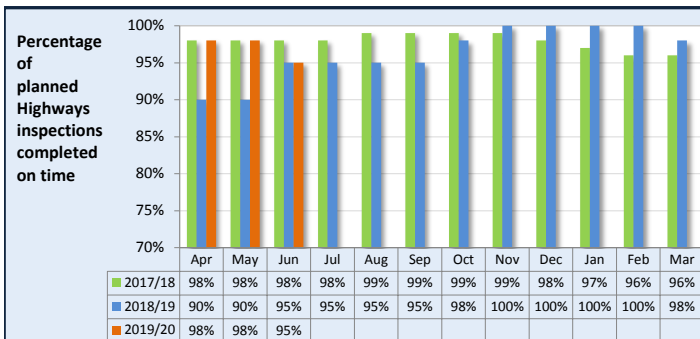
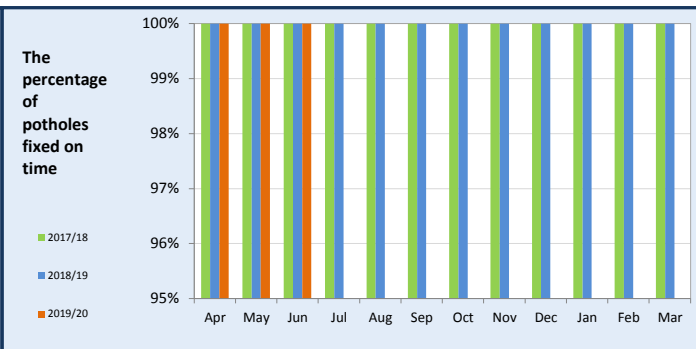
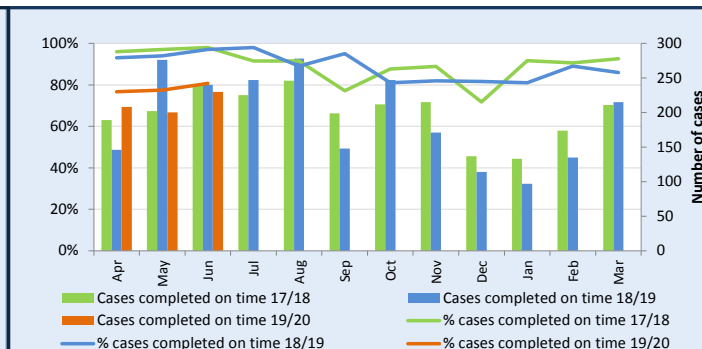


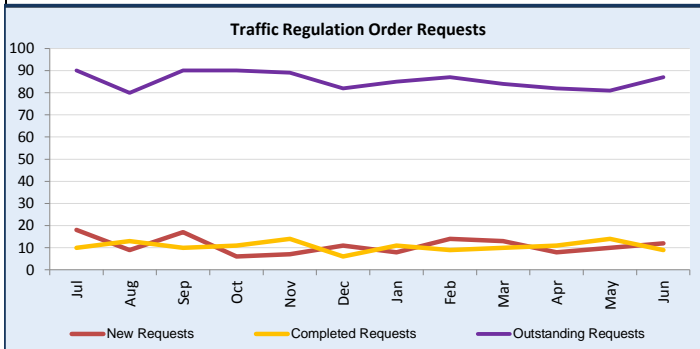
Economy & Infrastructure Dashboard for DLT and Overview & Scrutiny



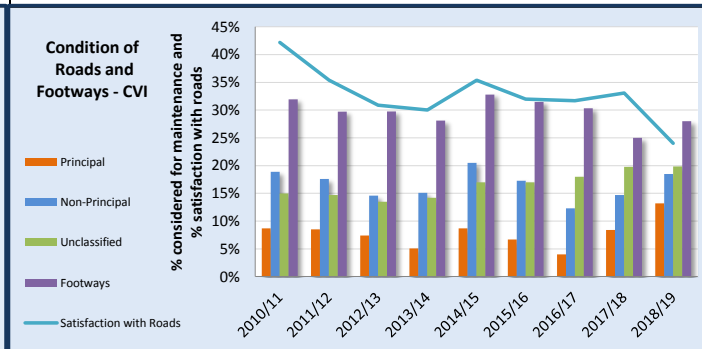
Percentage of inspections meeting national guidelines in Code of Practice for Maintenance Management "Well Maintained Highways".



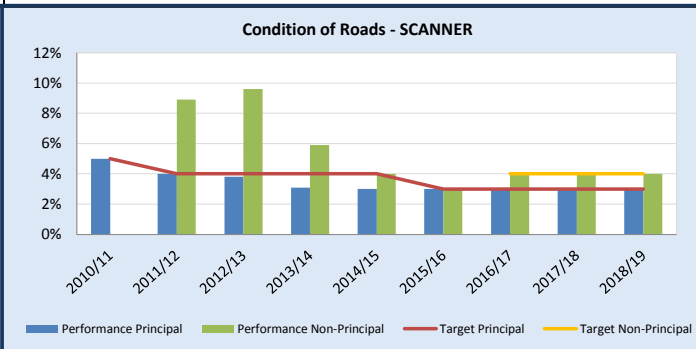
The percentage of instructed highway defects that have been completed on time. For a pothole to be defined and fixed, it is usually deeper than 20mm and wider in diameter than 200mm for a footway and deeper than 40mm and wider in diameter than 200mm for a carriageway.



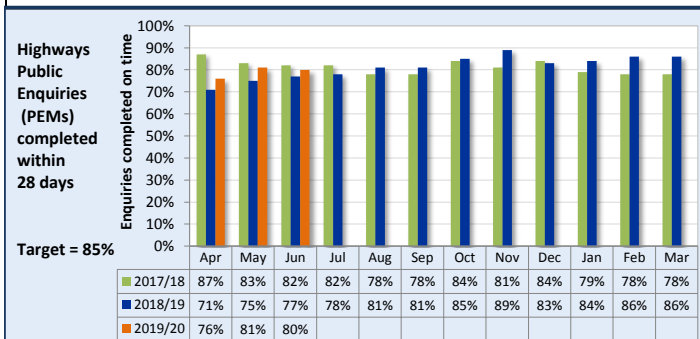
The average time it takes for standard Traffic Regulation Orders from initiation to implementation, not including those in association with Development Control planning issues and Internal Generated Schemes. This can be a consultation process that involves external bodies such as West Mercia Police and District Councils. Whilst there are agreed timescales for their responses, they do not always meet these. The process can also involve Legal Services when there are formal objections which can delay the process. Additionally, construction issues can cause considerable delays.



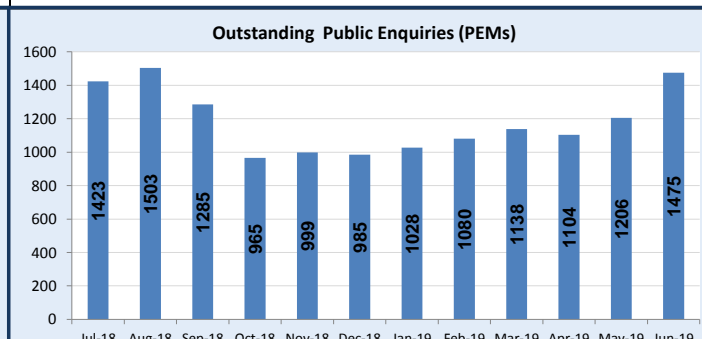
This graph shows the percentage of footways and roads (Principal, Non-Principal and Unclassified) considered for maintenance after completion of the annual Coarse Visual Inspection (CVI) survey of the network. This is carried out from a slow-moving vehicle. A large part of a highways authority's road network is assessed each year. To produce the report, two years' data is combined, half the data being carried over from the previous year. Each year, 50% of Unclassified roads are the subject of a CVI. This exceeds the Department for Transport requirement of 25% inspection-coverage per annum. 'Major maintenance' is repairs to the edging, surface or structure of the carriageway. These involve at least one of edge patching or strengthening, carriageway strengthening (overlay, partial re-construction or full depth re-construction) or carriageway re-surfacing (inlay or overlay). Technical indices for edging, surface, and structure condition determine the point at which works are deemed necessary.



