.gov.uk/government/statistics/green-homes-grant-local-authority-delivery-lad-and-home-upgrade-grant-hug-release-may-2023>

Actions

- Complete closeout of HUG1 scheme.
- Continue delivery of retrofit in homes through LAD3 scheme.
- Continue to mobilise delivery of HUG2 scheme.

Commentary

In 2020, the region had a broadband availability of 23%, slightly below the national average of 25%. However, in 2021, there was a significant increase in availability to 38%, surpassing the England average of 46%. This notable improvement indicates the region's efforts to enhance digital connectivity. Moving forward, the performance continued upward in 2022, with both the region and England at 71%, aligning in availability. The target for 2025 has been set to 85% by government and the Combined Authority calculated the target trajectory to reach the 85% target. Looking at the notable increase of gigabit broad in C&P from 2020 to 2022, C&P is looking to achieve the 85% target earlier than 2025.

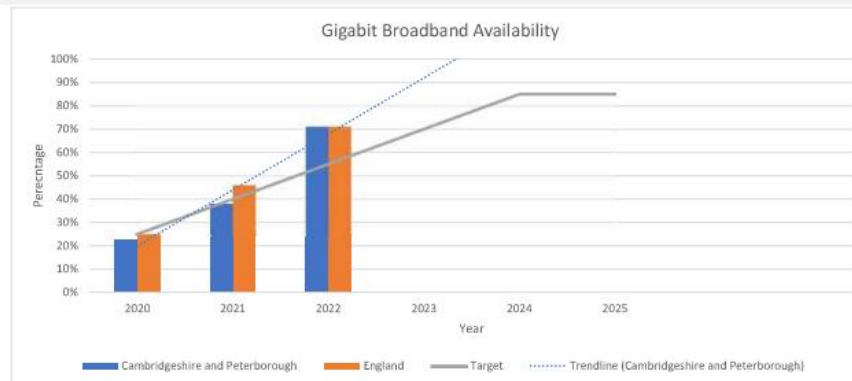
This data showcases the considerable progress made by Cambridgeshire and Peterborough, notably outpacing the England average in recent years. The upward trend indicates proactive measures to enhance digital infrastructure, bringing improved connectivity to the region's residents.

Target	Direction for Improvement	Current Period	Previous Period	Direction of Travel	Change in Performance	RAG Rating
55%	↑	71%	38%	↑	33%	Green

Metric Description

This metric assesses the accessibility and coverage of broadband internet services within Cambridgeshire and Peterborough (C&P). This metric utilises data sourced from the Ofcom Connected Nations Annual Reports. It provides insights into the extent of broadband infrastructure and coverage, aiding in evaluating the region's digital connectivity and potential disparities in access to high-speed internet services.

While the metric offers valuable insights into coverage, it's important to recognize that availability data might not encompass the quality and consistency of broadband services. Moreover, reported availability might not align precisely with real-world experiences in certain instances, potentially leading to a partial view of the actual digital connectivity landscape.


Dataset Link(s)

<https://www.ofcom.org.uk/research-and-data/multi-sector-research/infrastructure-research/connected-nations-2022/data>
<https://researchbriefings.files.parliament.uk/documents/CBP-8392/CBP-8392.pdf>

Actions

Commentary

In January 2023, the recorded percentage of staff feeling valued was 42.55%, below the target of 65%. The subsequent data point, observed in June 2023, reflects a significant improvement, with the percentage of staff feeling valued rising to 58.33%. Despite this progress, the percentage still remains below the desired target, indicating the continued necessity for initiatives that bolster employee satisfaction and perceived value.

