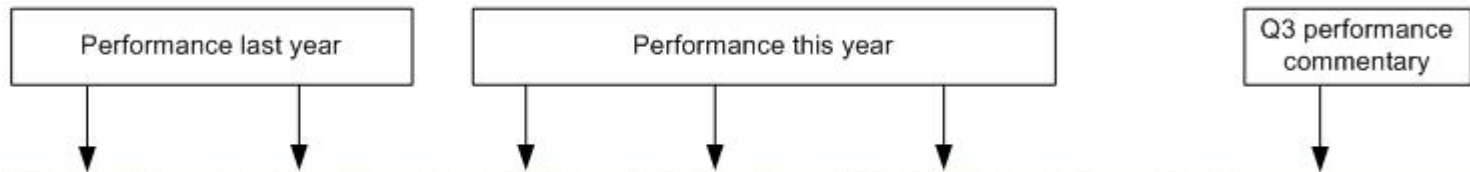


Report Key








Performance Indicator	Q3 2010/11	Q4 2010/11	Q1 2011/12	Q2 2011/12	Q3 2011/12	Q3 <> Q3	Commentary
The percentage of relevant land and highways that is assessed as having deposits of litter that fall below an acceptable level (NI195a)	5.00 %	3.00 %	1.33 %	2.33 %	2.38 %	✔	Surveys conducted every The litter score is slightly may be down to the fact city centre between Chris time we have surveyed th undoubtedly its busiest tir lanes in the city centre w

This is a Q3 comparison against Q3 last year. The symbols mean:

- Bigger is better and performance has improved
- Smaller is better and performance has improved
- Performance is stable
- Bigger is better and performance has declined
- Smaller is better and performance has declined
- Information is not available

Cleanliness


Performance Indicator	Q3 2010/11	Q4 2010/11	Q1 2011/12	Q2 2011/12	Q3 2011/12	Q3 <> Q3	Commentary
The percentage of relevant land and highways that is assessed as having deposits of litter that fall below an acceptable level (NI195a)	5.00 %	3.00 %	1.33 %	2.33 %	2.38 %		Our score in terms of litter is slightly higher than last quarter but this may be down to the fact that we decided to survey the city centre between Christmas and New Year, which is undoubtedly our busiest time of the year. Back lanes were also surveyed this quarter, which is another first.
The percentage of relevant land and highways that is assessed as having deposits of detritus that fall below an acceptable level (NI195b)	14.00 %	7.00 %	1.67 %	3.17 %	0.68 %		Lower than the previous quarter and also an improvement on the same period last year.
The percentage of relevant land and highways that is assessed as having levels of graffiti that fall below an acceptable level (NI195c)	2.00 %	1.00 %	0.17 %	0.67 %	0.68 %		A slight increase over the previous quarter, although an improvement on the same period last year.
The percentage of relevant land and highways that is assessed as having levels of dog fouling that fall below an acceptable level (LPI068)	?	?	0.67 %	2.00 %	1.02 %		This measure is new in 2011/12. Performance lower than the previous quarter.





Performance Indicator	Q3 2010/11	Q4 2010/11	Q1 2011/12	Q2 2011/12	Q3 2011/12	Q3 <> Q3	Commentary
The grade that measures the year on year change in total number of incidents of fly tipping compared with the year on year change in total number of enforcement action (reducing fly tipping incidents and increasing enforcement activity is better performance) Grade 1 is very effective and grade 4 is poor (NI196)	1.00	3.00	3.00	3.00	3.00		<p>The primary aim of this annual measure is to decrease incidents of fly tipping, while increasing the number of enforcements.</p> <p>The latest available data relates to the 2010/11 financial year, when a total of 47,074 incidents were recorded compared to 25,012 the previous year and 47,404 the year before that. Enforcement actions have remained static across all 3 years.</p>