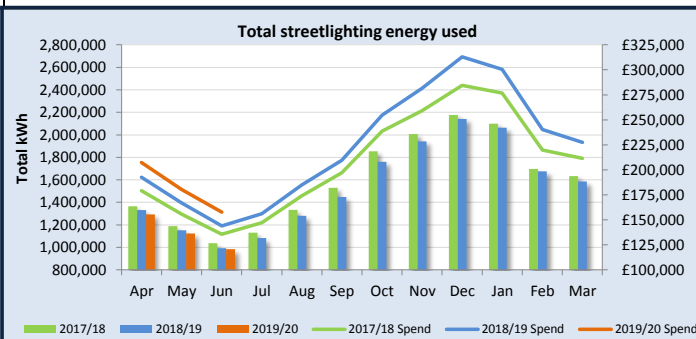
The percentage of principal (A roads) and non-principle roads (B & C roads) that are deemed to require major maintenance following the annual Surface Condition Assessment of the National Network of Roads (SCANNER) survey.



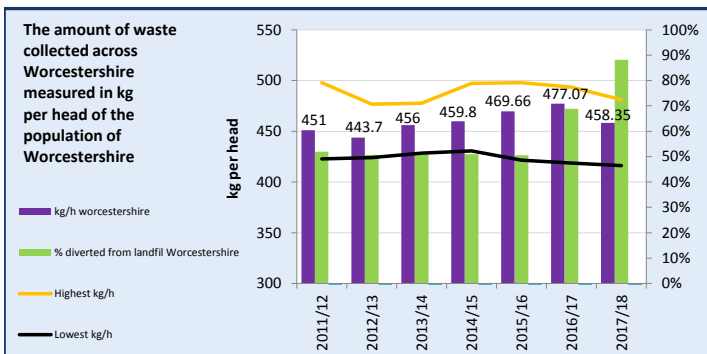
The percentage of PEMs (customer enquiries) completed on time within the last month period, in accordance with the 28-day Service Level Agreement. Figures for each month are usually available from midway through the following month.



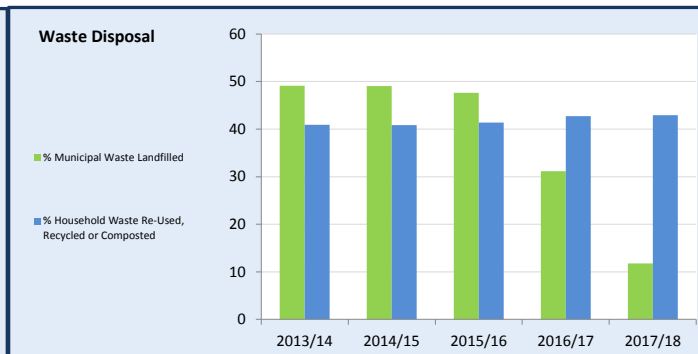
The number of Highways PEMs outstanding as at the last day of the month. Totals can be influenced by the day of the week on which the month-end date falls.



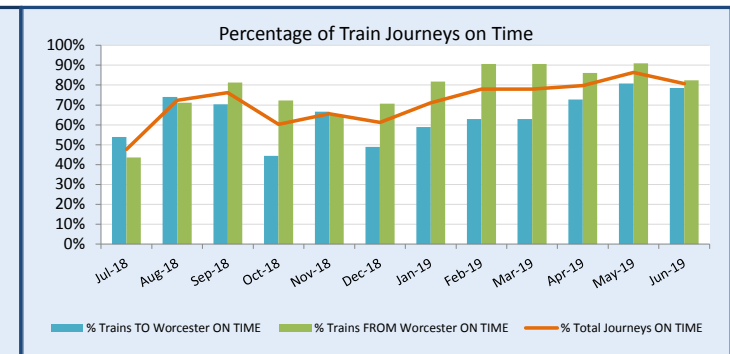
The columns show the total energy used for lighting County Council-owned street lights, whilst the lines indicate the amount spent on streetlighting per month.



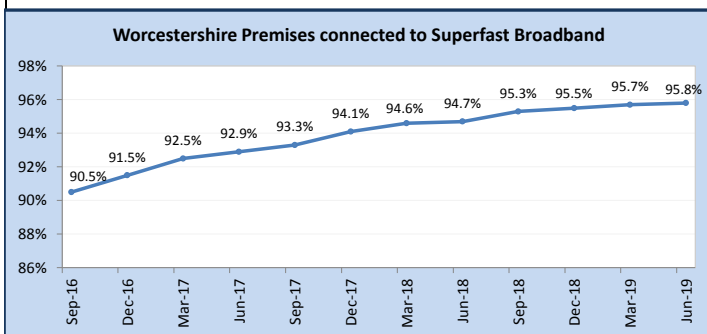
Kilograms of Household Waste per resident of Worcestershire. The figure is from the verified tonnage data for Household Waste and population data from the Waste Data Flow system. Each year's figure is available after Sep 30th of the following year. HHW definition is that used in NI192 by the Waste Data Flow System. The local authority with the highest figure in 2017/18 was Cumbria, whilst Hertfordshire had the lowest.



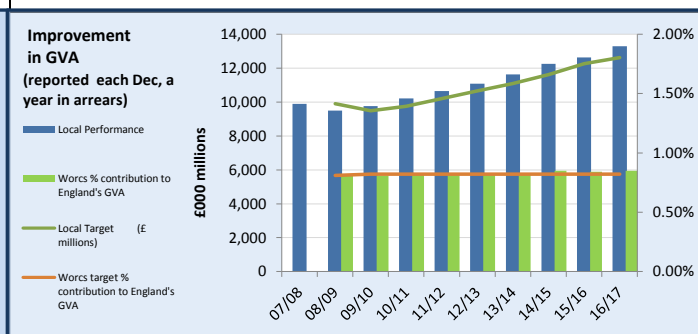
This indicator measures the percentage of municipal waste sent to landfill and applies only to Disposal authorities. It also monitors the amount of waste sent for reuse, recycling or composting.



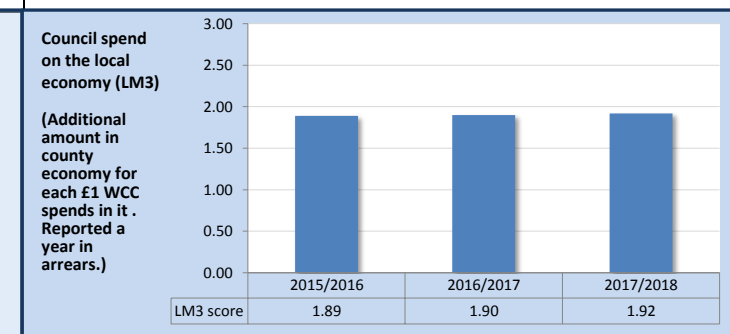
The percentage of train journeys in and out of Worcester at morning and evening peak times. Morning peak-time trains are those arriving at their destination between 6am and 10am; evening peak-time trains arrive at their destination between 4pm and 8pm. Train journeys are included to and from four major cities: Birmingham; Bristol; London; Oxford.



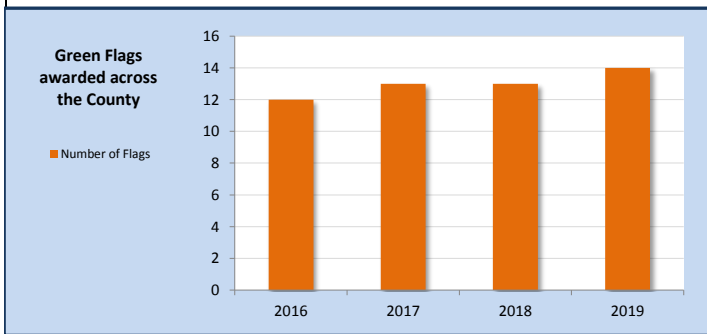
Percentage of all Worcestershire homes and business premises connect to Superfast broadband (24 Megabits per second).