Target	Direction for Improvement	Current Period	Previous Period	Direction of Travel	Change In Performance	RAG Rating
65%	↑	58.33%	42.55%	↑	15.78%	Green

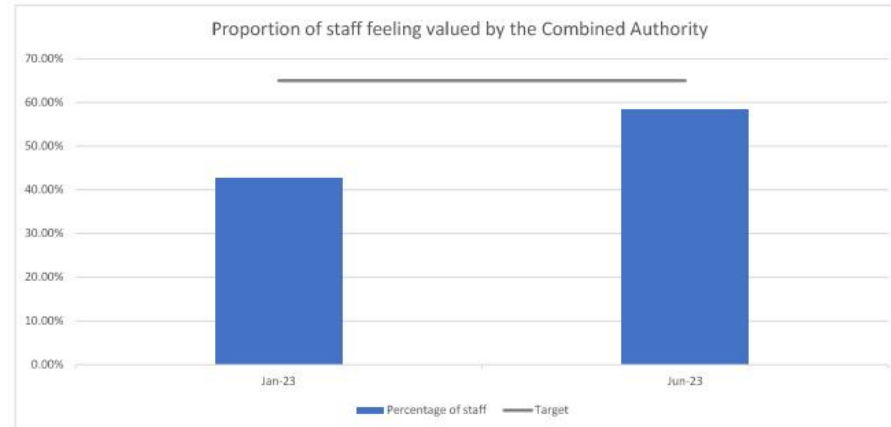
Metric Description

This metric assesses the extent to which employees within the Combined Authority feel valued within their work environment. It measures the percentage of staff members who report feeling valued based on responses collected through the staff survey. The survey collects anonymous feedback from employees regarding their workplace experiences, including aspects related to job satisfaction, engagement, and organisational culture.

The data points on the graph draw on data collected from responses to Question 10 of the survey. This question evaluates the extent to which employees feel valued, with ratings of 4 or 5 on a scale of 1 to 5 indicating a positive perception of being valued. The goal of attaining a 65% level of staff feeling valued aligns with the overarching objective of fostering a workplace culture that prioritises employee well-being and recognises their contributions.

One key limitation of this metric is that it relies on voluntary participation in the staff survey. If not all staff members participate, the calculated proportion might not fully represent the sentiment of the entire workforce. Additionally, the metric does not provide insights into specific factors contributing to staff members' perceptions of feeling valued, which requires further qualitative analysis.

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Dataset Link(s)
Actions

The improvement in this factor can be attributed to a number of improvements that have been made and that will evolve and be added to. For example we continue to build a suite of family focussed employment policies, embed the organisation's values and behaviours, improve employee engagement and communication, invest in the learning and development of staff and improve management and leadership capabilities.

Commentary

As at the end of July, the percentage of budget expected to be spent is 91%, compared with the 93% indicated in June.
Of the variance, more than 2/3 is revenue, with only 1/3 capital.

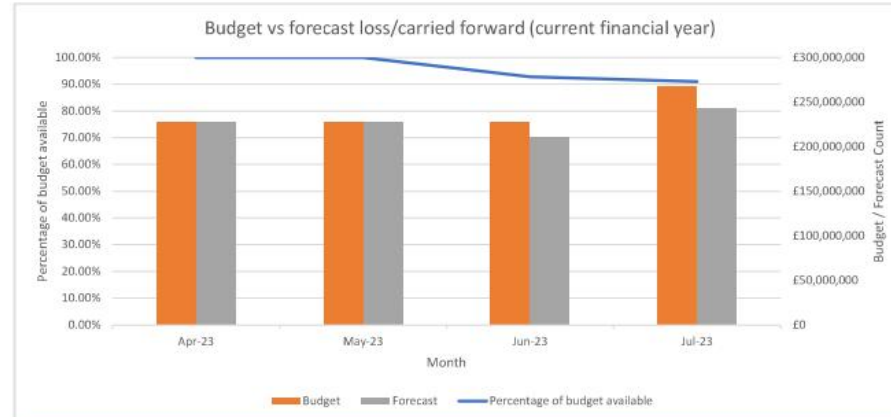
Target	Direction for Improvement	Current Period	Previous Period	Direction of Travel	Change in Performance	RAG Rating
TBC	↑	91%	93%	↓	-2%	Red

Metric Description

The metric represents the percentage of the total budget agreed at MTFP (including increase during the year) that has been forecasted to be spent to the end of March 2024.

The metric includes both revenue and capital expenditure.

Although the optimal result will be for all the budget available for the year to be spent, slippage is expected as a result of changes in programmes' delivery schedules.



Dataset Link(s)

Actions

Regular conversations between programme managers and finance managers will ensure a thorough understanding of the forecast position, aiding the decision-making process and solving issues through facilitating dialogue.