

Report Key





This is the level of performance at 31st March 2010 or latest available during 2009/2010. A question mark means that information is not available

This is the level of performance at 31st March 2011 or latest available during 2010/2011. A Question mark means that information is not available





The target is what we want to achieve. A question mark means that a target has not been set
? = target not set

Performance Indicator	March 2010 Latest Data	March 2011 or Latest Data	Are we improving?	Target	Have we achieved the target?	Commentary
Total number of enquiries (libraries) (LPI010)	159,052.00	169,147.00	✓	155,000.00	★	Performance output above target at end of year
Number of active borrowers per 1,000 population (LPI013)	181.00	167.30	✗	180.00	▲	There is an ongoing programme to encourage active borrowing and reading including continued development of reading groups, author visits and promotions such as World Book Day and National Children's Book Week.







This is a comparison of March 2010 performance against March 2011 performance. The symbols mean:

- Performance has improved 
- Performance is stable 
- Performance has declined 
- Information is not available 











The traffic light is a comparison of performance at 31st March 2011 against the target. The symbols mean:

- The target has been achieved 
- Performance is within 5% of the target 
- The target has not been achieved 
- Not applicable due to no target being set 













Recycling

Performance Indicator	March 2010 Latest Data	March 2011 or Latest Data	Are we improving?	Target	Have we achieved the target?	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)	780.59	706.59		796.00		An improvement over the previous year and on target.
The percentage of household waste arisings which have been sent by the Authority for reuse, recycling, composting or treatment by anaerobic digestion (NI192)	27.23 %	31.21 %		32.00 %		An improvement over the previous year, although marginally less than the projected target for the year.
The percentage of Municipal waste landfilled (NI193)	71.62 %	65.23 %		68.00 %		An improvement over the previous year and on target.

Cleanliness




Performance Indicator	March 2010 Latest Data	March 2011 or Latest Data	Are we improving?	Target	Have we achieved the target?	Commentary
The percentage of relevant land and highways that is assessed as having deposits of litter that fall below an acceptable level (NI195a)	2.00 %	3.00 %		8.00 %		The overall increase for the year was influenced by surveys carried out over the Winter period (tranch 2) when the service was unable to carry out normal street cleansing operations due to adverse weather conditions. It should be noted that performance improved into the final third of the year (tranch 3) when only 2% of streets fell below an acceptable level of cleanliness in terms of litter.
The percentage of relevant land and highways that is assessed as having deposits of detritus that fall below an acceptable level (NI195b)	5.00 %	7.00 %		6.00 %		The overall increase for the year was influenced by surveys carried out over the Winter period (tranch 2) when unusual quantities of grit and whinstone chippings were spread on footpaths and roads. It should be noted that performance improved into the final third of the year (tranch 3) when only 4% of streets fell below an acceptable level of cleanliness in terms of detritus.
The percentage of relevant land and highways that is assessed as having levels of graffiti that fall below an acceptable level (NI195c)	3.00 %	1.00 %		3.00 %		A year on year improvement and on target.
The percentage of relevant land and highways that is assessed as having levels of fly-posting that fall below an acceptable level (NI195d)	0.00 %	0.00 %		1.00 %		Stable performance at 0%, lower than our projected target of 1%.
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		2.00		Performance during 2009/10 was exceptionally low at 25,012 compared to: 2008/09 - 47,404 2009/10 - 25,012 2010/11 - 47,074 Although incidents increased during 2010/11, the number of enforcement actions remained static.

Planning

Performance Indicator	March 2010 Latest Data	March 2011 or Latest Data	Are we improving?	Target	Have we achieved the target?	Commentary
The percentage of major planning applications dealt with in 13 weeks (NI157a)	100.00 %	80.85 %		80.00 %		A decrease over the previous year across all planning applications, although we are still ranked within the cluster of top performing authorities.
The percentage of minor planning applications dealt with in 8 weeks (NI157b)	97.33 %	95.29 %		93.50 %		On target
The percentage of 'other' planning applications dealt with in 8 weeks (NI157c)	98.74 %	97.47 %		98.00 %		Marginally lower than our projected target for the year.
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).	384.00	371.00		350.00		A decrease over the previous year, although on target.
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 %		100.00 %		Only a very marginal decrease on the previous year and still 20% over and above the housing supply requirement.
The percentage of all Local Sites where positive conservation management has taken place (NI197)	13.00 %	16.00 %		16.00 %		Local sites across Sunderland are due to be reviewed going into 2012/13 when we expect the overall number of sites to increase to approximately 80 sites, including 13 additions.

Transport & Road Safety

Performance Indicator	March 2010 Latest Data	March 2011 or Latest Data	Are we improving?	Target	Have we achieved the target?	Commentary
The number of people killed or seriously injured (KSI) in road traffic collisions (BV099ai)	96.00	80.00		98.00		Data provisional until TADU publish final figures early Autumn 2011.
The number of children (aged under 16 years) killed or seriously injured (KSI) in road traffic collisions (BV099bi)	29.00	16.00		23.00		Data provisional until TADU publish final figures early Autumn 2011.
The number of people slightly injured in road traffic collisions (BV099ci)	896.00	865.00		1,073.00		Data provisional until TADU publish final figures early Autumn 2011.
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)	4.03 %	12.94 %		7.12 %		Data provisional until TADU publish final figures early Autumn 2011.
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)	-7.59 %	18.34 %		8.45 %		Data provisional until TADU publish final figures early Autumn 2011.
The average number of days taken to repair a street lighting fault, which is under the control of the local authority (BV215a)	4.86	5.42		7.00		During 2010/11 there was a significant increase in the number of reported faults approximately 20%. The particularly severe winter weather conditions may have been a contributing factor.
The average number of days taken to repair a street lighting fault, where response time is under the control of a DNO (BV215b)	27.44	21.29		35.00		An improvement over the previous year and on target.
Congestion - Average journey time per mile (in minutes) during morning peak times (NI167)	3.03	3.05		3.29		A minimal decrease over the previous year and still on target for the year.
The percentage of the local authority's A-road and M-road network where maintenance should be considered (NI168)	2.00 %	3.00 %		1.00 %		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 - 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 %		2.00 %		As above