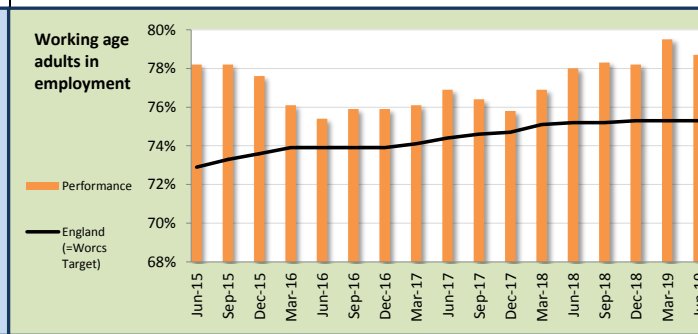
Worcestershire Gross Value Added - GVA measures the contribution to the economy of each individual producer, industry or sector in the United Kingdom (Office for National Statistics). This figure is the monetary value of goods and services produced in Worcestershire, less the cost of all inputs and raw materials directly attributable to their production. Office for National Statistics (ONS) released 2016/2017's data in December 2018, at the same time issuing revised figures for earlier years, including 2008's baseline figure.



The County Council. The LM3 analysis helps assess how money spent by WCC flows through the local economy and what the impact on the local economy would be of more Worcestershire-based staff and (allowing for procurement rules) a higher proportion of WCC spend going to companies in Worcestershire. It is proposed that, each year when LM3 is calculated, available information on social value is used to assess whether assumptions need to change to reflect the extent to which suppliers spend locally in different service types and the extent to which suppliers have changed their local spending.



The number of Green Flags awarded across Worcestershire each summer. The three Country Parks owned by Worcestershire County Council (St. Wulstan's Local Nature Reserve, Waseley Hills Country Park, Worcester Woods Country Park) have all been awarded Green Flag status. The eleven other parks which hold the Award: Cripplegate Park; Fort Royal Park; Gheluvelt Park; Riverside Park (new award); Abbey Park Evesham; Abbey Park Pershore; Lido Park and St Peters Fields; Vines Park; Workman Gardens; Brinton Park; Queen Elizabeth II Silver Jubilee Gardens.



The percentage of Worcestershire's population aged 16-64 in employment compared to England's equivalent percentage for the same time-period. The next update will be available in mid-October, courtesy of Office for National Statistics.

Planned Highways Inspections

Percentage completed on time

2015/16	Apr	99%
	May	99%
	Jun	99%
	Jul	98%
	Aug	99%
	Sep	99%
	Oct	98%
	Nov	98%
	Dec	98%
	Jan	99%
	Feb	95%
	Mar	100%
2016/17	Apr	95%
	May	93%
	Jun	95%
	Jul	95%
	Aug	95%
	Sep	99%
	Oct	99%
	Nov	99%
	Dec	99%
	Jan	99%
	Feb	98%
	Mar	98%

2017/18	Apr	98%
	May	98%
	Jun	98%
	Jul	98%
	Aug	99%
	Sep	99%
	Oct	99%
	Nov	99%
	Dec	98%
	Jan	97%
	Feb	96%
	Mar	96%
2018/19	Apr	90%
	May	90%
	Jun	95%
	Jul	95%
	Aug	95%
	Sep	95%
	Oct	98%
	Nov	100%
	Dec	100%
	Jan	100%
	Feb	100%
	Mar	98%

2019/20	Apr	98%
	May	98%
	Jun	95%
	Jul	
	Aug	
	Sep	
	Oct	
	Nov	
	Dec	
	Jan	
	Feb	
	Mar	

Highways Development Control Cases Dealt With On Time

Monthly figures in respect of cases completed and cases dealt with on time

	Total on time	% of cases completed on time	Total cases completed
Apr-16	119	88%	136
May-16	203	91%	222
Jun-16	255	92%	278
Jul-16	193	91%	211
Aug-16	229	89%	258
Sep-16	195	85%	229
Oct-16	197	88%	223
Nov-16	208	87%	239
Dec-16	200	91%	220
Jan-17	78	89%	88
Feb-17	134	91%	148
Mar-17	247	93%	267

	Total on time	% of cases completed on time	Total cases completed
Apr-17	189	96%	197
May-17	202	97%	208
Jun-17	241	98%	246
Jul-17	225	91%	246
Aug-17	246	91%	269
Sep-17	199	77%	258
Oct-17	212	88%	242
Nov-17	215	89%	242
Dec-17	137	72%	191
Jan-18	133	92%	145
Feb-18	174	91%	192
Mar-18	211	93%	228

	Total on time	% of cases completed on time	Total cases completed
Apr-18	146	93%	157
May-18	276	94%	293
Jun-18	240	97%	247
Jul-18	247	98%	252
Aug-18	278	89%	312
Sep-18	148	95%	156
Oct-18	247	81%	305
Nov-18	171	82%	140
Dec-18	114	82%	93
Jan-19	97	81%	120
Feb-19	135	89%	152
Mar-19	215	86%	250

	Total on time	% of cases completed on time	Total cases completed
Apr-19	208	77%	271
May-19	200	78%	258
Jun-19	230	81%	285
Jul-19			
Aug-19			
Sep-19			
Oct-19			
Nov-19			
Dec-19			
Jan-20			
Feb-20			
Mar-20			

Percentage of Potholes Fixed On Time

	Month	%
2015/16	Apr	100%
	May	100%
	Jun	100%
	Jul	100%
	Aug	100%
	Sep	100%
	Oct	100%
	Nov	100%
	Dec	100%
	Jan	100%
	Feb	100%
	Mar	100%

	Month	%
2016/17	Apr	100%
	May	100%
	Jun	100%
	Jul	100%
	Aug	100%
	Sep	100%
	Oct	100%
	Nov	100%
	Dec	100%
	Jan	100%
	Feb	100%
	Mar	100%

	Month	%
2017/18	Apr	100%
	May	100%
	Jun	100%
	Jul	100%
	Aug	100%
	Sep	100%
	Oct	100%
	Nov	100%
	Dec	100%
	Jan	100%
	Feb	100%
	Mar	100%

	Month	%
2018/19	Apr	100%
	May	100%
	Jun	100%
	Jul	100%
	Aug	100%
	Sep	100%
	Oct	100%
	Nov	100%
	Dec	100%
	Jan	100%
	Feb	100%
	Mar	100%

	Month	%
2019/20	Apr	100%
	May	100%
	Jun	100%

Traffic Regulation Orders

The average time it takes for standard Traffic Regulation Orders from initiation to implementation, not including those in association with Development Control planning issues and Internal Generated Schemes.

		Weeks	Number Completed	Outstanding List Of Requests	New Requests
2014	Jan	26			
	Feb	29			
	Mar	31			
	Apr	25			
	May	26			
	Jun	23			
	Jul	27			
	Aug	23			
	Sep	27			
	Oct	26			
	Nov	28			
	Dec	23			
2015	Jan	25	12	56	
	Feb	28	8	56	
	Mar	24	10	60	
	Apr	23	8	65	
	May	25	8	69	
	Jun	24	8	63	
	Jul	29	5	81	
	Aug	36	6	86	
	Sep	34	14	89	
	Oct	32	7	95	
	Nov	39	9	97	
	Dec	28	11	101	
2016	Jan	26	13	87	
	Feb	27	12	94	
	Mar	34	16	88	
	Apr	28	7	99	
	May	38	9	111	
	Jun	24	15	127	
	Jul	23	7	107	
	Aug	25	6	91	
	Sep	33	14	96	
	Oct	30	12	108	
	Nov	28	6	108	
	Dec	29	12	114	
2017	Jan	28	12	112	11
	Feb	29	6	119	11
	Mar	29	14	116	10
	Apr	30	13	107	0
	May	27	9	57	4
	Jun	32	11	62	15
	Jul	29	13	53	15
	Aug	33	9	52	6
	Sep	28	12	56	10
	Oct	28	11	65	18
	Nov	30	11	72	13
	Dec	31	8	72	10
2018	Jan	33	8	91	9
	Feb	34	6	102	16
	Mar	33	10	112	13
	Apr	37	16	109	5
	May	32	18	95	5
	Jun	41	12	93	13
	Jul	29	10	90	18
	Aug	34	13	80	9
	Sep	36	10	90	17
	Oct	25	11	90	6
	Nov	27	14	89	7
	Dec	33	6	82	11
2019	Jan	34	11	85	8
	Feb	38	9	87	14
	Mar	29	10	84	13
	Apr	31	11	82	8
	May	27	14	81	10
	Jun	30	9	87	12
	Jul				
	Aug				
	Sep				
	Oct				
	Nov				
	Dec				