Recycling

Performance Indicator	Q3 2010/11	Q4 2010/11	Q1 2011/12	Q2 2011/12	Q3 2011/12	Q3 <> Q3	Commentary
The number of kilograms of household waste collected that is not sent for reuse, recycling or is not composted or anaerobic digestion per household (NI191)	534.32	706.59	173.79	347.51	512.29	↓	<p>Figures have continued to fall, exceeding the target. This is due to a reduction in growth of residual household waste and ongoing efforts to divert more waste for recycling.</p> <p>Quarterly figures are provisional until the end of the financial year as they can alter slightly.</p>
The percentage of household waste arisings which have been sent by the Authority for reuse, recycling, composting or treatment by anaerobic digestion (NI192)	32.25 %	31.21 %	37.34 %	36.87 %	35.37 %	↓	<p>Performance continues to improve from the previous year through increased tonnages from the blue bin collection service and higher recycling performance due to improvements to the Household Waste Recycling and Reception Centre at Beach Street. However, figures illustrate a reduction on the previous quarter, which is related to seasonal variations in green garden waste and the winter suspension of the collection service.</p> <p>Quarterly figures are provisional until the end of the financial year as they can alter slightly.</p>
The percentage of Municipal waste landfilled (NI193)	67.50 %	65.23 %	60.21 %	61.58 %	61.08 %	↓	<p>The amount of municipal waste sent to landfill has decreased in line with improvements in recycling performances illustrated in NI192 and the diversion of some material to an alternative processing facility which serves to reduce volume.</p> <p>Quarterly figures are provisional until the end of the financial year as they can alter slightly.</p>





Planning




Performance Indicator	Q3 2010/11	Q4 2010/11	Q1 2011/12	Q2 2011/12	Q3 2011/12	Q3 < > Q3	Commentary
The net increase in dwelling stock over one year is calculated as the sum of new build completions, minus demolitions, plus any gains or losses through change of use and conversions (NI154).	411.00	376.00	74.00	31.00	104.00		<p>The reduction in the number of net additional homes provided in 2011/12 is due to two main reasons:-</p> <p>Firstly, the number of new build completions across the city has declined from 536 units in the first three quarters of 2010/11 to 358 units in the first three quarters of 2011/12. The rate of new build in Sunderland has been artificially sustained primarily due to the previous Government's affordable housing policies, such as the Kickstart scheme. In 2010/11 407 out of 641 (63.5%) new build properties were developed by the social housing sector. This contrasts with only 178 in 2009/10, which only accounted for 39.9% of all new build completions. In addition, the extra care housing programme in Sunderland has created sites in Hetton, Houghton, Silksworth and Washington which has delivered additional affordable housing schemes over the last several years. Private developers during this period however have not been able to develop and deliver private schemes. The principle factor being the lack of mortgage availability as opposed to the lack of available sites that are ready to develop for housing.</p> <p>Secondly, the number of demolitions in the first three quarters of 2011/12 was 254, an increase of 103% from 126 in 2010/11. This is due to several large regeneration sites across the city being demolished, particularly in the Doxford Park (101 demolitions), Broom Hill (64 demolitions), Castletown (34 demolitions) and Downhill (40 demolitions) parts of the city.</p>

Performance Indicator	Q3 2010/11	Q4 2010/11	Q1 2011/12	Q2 2011/12	Q3 2011/12	Q3 <> Q3	Commentary
The percentage of major planning applications dealt with in 13 weeks (NI157a)	81.82 %	80.85 %	81.25 %	84.21 %	84.85 %		Performance in relation to major applications has continued above the local target level of 80%. Applications received in this quarter have been of a complex nature and together with the need to encourage and work with developers has resulted in some applications exceeding their target. Major applications are continually monitored by management and are discussed at weekly management meetings to ensure the best performance possible is achieved.
The percentage of minor planning applications dealt with in 8 weeks (NI157b)	96.20 %	95.29 %	93.62 %	91.20 %	90.61 %		Performance has declined on the same period last year due to the complexity and nature of applications. Minor applications are monitored on a weekly basis to ensure the best performance possible is achieved.
The percentage of 'other' planning applications dealt with in 8 weeks (NI157c)	97.98 %	97.47 %	97.80 %	96.21 %	95.68 %		Performance has declined on the same period last year due to the complexity and nature of the applications and the number that is called to committee by council members which delays a decision. Other applications are also monitored on a weekly basis to ensure the best performance possible is achieved.
The total number of net additional dwellings that are deliverable as a percentage of the planned housing provision (in net additional dwellings) (NI159)	120.16 %	120.00 %	120.00 %	120.00 %	120.00 %		Latest data relates to 2010/11. Only a very marginal decrease on 2009/10 and still 20% over and above the housing supply requirement.







