

Environment and Attractive City Scrutiny Committee Appendix 1

Ref	Description	2008/2009 Outturn	Latest Update	Trend	2009/2010 Target	On Target	Comments	
Outcome - By 2025 Sunderland will be one of the cleanest cities in the country with an established reputation for care of its public realm								
Local Area Agreement Indicators								
NI 195a	Improved street and environmental cleanliness (litter)	4%	4% (Oct 09)	◀▶	9%	✓		
NI 195b	Improved street and environmental cleanliness (detritus)	5%	5% (Oct 09)	◀▶	7%	✓		
NI 195c	Improved street and environmental cleanliness (graffiti)	4%	4% (Oct 09)	◀▶	3%	✗		
NI 195d	Improved street and environmental cleanliness (fly posting)	0%	0% (Oct 09)	◀▶	1%	✓		
National Indicators								
NI 196	Improved street and environmental cleanliness - fly tipping	2	n/a	n/a	2	n/a		
NI 197	Improved local biodiversity- proportion local sites with positive conservation management	10%	n/a	n/a	13%	n/a	Review of sites commenced in Sept 09 and should have full year end position by end of Dec 2009	
Outcome - By 2025 50% of all domestic waste will be recycled and less than 25% will be sent to landfill								
Local Area Agreement Indicators								
NI 192	Percentage of household waste sent for reuse, recycling and composting	25.59%	30.80%	▲	30%	✓	An increased level of waste has been recycled compared to the previous year. This has influenced a reduction in the amount of residual waste collected and total waste sent to land fill.	
National Indicators								
NI 191	Residual household waste per household	819 kgs	400.9 kgs	▲	800 kgs	✓		
NI 193	Percentage of municipal waste land filled	73.85%	67.30%	▲	70%	✓		
Outcome - By 2025 all people in the city will have a viable choice of travelling regularly by public transport, cycling or walking as an alternative to travelling by private car								
Local Area Agreement Indicators								
NI 175a	% households within 20 minutes of closest secondary school	100%	n/a	n/a	100%	n/a		
NI 175b	% of households within 20 minutes of closest primary school	100%	n/a	n/a	100%	n/a		
NI 175c	% of households within 30 minutes of closest A&E hospital	88.5%	n/a	n/a	88.20%	n/a		
NI 175d	% of households within 20 minutes of closest GP surgery	99.7%	n/a	n/a	99.80%	n/a		
NI 175e	% of households within 40 minutes of specific employment sites - Doxford	86.6%	n/a	n/a	86.90%	n/a		
NI 175f	% of households within 40 minutes of specific employment sites - Nissan	78.3%	n/a	n/a	70.80%	n/a		
NI 175g	% of households within 40 minutes of specific employment sites - Pattinson	74.3%	n/a	n/a	83.70%	n/a		
NI 175h	% of households within 40 minutes of specific employment sites - City Centre	85.8%	n/a	n/a	89.70%	n/a		
National Indicators								
NI 47	People killed or seriously injured in road traffic accidents	-0.9%	-1.25% (July 09)	▼	4.70%	✗	The Council continues to attempt to reduce casualties arising out of road traffic accidents through education, promotion and implementation of traffic calming measures. Under the current mechanism, traffic accident data determines the priority of any future works.	
NI 48	Children killed or seriously injured in road traffic accidents	12%	7.59% (July 09)	▲	13.60%	✗		
NI 167	Congestion - average journey time per mile during the morning peak	3 mins 11 secs (200708)	n/a	n/a	3 mins 12 secs (200809)	n/a		
NI 168	Principal roads where maintenance should be considered	1%	n/a	n/a	1%	n/a		
NI 169	Non-principal classified roads where maintenance should be considered	2%	n/a	n/a	2%	n/a		
NI 176	Working age people with access to employment by public transport (and other specified modes)	84%	n/a	n/a	84%	n/a		
NI 177	Local bus passenger journeys originating in the authority area	32981642	n/a	n/a	33300000	n/a		
NI 178i	Bus services running on time - % non-frequent services on time	84%	n/a	n/a	84%	n/a		
NI 178ii	Bus services running on time - excess waiting time of frequent services	65 seconds	n/a	n/a	65 seconds	n/a		
NI 198	Overall proportion of children travelling to school by car							
NI 198a	% of children travelling to school by car	22.79%	n/a	n/a	18.10%	n/a		
NI 198b	% of children travelling to school by car share	8.2%	n/a	n/a	9.13%	n/a		
NI 198c	% of children travelling to school by public transport	14.13%	n/a	n/a	14.71%	n/a		
NI 198d	% of children travelling to school on foot (walking)	53.07%	n/a	n/a	55.55%	n/a		
NI 198e	% of children travelling to school by bike (cycling)	0.5%	n/a	n/a	1.19%	n/a		
NI 198f	% of children travelling to school by other means of transport	1.31%	n/a	n/a	1.31%	n/a		
Local Indicators								
BV 99ai	No. Rd Acc. Cas: KSI All	93	66 (July 09)	▼	93	✗	The Council continues to attempt to reduce casualties arising out of road traffic accidents through education, promotion and implementation of traffic calming measures. Under the current mechanism, traffic accident data determines the priority of any future works.	
BV 99bi	No. Rd Acc. Cas: KSI Child	13	11 (July 09)	▼	13	✗		
BV 99ci	No. Rd Acc. Cas: Slight Inj.	909	488 (July 09)	▲	910	✓		

Ref	Description	2008/2009 Outturn	Latest Update	Trend	2009/2010 Target	On Target	Comments
Outcome - By 2025 the council and its partners will have created sustainable and environmentally friendly housing developments that open up and connect neighbourhoods with each other and to town centres and create common spaces shared by all communities							
Local Area Agreement Indicators							
NI 159	Supply of ready to develop housing sites	145%	n/a	n/a	100%	n/a	Collected annually
National Indicators							
NI 157a	Processing of major applications within 13 weeks	95%	100%	▲	80%	✓	Although negative performance has been identified in terms of minor applications, time taken to process major and all other applications has improved on the previous year and remains on track to achieve its intended target in 2009/10.
NI 157b	Processing of minor applications within 8 weeks	97.35%	95.08%	▼	93.50%	✓	
NI 157c	Processing of other applications within 8 weeks	98.04%	99.12%	▲	98%	✓	
NI 170	Previously developed land that has been vacant or derelict for more than 5 years	1.06%	n/a	n/a	0.98%	n/a	Collected annually
Outcome - By 2025 feelings of safety will be at their highest level							
Local Indicators							
BV 215a	Rectify Street Lights-non-DNO	6.23	4.65	▲	7	✓	Between Apr 09 to Sep 09 there has been a 46% decrease in the number of faults which can be attributed to the completion of the Street Lighting PFI Core Investment Programme. The reduction in the number of faults coupled with an increase in the severity of the faults has somewhat distorted the figures. Although the Council has power over NEDL to improve their response time to faults, arrangements are in place with Aurora to assess the risk attached to the lighting fault and to implement temporary measures to ensure adequate lighting is in place within at 25 days at the latest until the fault is resolved by NEDL.
BV 215b	Rectify Street Lights - DNO	23.39	32.31	▼	35	✓	