Condition of Roads & Footways (1)

Percentage of footways and roads considered for maintenance after the annual Coarse Visual Inspection (CVI) survey

Year	Principal	Non-Principal	Unclassified	Footways	Satisfaction with Roads
2010/11	8.7%	18.9%	15.0%	31.9%	42.2%
2011/12	8.5%	17.6%	14.7%	29.7%	35.4%
2012/13	7.4%	14.6%	13.5%	29.8%	30.9%
2013/14	5.1%	15.1%	14.2%	28.1%	30.0%
2014/15	8.7%	20.5%	17.0%	32.8%	35.4%
2015/16	6.7%	17.3%	17.0%	31.5%	32.0%
2016/17	4.0%	12.3%	18.0%	30.4%	31.7%
2017/18	8.4%	14.7%	19.8%	25.0%	33.1%
2018/19	13.2%	18.5%	19.9%	28.0%	24.0%

Condition of Roads & Footways (2)

Percentage of roads deemed to require major maintenance after the SCANNER* Survey

	SCANNER*				CVI		
	Performance Principal	Target Principal	Performance Non-Principal	Target Non-Principal	A	B and C	Footways
2010/11	5.0%	5%			8.7%	18.9%	31.9%
2011/12	4.0%	4%	8.9%		8.5%	17.6%	29.7%
2012/13	3.8%	4%	9.6%		7.4%	14.6%	29.7%
2013/14	3.1%	4%	5.9%		5.1%	15.1%	28.1%
2014/15	3.0%	4%	4.0%		8.7%	20.5%	32.8%
2015/16	3.0%	3%	3.0%		6.7%	17.3%	31.5%
2016/17	3.0%	3%	4.0%	4.0%	4.0%	12.3%	30.4%
2017/18	3.0%	3%	4.0%	4.0%	8.4%	14.7%	25.0%
2018/19	3.0%	3%	4.0%	4.0%	13.2%	18.5%	28.0%

* Surface Condition Assessment of the National Network of Roads. The lower the percentage, the better - less of the network being deemed to be in need of major maintenance.

Public Enquiries (PEMs)

Percentage completed within 28 days

2015/16	Apr	89%
	May	89%
	Jun	90%
	Jul	90%
	Aug	87%
	Sep	87%
	Oct	86%
	Nov	90%
	Dec	83%
	Jan	85%
	Feb	85%
	Mar	82%
2016/17	Apr	76%
	May	45%
	Jun	63%
	Jul	77%
	Aug	73%
	Sep	72%
	Oct	83%
	Nov	82%
	Dec	77%
	Jan	83%
	Feb	83%
	Mar	81%

2017/18	Apr	87%
	May	83%
	Jun	82%
	Jul	82%
	Aug	78%
	Sep	78%
	Oct	84%
	Nov	81%
	Dec	84%
	Jan	79%
	Feb	78%
	Mar	78%
2018/2019	Apr	71%
	May	75%
	Jun	77%
	Jul	78%
	Aug	81%
	Sep	81%
	Oct	85%
	Nov	89%
	Dec	83%
	Jan	84%
	Feb	86%
	Mar	86%

2019/20	Apr	76%
	May	81%
	Jun	80%
	Jul	
	Aug	
	Sep	
	Oct	
	Nov	
	Dec	
	Jan	
	Feb	
	Mar	

Public Enquiries (PEMs)

Totals received in each calendar month and the number outstanding at the end of each month

2017			2018			2019			Outstanding at Month-End*		
Month	Received	Average Received per Day	Month	Received	Average Received per Day	Month	Received	Average Received per Day	2017	2018	2019
Jan	1,788	58	Jan	2,677	86	Jan	1,419	46	1,140	1,491	1,028
Feb	2,353	84	Feb	1,931	29	Feb	1,464	52	1,329	1,312	1,080
Mar	2,170	70	Mar	2,840	92	Mar	1,767	57	1,365	1,859	1,138
Apr	983	33	Apr	2,154	72	Apr	1,501	50	1,114	1,967	1,104
May	1,604	52	May	2,098	68	May	1,614	52	830	1,866	1,206
Jun	1,817	61	Jun	2,113	70	Jun	2,160	72	885	1,739	1,475
Jul	1,638	53	Jul	1,983	64	Jul			1,423	1,423	
Aug	1,525	49	Aug	1,821	59	Aug			1,503	1,503	
Sep	1,503	50	Sep	1,497	50	Sep			1,019	1,285	
Oct	1,453	47	Oct	1,553	50	Oct			904	965	
Nov	1,242	41	Nov	1,482	49	Nov			708	999	
Dec	2,469	80	Dec	1,323	43	Dec			1,139	985	
Totals	20,545	56	Totals	23,472	64	Totals	9,925	55			

Quarter	Received	Average Received per Day	Quarter	Received	Average Received per Day	Quarter	Received	Average Received per Day	Outstanding at Quarter-End	Outstanding at Quarter-End	Outstanding at Quarter-End
1	6,311	70	1	7,448	83	1	4,650	52	1,365	1,859	1,138
2	4,404	48	2	6,365	70	2	5,275	58	885	1,739	1,475
3	4,616	50	3	5,301	58	3			1,019	1,285	0
4	5,164	56	4	4,358	47	4			1,139	985	0
Totals	20,495	56	Totals	23,472	64	Totals	9,925	55			

* irrespective of date PEM received

Analysis of Public Enquiries (PEMs)

Subject of Enquiries Received and Volume Received by Day and Date

Subject of Enquiry	Percentage of Month-End Total			
	Apr-19	May-19	Jun-19	19/20 Q1
Bridgeworks	1.3	0.7	0.5	1.0
Drainage	14.5	13.4	18.4	13.5
Existing Signs - Unlit	0.3	0.2	0.5	0.2
Flooding	0.1	0.0	0.1	0.1
Fences and Furniture	0.1	0.6	0.9	0.5
Grass Cutting / Verges	7.2	12.6	15.1	8.8
Grit Bin Service request	0.1	0.1	0.0	0.1
Hedge & Trees	1.1	3.5	5.1	2.1
Highways Search / Adopted	0.0	0.0	0.1	0.0
Ice Snow and Gritting Requests	0.2	0.4	0.3	0.2
Major Highway Projects	0.0	0.1	0.0	0.0
Mud / Hazard on Highway	2.6	3.2	4.6	3.3
New Dropped Kerb	0.0	0.0	0.0	0.0
New Signs and Road Markings	0.2	0.1	0.3	0.2
Potholes	14.3	13.0	10.5	15.3
Road Works Enquiry	0.7	0.8	1.4	0.7
Roads Footpaths & Cycle Tracks	53.2	48.3	38.5	50.3
Scaffold / Skip Permits / Temporary Road-Lane Closure / Building Materials	0.1	0.1	0.0	0.0
Section 38 / 278 - Development Control	0.0	0.1	0.1	0.1
Speed Limits	0.1	0.0	0.0	0.0
Traffic Calming	0.0	0.0	0.0	0.0
Traffic Regulation Orders	0.3	0.9	1.2	0.6
Traffic Signals - Permanent	1.9	1.3	1.3	1.4
Traffic Signals - Temporary	1.5	0.5	0.7	1.1
Utility Co Apparatus / Works	0.1	0.2	0.1	0.2