Transport & Road Safety










Performance Indicator	Q3 2010/11	Q4 2010/11	Q1 2011/12	Q2 2011/12	Q3 2011/12	Q3 <> Q3	Commentary
The number of people killed or seriously injured (KSI) in road traffic collisions (BV099ai)	72.00	89.00	18.00	36.00	57.00	✓	Latest data is lower than 72 recorded at the same point last year. Success in attracting a share of £4.9million as part of the Local Sustainable Transport Fund and continued road safety awareness out in schools should help us to continue this positive trend.
The number of children (aged under 16 years) killed or seriously injured (KSI) in road traffic collisions (BV099bi)	19.00	22.00	5.00	8.00	13.00	✓	Latest data is lower than 19 recorded at the same point last year.
The number of people slightly injured in road traffic collisions (BV099ci)	585.00	844.00	204.00	381.00	549.00	✓	Latest data is lower than 585 recorded at the same point last year.
The percentage change in number of people killed or seriously injured during the calendar year compared to the previous year. (Figures are based on a 3 year rolling average) (NI047)	6.62 %	9.90 %	11.89 %	9.81 %	6.64 %	✓	Based on the 3 year average across 2009, 2010 and 2011, performance has improved by 6.64% when compared against the previous 3 year average of 2008, 2009 and 2010.

Performance Indicator	Q3 2010/11	Q4 2010/11	Q1 2011/12	Q2 2011/12	Q3 2011/12	Q3 <> Q3	Commentary
The percentage change in number of children killed or seriously injured during the calendar year compared to the previous year. (Figures are based on a 3 year rolling average) (NI048)	4.28 %	10.80 %	-4.95 %	-3.09 %	-11.13 %		Based on the 3 year average across 2009, 2010 and 2011, performance has declined by 11.13% when compared against the previous 3 year average of 2008, 2009 and 2010.
The average number of days taken to repair a street lighting fault, which is under the control of the local authority (BV215a)	5.34	5.42	4.76	4.48	4.68		Performance has improved year on year and remains on target against 7 days. As part of our PFI contract with Aurora, written in September 2003, residential street lamps have been replaced every 3-4 years and highway lamps replaced every 2 years. This early intervention has helped reduce incidents of lamp failure.
The average number of days taken to repair a street lighting fault, where response time is under the control of a DNO (BV215b)	21.93	21.29	14.89	15.85	15.24		Performance has improved year on year and remains on target against 35 days. Performance is out of the City Council's control as it is governed by Northern Electric, the Distribution Network Operator (DNO)
Congestion - Average journey time per mile (in minutes) during morning peak times (NI167)	3.03	3.05	3.05	3.05	3.05		Latest data relates to 2010/11, which has decreased slightly over 2009/10.

Performance Indicator	Q3 2010/11	Q4 2010/11	Q1 2011/12	Q2 2011/12	Q3 2011/12	Q3 < > Q3	Commentary
The percentage of the local authority's A-road and M-road network where maintenance should be considered (NI168)	2.00 %	3.00 %	3.00 %	3.00 %	3.00 %		Latest data relates to 2010/11. It should be noted that these figures are still exceptional and show that Sunderland are performing well compared to other authorities. A marginal decline in direction of travel and slight under performance against target could be attributed to: Surveys allowing for a 10% error rate and the fact that the out turn is rounded to a whole number; and the effects of the bad winter which influenced results in January.
The percentage of the local authority's B-road and C-road network where maintenance should be considered (NI169)	2.00 %	3.00 %	3.00 %	3.00 %	3.00 %		Latest data relates to 2010/11. Comments above apply here too.
The percentage of people of working age living within the catchment area of a location with more than 500 jobs either travelling by public transport and/or walking (NI176)	83.79 %	84.60 %	84.60 %	84.60 %	84.60 %		Latest data relates to 2010/11, which is an improvement over 2009/10.