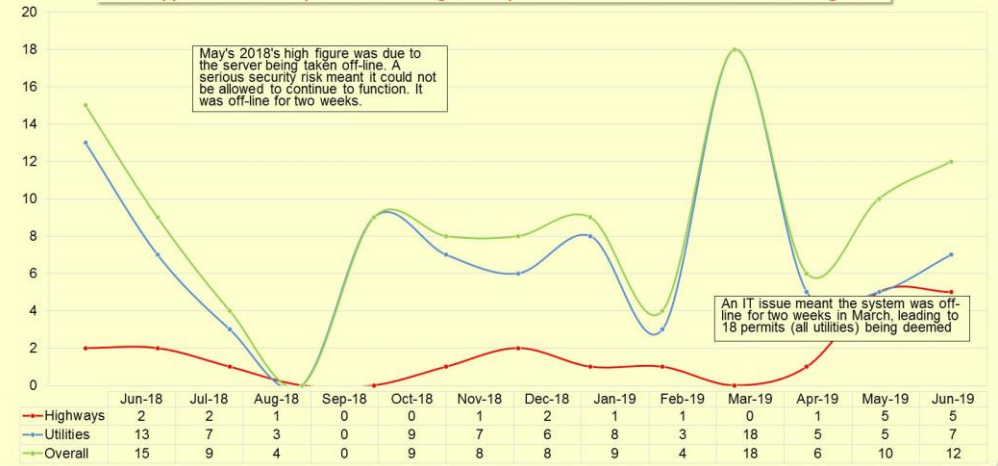
Number of Enquiries Received on Each Day of the Week	Apr-19	May-19	Jun-19	19/20 Q1
Sun	63	57	131	251
Mon	345	183	421	949
Tue	336	258	394	988
Wed	245	361	356	962
Thu	260	373	373	1006
Fri	198	299	362	859
Sat	54	85	123	262
Totals	1,501	1,616	2,160	5,277

% of Enquiries Received on Each Day of the Week	Apr-19	May-19	Jun-19	19/20 Q1
Sun	4.2	3.5	6.1	4.8
Mon	23.0	11.3	19.5	18.0
Tue	22.4	16.0	18.2	18.7
Wed	16.3	22.3	16.5	18.2
Thu	17.3	23.1	17.3	19.1
Fri	13.2	18.5	16.8	16.3
Sat	3.6	5.3	5.7	5.0

Highways Licences and Permits: Number Granted
Monthly totals in respect of Highways and Utilities



Highways Licences and Permits: Number Deemed
Permit applications not responded to within given response times and so deemed to have been granted



Inspections Summary - Mar-Jun 2019	Total Category As	Total Category Bs	Total Category Cs	Total Category Ds	Total Permits	Total Defects	Total	% share of inspections in Quarter	Abortive Inspections
Inspector 1	179	1	0	47	178	0	405	9.0	42
Inspector 2	224	42	76	44	149	129	664	14.8	26
Inspector 3	35	227	177	38	28	222	727	16.2	20
Inspector 4	1	0	0	0	0	0	1	0.0	0
Inspector 5	96	181	163	73	62	244	819	18.3	51
Inspector 6	51	141	158	58	25	512	945	21.1	44
Inspector 7	89	257	215	79	37	248	925	20.6	23
Total	675	849	789	339	479	1,355	4,486	100.0	206

Street Lighting

Calendar-month totals of energy used by County Council-owned street lights and street lighting energy costs

Year	Customer	Units	Total (Annual)	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
2012/13	Customer total	kWh	22,092,112	1,616,050	1,414,056	1,224,429	1,325,052	1,544,212	1,754,119	2,099,387	2,283,098	2,501,979	2,426,921	1,985,936	1,916,874
2013/14	Customer total	kWh	22,074,495	1,598,089	1,397,565	1,215,750	1,319,907	1,542,914	1,766,583	2,124,409	2,293,261	2,494,577	2,427,819	1,984,869	1,908,753
2014/15	Customer total	kWh	21,323,429	1,579,957	1,377,198	1,184,729	1,276,190	1,505,677	1,703,392	2,051,200	2,228,522	2,409,414	2,326,843	1,886,775	1,793,533
2015/16	Customer total	kWh	20,056,063	1,453,173	1,265,786	1,085,762	1,181,794	1,395,073	1,598,872	1,937,053	2,122,625	2,137,472	2,243,437	1,891,674	1,743,341
2016/17	Customer total	kWh	19,563,517	1,405,973	1,217,648	1,057,199	1,141,479	1,348,397	1,537,805	1,875,060	2,060,268	2,264,689	2,193,015	1,773,953	1,688,031
2017/18	Customer total	kWh	19,052,069	1,365,933	1,189,413	1,037,269	1,130,145	1,333,283	1,529,746	1,853,163	2,006,613	2,177,150	2,098,502	1,697,195	1,633,657
2018/19	Customer total	kWh	18,457,931	1,331,816	1,151,340	993,727	1,082,584	1,281,116	1,448,438	1,760,351	1,942,887	2,141,210	2,063,869	1,674,834	1,585,759
2019/20	Customer total	kWh	3,399,226	1,292,581	1,123,235	983,411									
2016/17	Spend	£	2,209,301	158,488	137,303	119,887	128,167	151,887	173,450	211,570	233,115	259,175	249,768	198,168	188,323
2017/18	Spend	£	2,479,439	179,003	155,878	135,773	147,204	173,898	197,159	238,615	259,312	284,576	276,772	219,691	211,558
2018/19	Spend	£	2,671,459	192,447	166,948	143,841	156,155	184,884	209,593	254,683	281,659	313,081	300,332	240,357	227,479
2019/20	Spend	£	545,627	207,479	180,296	157,852									

Power Data
ASSOCIATES

Household Waste

Waste collected across Worcestershire (kg per head of resident population of Worcestershire)

	kg/h Worcestershire	Highest kg/h	Lowest kg/h	% Diverted From Landfil	Highest	Lowest
2011/12	451.00	497.80	422.70	51.95%	Cumbria	Oxfordshire
2012/13	443.70	476.70	424.10	50.73%	Cumbria	Oxfordshire
2013/14	456.00	477.70	428.40	50.88%	Devon	Oxfordshire
2014/15	459.80	497.20	430.80	50.95%	North Yorkshire	Oxfordshire
2015/16	469.66	497.79	421.65	50.55%	Cumbria	Hertfordshire
2016/17	477.07	493.40	418.80	68.80%	North Yorkshire	Hertfordshire
2017/18	458.35	481.20	416.13	88.20%	Cumbria	Hertfordshire

2017/2018 published by DEFRA on 17th December 2018. The figures may be revised in subsequent data releases (the 2017/2018 data release included amended figures for previous in respect of other authorities).

Waste Disposal

Municipal waste sent to landfill and waste sent for re-use, recycling or composting

Year	% Municipal Waste Landfilled	% Household Waste Re-Used, Recycled or Composted
2013/14	49.1	40.9
2014/15	49.1	40.8
2015/16	47.6	41.4
2016/17	31.2	42.7
2017/18	11.8	42.9

Percentage of Rail Journeys Running On Time

	To Worcester			From Worcester			Total Journeys			Morning Peak Times			Evening Peak Times		
	Total Number of Trains TO Worcester	Total Number of Trains TO Worcester ON TIME	% Trains TO Worcester ON TIME	Total Number of Trains FROM Worcester	Total Number of Trains FROM Worcester ON TIME	% Trains FROM Worcester ON TIME	Total number of train journeys	Total number of train journeys ON TIME	% Total Journeys ON TIME	Total Number AM Journeys	Total Number AM Journeys ON TIME	% AM Journeys ON TIME	Total Number PM Journeys	Total Number PM Journeys ON TIME	% PM Journeys ON TIME
Dec-17	30	1	3.3%	33	0	0.0%	63	1	1.6%	24	0	0.0%	39	1	2.6%
Jan-18	29	22	75.9%	37	21	56.8%	66	43	65.2%	31	23	74.2%	35	20	57.1%
Feb-18	28	19	67.9%	31	19	61.3%	59	38	64.4%	27	23	85.2%	32	15	46.9%
Mar-18	37	24	64.9%	40	22	55.0%	77	46	59.7%	33	23	69.7%	44	23	52.3%
Apr-18	35	29	82.9%	41	31	75.6%	76	60	78.9%	33	29	87.9%	43	31	72.1%
May-18	53	23	43.4%	54	28	51.9%	107	51	47.7%	50	32	64.0%	57	19	33.3%
Jun-18	29	17	58.6%	37	18	48.6%	66	35	53.0%	31	23	74.2%	35	12	34.3%
Jul-18	26	14	53.8%	39	17	43.6%	65	31	47.7%	35	23	65.7%	30	8	26.7%
Aug-18	27	20	74.1%	38	27	71.1%	65	47	72.3%	31	25	80.6%	34	22	64.7%
Sep-18	27	19	70.4%	32	26	81.3%	59	45	76.3%	28	25	89.3%	31	20	64.5%
Oct-18	27	12	44.4%	36	26	72.2%	63	38	60.3%	31	17	54.8%	32	21	65.6%
Nov-18	27	18	66.7%	37	24	64.9%	64	42	65.6%	30	21	70.0%	34	21	61.8%
Dec-18	45	22	48.9%	58	41	70.7%	103	63	61.2%	51	28	54.9%	52	35	67.3%
Jan-19	39	23	59.0%	44	36	81.8%	83	59	71.1%	34	25	73.5%	49	34	69.4%
Feb-19	27	17	63.0%	32	29	90.6%	59	46	78.0%	28	21	75.0%	31	25	80.6%
Mar-19	27	17	63.0%	32	29	90.6%	59	46	78.0%	28	21	75.0%	31	25	80.6%
Apr-19	33	24	72.7%	36	31	86.1%	69	55	79.7%	32	27	84.4%	37	28	75.7%
May-19	47	38	80.9%	55	50	90.9%	102	88	86.3%	48	44	91.7%	54	44	81.5%
Jun-19	28	22	78.6%	34	28	82.4%	62	50	80.6%	28	24	85.7%	34	26	76.5%

Economic Growth - Gross Value Added (GVA)

The value of goods and services produced in Worcestershire, less the cost of all inputs and raw materials directly attributable to their production

	Actual Figure (£s)	Actual Target (£s)	Performance (£000 millions)	Target (£000 millions)		Performance	Target
07/08	9,900,000,000		9,900				
08/09	9,496,000,000	9,900,000,000	9,496	9,900		0.81%	0.81%
09/10	9,758,000,000	9,496,000,000	9,758	9,496		0.81%	0.82%
10/11	10,214,000,000	9,758,000,000	10,214	9,758		0.82%	0.82%
11/12	10,649,000,000	10,214,000,000	10,649	10,214		0.83%	0.82%
12/13	11,085,000,000	10,649,000,000	11,085	10,649		0.83%	0.82%
13/14	11,628,000,000	11,085,000,000	11,628	11,085		0.83%	0.82%
14/15	12,256,000,000	11,628,000,000	12,256	11,628		0.85%	0.82%
15/16	12,623,000,000	12,256,000,000	12,623	12,256		0.84%	0.82%
16/17	13,288,000,000	12,623,000,000	13,288	12,623		0.85%	0.82%

Working Age Adults (16 to 64) In Employment

		Performance	Target
14/15	Jun	77.60%	71.90%
	Sept	77.20%	72.50%
	Dec	77.30%	72.50%
	Mar	78.30%	71.70%
15/16	Jun	78.20%	72.90%
	Sept	78.20%	73.30%
	Dec	77.60%	73.60%
	Mar	76.10%	73.90%
16/17	Jun	75.40%	73.90%
	Sept	75.90%	73.90%
	Dec	75.90%	73.90%
	Mar	76.10%	74.10%
17/18	Jun	76.90%	74.40%
	Sept	76.40%	74.60%
	Dec	75.80%	74.70%
	Mar	76.90%	75.10%
18/19	Jun	78.00%	75.20%
	Sept	78.30%	75.20%
	Dec	78.20%	75.30%
	Mar	79.50%	75.30%
19/20	Jun	78.70%	75.30%
	Sept		
	Dec		
	Mar		

Return On County Council Spending On The Local Economy

Year	LM3 score
2015/2016	1.89
2016/2017	1.90
2017/2018	1.92

The additional amount in Worcestershire's economy as a result of spending in it by Worcestershire County Council. This is monitored using the Local Multiplier (LM3) score. The multiplier takes into account three elements (or 'rounds'): money available to WCC to spend; where and with whom that money is spent; where and how suppliers and their staff re-spend their incomes.

Superfast Broadband

Month	%
Sep-16	90.50%
Dec-16	91.50%
Mar-17	92.50%
Jun-17	92.90%
Sep-17	93.30%
Dec-17	94.10%
Mar-18	94.60%
Jun-18	94.70%
Sep-18	95.30%
Dec-18	95.50%
Mar-19	95.70%
Jun-19	95.80%

Worcestershire homes and business premises connected to Superfast broadband (24 Megabits per second).

Updates available from:-

<https://labs.thinkbroadband.com/local/worcestershire,E10000034>

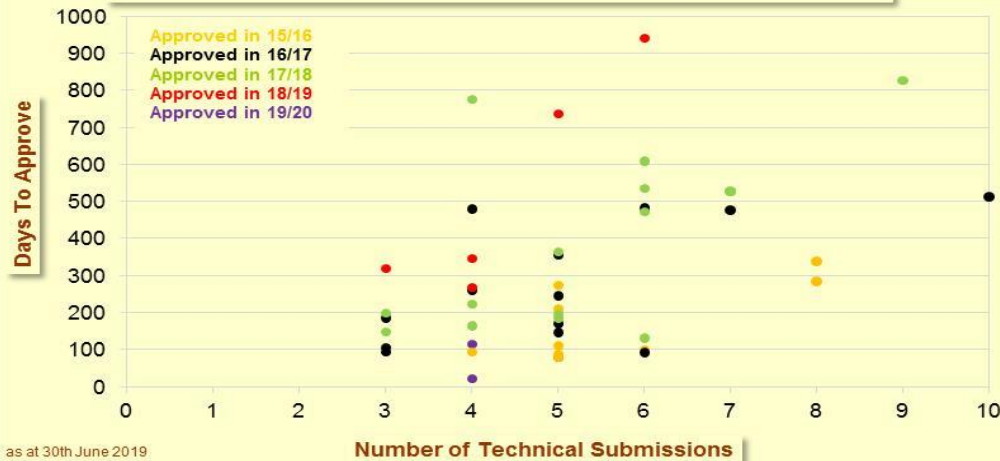
Green Flags Awarded Across Worcestershire

Year	Number of Flags
2016	12
2017	13
2018	13
2019	14

Awards for District Council and County Council sites, which meet the eight assessment criteria: a welcoming place; healthy, safe and secure; clean and well maintained; run sustainably; conservation and heritage; community involvement; marketing; management planning.

Technical Submissions/Days To Approve

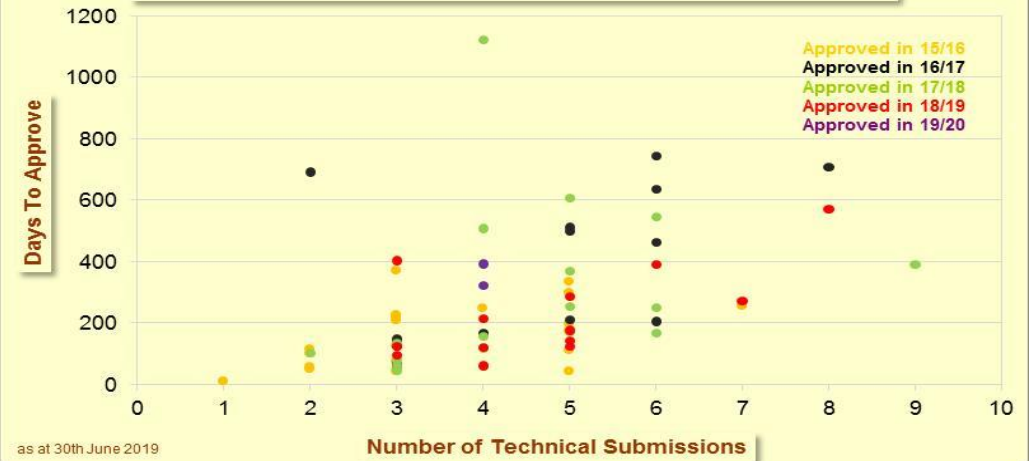
(WCC Section 38s approved in financial years 2015/2016 to 2019/2020)



- The average number of days to approve the 8 38s approved in 2018/2019 was 390, eleven days less than the average days-to-approve of the 14 38s reaching approval in 2017/2018.
- 19 of the 50 schemes approved in the last five financial years have needed less than 5 submissions, taking on average 210 days to approve. The average for the 30 schemes with 5 or more submissions: 354 days.
- 2 of the schemes with less than 5 submissions have taken more than a year to reach approval; 12 of the 25 schemes with 5 or more submissions have taken more than a year to reach approval.