Performance Indicator	Q3 2010/11	Q4 2010/11	Q1 2011/12	Q2 2011/12	Q3 2011/12	Q3 < > Q3	Commentary
The total number of local bus and light rail passenger journeys originating in the authority area (NI177)	180,775,000.00	178,271,000.00	178,271,000.00	178,271,000.00	178,271,000.00	✖	<p>Latest data relates to 2010/11 when ridership amounted to 39,926,000 Metro passenger journeys and 138,345,000 bus passenger journeys. Metro ridership was affected by the start of the reinvigoration works to tracks and to stations, which involved weekend possessions initially, leading onto major line closure and it is expected that improvement works will continue to have an effect. Bus passenger journeys has been affected by a reduction in the number of older and disabled people using services, while the remainder is due to the continuing decline in adult fare paying passengers. Overall, we are still ahead of the LTP2 target of 169,000,000 which had been set before the current English National Concessionary Travel Scheme arrangements were progressively implemented. It should be noted that mandatory bus concession for older and disabled people has been in place since 2001.</p>

Performance Indicator	Q3 2010/11	Q4 2010/11	Q1 2011/12	Q2 2011/12	Q3 2011/12	Q3 <> Q3	Commentary
Bus punctuality - the percentage of non-frequent buses (fewer than 6 buses per hour) on time according to scheduled bus departure times (NI178i)	75.10 %	76.20 %	86.00 %	86.50 %	89.20 %		We are currently over performing against the Tyne & Wear target of 86% to quarter 3 and we have also improved on 75% reported at the same point last year. The new Sunderland Strategic Transport Corridor and financial benefits from the Local Sustainable Transport Fund will help to improve performance.
Bus punctuality - Excess waiting time of frequent services (6 or more buses per hour) in number of minutes (NI178ii)	0.48	0.51	0.52	0.91	0.81		Measured in minutes or a proportion of minutes, 0.81 (or 49 seconds) is slightly higher than 0.71 (or 43 seconds) reported at the same point last year and also higher than our target of 0.65 (39 seconds) to quarter 3.
The percentage of school aged children in full time education stating that the mode of transport that they usually use for travelling to school is by car (NI198)	21.90 %	22.90 %	22.90 %	22.90 %	22.90 %		An increased number of children aged 5-16 travelled to school by car during academic year 2009/10.
Percentage of 5-10 year olds travelling to school by car (NI198ia)	31.20 %	32.40 %	32.40 %	32.40 %	32.40 %		An increased number of 5-10 year olds travelled to school by car during academic year 2009/10
Percentage of 5-10 year olds travelling to school by car share (NI198ib)	8.20 %	7.10 %	7.10 %	7.10 %	7.10 %		A reduced number of children shared a lift to school during academic year 2009/10
Percentage of 5-10 year olds travelling to school by public transport (NI198ic)	3.30 %	3.50 %	3.50 %	3.50 %	3.50 %		An improvement in terms of the number of 5-10 year old children travelling to school by public transport