Technical Submissions/Days To Approve

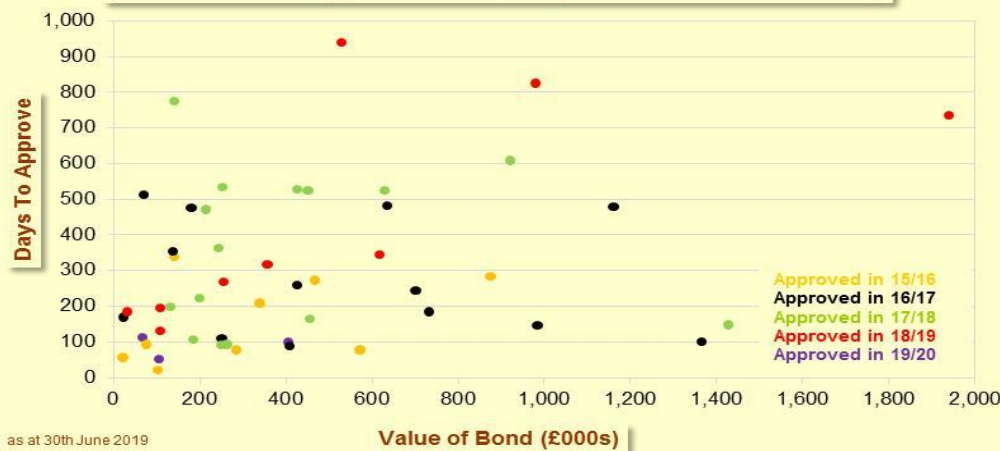
(WCC Section 278s approved in financial years 2015/2016 to 2019/2020)



- The 21 278s approved in 2017/2018 took an average 279 days to approve, whereas the 15 approved since the start of 2018/2019 have taken an average of 219 days to approve.
- 39 of the 68 schemes approved since the start of 2015/2016 have involved less than 5 submissions, taking on average 173 days to approve, compared with 335 days for the 30 schemes with 5 or more submissions.
- 6 of the 38 schemes with less than 5 submissions have taken more than a year to reach approval; of the 38 schemes with 5 or more submissions, 12 have taken more than a year to reach approval.

Bond Value/Days To Approve

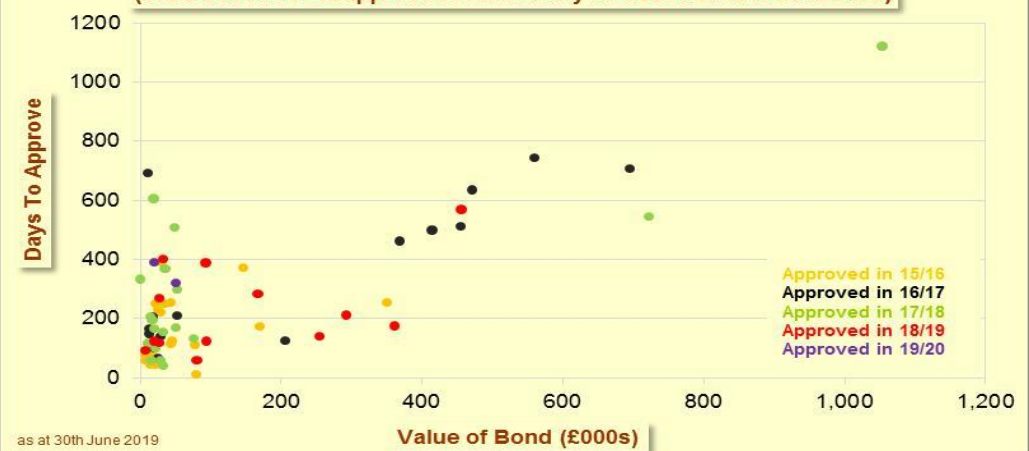
(WCC Section 38s approved in financial years 2015/2016 to 2019/2020)



- 23 38s that have reached approval are designated as incomplete, no agreement having been signed.
- Bovis's Lawn Farm Welland scheme attained approval on 20th August 2015, but remains incomplete.
- The schemes with the two highest bonds (Redrow's £1.94m at Yew Tree Farm, Droitwich and Taylor Wimpey's £1.43m at the same site) took, respectively, 736 and 148 days to approve.
- St Modwen's Longbridge East Phase 6 scheme (bond value £530,000) is the data point nearest the top of the graph, being approved on 18th October 2018 after 6 submissions and 941 days.

Bond Values/Days To Approve

(WCC Section 278s approved in financial years 2015/2016 to 2019/2020)



- 15 approved 278s have no agreement signed, Bloor Homes' Northwick Farm project being the incomplete scheme with the oldest approval date (18th February 2016).
- The 18 schemes taking longer than a year to reach approval have an average bond value of £312,663, their average number of days to approve being 550.
- Persimmon Homes' Station Road/Wyre Road Pershore scheme is the marked outlier on the graph, having the largest bond (£1.05m) and taking longest to reach approval (1,121 days, 4 submissions).

Appendix 1 - Glossary of Abbreviations and Technical Definitions

Term	Abbreviation	Description
Category A inspection		Inspections undertaken during street works, carried out against the Department for Transport publication Safety at Street Works and Road Works. Compliance with the document is statutory for street works and became statutory for Works for Road Purposes as of 1 st October 2014.
Category B inspection		Inspections undertaken between the date the street work finishes to any time up to six months later.
Category C inspection		Check of street works at the end of 2-year guarantee period.
Category D inspection		Undertaken either at the point defective street works are identified, during remedial works, or once the remedial works have been completed.
Coarse Visual Inspection	CVI	Coarse Visual Inspection (CVI): A CVI Survey provides a visual condition assessment of the highway. It is a simple and efficient survey, providing a reliable method of assessing the 'coarse' condition of a network. Undertaken from a slow-moving vehicle, the survey team use a laptop computer linked to a digital trip meter. As each defect is observed it is recorded for distance, position and extent using a Condition Index (CI) score. There are 4 categories within a CVI, covering surface properties, wearing, structural condition, edging. Each category has a numerical range, which, when combined, gives the overall Condition Index. A higher Index indicates more extensive remedial work is required.
Deemed		A street works permit authority should reply to permit applications within the given response times. If it fails to do so, however, under the terms of the Traffic Management Act 2004, a permit is deemed to be granted in the terms of the application.
Fixed-Penalty Notice	FPN	In this context, this refers to penalties imposed on street works contractors in relation to permissions, timeliness, and quality of work, as set out in the New Road and Street Works Act 1991
Footways - Prestige Walking Zones		Areas with a high proportion of public space with high footfall, often in large retail areas or approaching a transport hub.
Footways - Primary Walking Routes		Busy urban shopping and business areas and main pedestrian routes.
Footways - Secondary Walking Routes		Medium-usage routes through local areas that feed into primary walking routes, local shopping centres, etc.
Footways - Link Footways		In urban areas, these provide connections between local-access urban routes; in rural areas, any busy route.
Footways - Local Access Footways		Low-usage routes, short estate-road pathways, and cul-de-sac walkways.
Footways - Minor Footways		Little-used rural footways serving a very limited number of properties.
Green Flag		Green Flag status indicates a publicly-accessible park/green space meets the United Kingdom's laid-down standards for cleanliness, safety, conservation, and management.
Gross Value Added	GVA	Gross Value Added is the measure of the value of goods and services produced in an area, industry or sector of an economy. It is calculated by Office for National Statistics on an annual basis as follows:- Gross Domestic Product + subsidies – taxes (direct, sales)
Household Waste	HHW	
Household Waste Recycling Centre	HWRC	County Council administers the rubbish tips / household recycling centres provided for residents to recycle and dispose of their household waste. Sites are located in Bromsgrove, Droitwich, Kidderminster, Malvern, Pershore, Redditch, Stourport, Tenbury, Upton, and Worcester (Bilford Road and Hallow Road).
Kilowatt hour	KWh	The kilowatt hour is commonly used as a billing unit for energy delivered by electric utilities. The total energy in kilowatt hours is equal to the power in kilowatts multiplied by the time in hours.
Licences and Permits		Required when undertaking street works on the highway in Worcestershire. Only registered companies can apply for licences and permits on the highway. Applications are required for road closures, footpath closures, speed restrictions, temporary traffic signals, lane closures, diversionary routes, cranes, fencing, hoardings, Mobile Elevated Working Platforms (MEWPs), scaffolding, skips, welfare cabins.
Megabits per second	Mbps	A standard unit of measure of internet connection speeds
Mobile Elevating Work Platform	MEWP	Mobile Elevating Work Platforms provide safe and quick access to trees and a secure working platform.
New Road and Street Works Act 1991	NRSA	An Act relating to provision of new roads (including Development Control) and to make provisions with respect to street works
Office for National Statistics	ONS	The executive office of the UK Statistics Authority, a non-ministerial department which reports directly to the UK Parliament. Population and economic data used in the performance indicators is taken from ONS data-sets.
Public Enquiries Management System	PEM	Members of the public are able to use our website to report highways issues on-line via our Public Enquiry Management (PEM) system. This has a tracking facility and allows our Highways and Transport Control Centre to review all requests received each day and determine the most appropriate action. The PEM system allows members of the public to be updated about the progress of their reported issue. As a result of using the system to log and track enquiries, 'PEMs' has become the generally-used term for the enquiries themselves.
Permits		Please see 'Licences'