Performance Indicator	Q3 2010/11	Q4 2010/11	Q1 2011/12	Q2 2011/12	Q3 2011/12	Q3 <> Q3	Commentary
Percentage of 5-10 year olds travelling to school by walking (NI198id)	57.00 %	56.60 %	56.60 %	56.60 %	56.60 %	56.60 %	 A reduced number of children aged 5-10 walked to school during academic year 2009/10
Percentage of 5-10 year olds travelling to school by cycling (NI198ie)	0.10 %	0.40 %	0.40 %	0.40 %	0.40 %	0.40 %	 An increased number of children aged 5-10 cycled to school during academic year 2009/10
Percentage of 5-10 year olds travelling to school by other means (NI198if)	0.10 %	0.00 %	0.00 %	0.00 %	0.00 %	0.00 %	 A reduced number of children aged 5-10 travelled to school by other means of transport during academic year 2009/10
Percentage of 11-16 year olds travelling to school by car (NI198iia)	15.20 %	14.90 %	14.90 %	14.90 %	14.90 %	14.90 %	 A reduced number of children aged 11-16 travelled to school by car during academic year 2009/10.
Percentage of 11-16 year olds travelling to school by car share (NI198iib)	1.90 %	1.60 %	1.60 %	1.60 %	1.60 %	1.60 %	 A reduced number of children aged 11-16 shared a lift to school during academic year 2009/10.
Percentage of 11-16 year olds travelling to school by public transport (NI198iic)	25.50 %	24.10 %	24.10 %	24.10 %	24.10 %	24.10 %	 A reduced number of children aged 11-16 travelled to school by public transport during academic year 2009/10.
Percentage of 11-16 year olds travelling to school by walking (NI198iid)	49.60 %	56.80 %	56.80 %	56.80 %	56.80 %	56.80 %	 An increased amount of children aged 11-16 walked to school during academic year 2009/10.
Percentage of 11-16 year olds travelling to school by cycling (NI198iie)	0.50 %	0.40 %	0.40 %	0.40 %	0.40 %	0.40 %	 A reduced number of children aged 11-16 cycled to school during academic year 2009/10.
Percentage of 11-16 year olds travelling to school by other means (NI198iif)	7.30 %	2.10 %	2.10 %	2.10 %	2.10 %	2.10 %	 A reduced number of children aged 11-16 travelled to school other means of transport during academic year 2009/10.

Accessibility

Performance Indicator	Q3 2010/11	Q4 2010/11	Q1 2011/12	Q2 2011/12	Q3 2011/12	Q3 <> Q3	Commentary
The percentage of households within 20 minutes of closest secondary school (travelling by public transport, walking and cycling) (NI175a)	100.00 %	100.00 %	100.00 %	100.00 %	100.00 %	➡	Latest data relates to 2010/11. Accessibility to a place can change for a number of reasons but the most likely cause is that there has been some change in the frequency or routeing of bus services. Bus Operators make frequent changes throughout the year to the details of the service that they provide. The current trend seems to be to maintain a service but to vary the route usually by making it longer and more circuitous. The general effect of this is not that places become inaccessible but that it takes longer to get there hence the change in the relevant performance indicators. Given the complex interactions between services particularly if interchange between services is part of the journey it is extremely difficult to identify which of multiple changes has caused what effect.
The percentage of households within 20 minutes of closest primary school (NI175b)	100.00 %	100.00 %	100.00 %	100.00 %	100.00 %	➡	As above.
The percentage of households within 30 minutes of closest A&E hospital (NI175c)	87.10 %	86.50 %	86.50 %	86.50 %	86.50 %	✖	As above.
The percentage of households within 20 minutes of closest GP surgery (NI175d)	99.70 %	100.00 %	100.00 %	100.00 %	100.00 %	✔	As above.
The percentage of households within 40 minutes of specific employment sites - Doxford (NI175e)	87.80 %	91.00 %	91.00 %	91.00 %	91.00 %	✔	As above.

Performance Indicator	Q3 2010/11	Q4 2010/11	Q1 2011/12	Q2 2011/12	Q3 2011/12	Q3 <> Q3	Commentary
The percentage of households within 40 minutes of specific employment sites - Nissan (NI175f)	79.20 %	75.90 %	75.90 %	75.90 %	75.90 %		As above.
The percentage of households within 40 minutes of specific employment sites - Pattinson (NI175g)	77.20 %	87.00 %	87.00 %	87.00 %	87.00 %		As above.
The percentage of households within 40 minutes of specific employment sites - City Centre (NI175h)	84.50 %	84.20 %	84.20 %	84.20 %	84.20 %		As above.
The percentage of people of working age living within the catchment area of a location with more than 500 jobs either travelling by public transport and/or walking (NI176)	83.79 %	84.60 %	84.60 %	84.60 %	84.60 %		Latest data relates to 2010/11, which is an improvement over 2009/10.