Term	Abbreviation	Description
Roads - 'A' Class		These can be trunk or principal roads. They are often described as 'main' roads and tend to have heavy traffic flows, though generally not as high as motorways. Many of the long distance rural 'A' roads are trunk roads, for which responsibility for maintenance in England lies with Highways England (formerly the Highways Agency). 'A' roads for which local highway authorities are responsible are non-trunk routes of regional and urban strategic importance.
Roads - 'B' Class		These roads are maintained by the local highway authority. In urban areas, such roads are not regarded as being as significant as 'A' roads, though in some cases they may have similarly high flows. They are useful distributor roads, often between towns or villages. 'B' roads in rural areas often have markedly low traffic flows compared with their 'A' road counterparts.
Roads - 'C' Class		The local highway authority maintains these roads, which are regarded as of lesser importance than either 'B' or 'A' roads and generally have only one carriageway of two lanes and carry less traffic. They can have low traffic flows in rural areas.
Roads - Unclassified		Maintained by the local highway authority, these are residential roads in both urban and rural locations and also rural lanes, the latter normally having very low traffic flows. Most 'Unclassified' roads will have only two lanes and in rural areas may only have one lane with 'passing bays' at intervals to allow for two-way traffic flow.
Surface Condition Assessment of the National Network of Roads	SCANNER	SCANNER Surveys measure the texture, depth and roughness of the road surface and are attached to vehicles that usually travel at approximately 30 miles per hour.
Section 38	S38	A legal Development Control agreement made pursuant to Section 38 of the Highways Act (1980) that provides for dedication of a road or other way as a highway, and an agreement to adopt the highway at a specified point in time. Section 38 Agreements will often be combined with a Section 278 Agreement (please see below) if works to the existing highway are involved. Section 278 Agreements may also include a Section 38 Agreement element if land is required to be adopted.
Section 50	S50	A street works licence required in line with Section 50 of the New Road and Street Works Act 1991 to enable breaking open, boring or tunnelling under any street; laying or adjusting apparatus under any street; repairing, altering or renewing any apparatus under any street.
Section 72	S72	This section of the New Roads and Street Works Act (NRWSA) 1991 stipulates that local authorities have a statutory duty to inspect and monitor live works and subsequent reinstatements on the highway. Where an inspection finds a reinstatement to be non-compliant, a defect notification is raised and sent to the company advising them to come back and repair the reinstatement to the statutory standard. Subsequent inspections will then take place to make sure it's completed to the required standard. The local authority can levy charges for all follow-up inspections
Section 74	S74	The New Road and Street Works Act 1991 Section 74 requires those carrying out work to pay a daily charge for occupation of the highway. This is called 'Lane Rental'. Section 74 of NRSWA also allows highway authorities to charge if street works are unreasonably prolonged and take longer than previously agreed.
Section 75	S75	The New Road and Street Works Act 1991 Section 75 stipulates that contractors shall pay to the highways authority the prescribed fee in respect of each inspection of the works carried out by the authority. Different fees may be prescribed according to the nature or extent of the excavation or other works and the place where they are executed
Section 171	S171	The Highways Act 1980 Section 171 decrees that investigatory works that include breaking open, boring or tunnelling under any street maintained at public expense must seek consent from the Highway Authority responsible for that street. This Licence only allows the holder of the Licence to carry out such works as set out in the Description of Works within the application. Any additional works must be agreed by the Highway Authority prior to their commencement. The conditions of the Licence must be adhered to for the duration of the Licence. All works will be undertaken.
Section 278	S278	A Development Control agreement made according to Section 278 of the Highways Act (1980), which enables a local Highway Authority, where it is satisfied that it will be of benefit to the public, to carry out works on the Adopted Highway, in accordance with the terms of the agreement entered into with the developer.
Superfast Broadband		Internet speeds faster than 24 Megabits per second (Mbps). This threshold was chosen by the Government as it is the theoretical maximum broadband speed that can be delivered via a copper telephone line using certain types of technology. The Government's target is that 95% of homes and businesses should be able to access superfast broadband.
Technical Approval		In Development Control, Technical Approval is required for all new and existing structures with potential highway implications, irrespective of whether or not they are eventually intended to be adopted by the County Council. The process relates to design, construction, assessment, alteration, strengthening, and repair to ensure all structures are safe, durable, and (in the case of structures proposed for adoption) are designed to require minimal maintenance. Structures subject to the Approval process include bridges, tunnels, subways, culverts, retaining walls, reinforced earth structures, gantries, pipe bridges, and buried structures. The County Council as the Technical Approval Authority (TAA) should be consulted to determine applicability.
Technical Approval Authority	TAA	The local authority responsible for assessing submissions from developers relating to Section 38/Section 278 schemes.

Term	Abbreviation	Description
Traffic Regulation Order	TRO	Legal orders made by Worcestershire County Council (the Local Highway Authority) to apply loading and parking restrictions to the highway to ensure the expeditious movement of traffic and protect public safety. The introduction of an order supports a range of measures, which govern or restrict the use of public roads, including waiting and loading, one-way streets, speed limits, weight and width restrictions, access and turning restrictions, permanent and temporary road and pavement closures, double yellow lines, turning restrictions/bans. TROs are used to improve road safety or to protect the needs of all users of the highway and can be used to balance the demands to park, load/unload, walk, cycle, and gather in a given area. Orders cannot be made before the statutory period for objections has ended or after a period of two years from the making of the initial notice.

Appendix 2 - Traffic Management Act 2004: Application and Response Times

Activity Type	Minimum application periods ahead of proposed start date		Minimum period before permit expires for application for variation (including extension)	Response Times for issuing a permit or seeking further information or discussion		Response times to applications for permit variations
	Application for provisional advance authorisation	Application for permit	--	Application for provisional advance authorisation	Application for permit	--
Major	3 months	10 days	2 days or 20% of the original duration whichever is longest	1 calendar month	5 days	2 days
Standard	n/a	10 days		n/a	5 days	
Minor	n/a	3 days		n/a	2 days	
Immediate	n/a	2 hours after		n/a	2 days	

Appendix 3 - Highways Inspections: Categories and Frequencies of Inspections

Asset Type	Category	Frequency
Carriageways	Strategic Routes	Once a month
	Main Distributors	Once a month
	Link Roads	Every three months
	Local Access Roads	Once a year
Footways	Prestige Walking Zones	Once a month
	Primary Walking Routes	Once a month
	Secondary Walking Routes	Every three months
	Link Footways	Every six months
	Local Access Footways	Once a year
Cycleways	Part of carriageway	(as part of carriageway)
	Remote from carriageway	Every six months
	Cycle Trails	Once a year

These inspections accord with the Code of Practice for Well Maintained Highways. This is being reviewed in line with the new Code of Practice ("Well Managed Highway Infrastructure"), implemented October 2018. For more-detailed definitions of footway categories, please see 'Footways' section of Appendix 1 (Glossary).