Performance Indicator	March 2010 Latest Data	March 2011 or Latest Data	Are we improving?	Target	Have we achieved the target?	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		169,644,000.00	★	<p>Ridership figures during 2010/11 amount to 39,926,000 Metro passenger journeys and 138,345,000 bus passenger journeys.</p> <p>Metro ridership has been impacted by the start of the reinvigoration works to tracks and to stations, which involved weekend possessions initially, leading onto major line closure. It is expected that improvement works will continue to have an effect so it is important that we make sure work is carried out as efficiently and effectively as possible so that disruption to service is minimised.</p> <p>A decline in bus passenger journeys can mainly be attributed to 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.</p> <p>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 through the Concessionary Bus Travel Act 2007.</p> <p>It should be noted that mandatory bus concession for older and disabled people has been in place since 2001. The scheme has gradually been extended since its introduction and since April 2008 has provided free off-peak local bus travel to eligible older and disabled people anywhere in England.</p>
Bus punctuality - the percentage of non-frequent buses (fewer than 6 buses per hour) on time according to scheduled bus departure times (NI178i)	74.70 %	76.20 %		85.00 %	▲	<p>Bus punctuality for non-frequent services has improved year on year which reflects well on the work of the LTP partners in implementing bus priorities and other highway improvement measures. The 85% target is set nationally by the Traffic Commissioners and by its nature does not reflect local circumstances. It can best be seen as very much an aspirational target. The local aspiration should be for a year on year improvement trend.</p>
Bus punctuality -Excess waiting time of frequent services (6 or more buses per hour) in number of minutes (NI178ii)	0.48	0.51		0.65	★	<p>There has been a slight increase in excess waiting time for frequent bus services year on year, although while this trend is a matter for concern, we are still within target. We are in discussion with operators regarding punctuality of services which has an effect on customer satisfaction.</p>

Performance Indicator	March 2010 Latest Data	March 2011 or Latest Data	Are we improving?	Target	Have we achieved the target?	Commentary
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 %		?		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 %		12.67 %		An increased number of 5-10 year olds travelled to school by car during academic year 2009/10, higher than the projected target.
Percentage of 5-10 year olds travelling to school by car share (NI198ib)	8.20 %	7.10 %		10.38 %		A reduced number of children shared a lift to school during academic year 2009/10, lower than the projected target.
Percentage of 5-10 year olds travelling to school by public transport (NI198ic)	3.30 %	3.50 %		15.20 %		An improvement in terms of the number of 5-10 year old children travelling to school by public transport, although lower than the projected target.
Percentage of 5-10 year olds travelling to school by walking (NI198id)	57.00 %	56.60 %		59.03 %		A reduced number of children aged 5-10 walked to school during academic year 2009/10, lower than the projected target.
Percentage of 5-10 year olds travelling to school by cycling (NI198ie)	0.10 %	0.40 %		1.41 %		An increased number of children aged 5-10 cycled to school during academic year 2009/10, although less than the projected target.
Percentage of 5-10 year olds travelling to school by other means (NI198if)	0.10 %	0.00 %		1.31 %		A reduced number of children aged 5-10 travelled to school by other means of transport during academic year 2009/10, lower than the projected target.
Percentage of 11-16 year olds travelling to school by car (NI198iia)	15.20 %	14.90 %		13.00 %		A reduced number of children aged 11-16 travelled to school by car during academic year 2009/10, although slightly higher than the projected target.
Percentage of 11-16 year olds travelling to school by car share (NI198iib)	1.90 %	1.60 %		10.00 %		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 %		?		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 %		?		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 %		?		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 %		?		A reduced number of children aged 11-16 travelled to school other means of transport during academic year 2009/10.

Accessibility

Performance Indicator	March 2010 Latest Data	March 2011 or Latest Data	Are we improving?	Target	Have we achieved the target?	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 %	★	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 routing 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 %	★	As above.
The percentage of households within 30 minutes of closest A&E hospital (NI175c)	87.10 %	86.50 %	✖	88.20 %	●	As above.
The percentage of households within 20 minutes of closest GP surgery (NI175d)	99.70 %	100.00 %	✔	99.80 %	★	As above.
The percentage of households within 40 minutes of specific employment sites - Doxford (NI175e)	87.80 %	91.00 %	✔	86.90 %	★	As above.
The percentage of households within 40 minutes of specific employment sites - Nissan (NI175f)	79.20 %	75.90 %	✖	70.80 %	★	As above.
The percentage of households within 40 minutes of specific employment sites - Pattinson (NI175g)	77.20 %	87.00 %	✔	83.70 %	★	As above.
The percentage of households within 40 minutes of specific employment sites - City Centre (NI175h)	84.50 %	84.20 %	✖	89.70 %	▲	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 %	✔	84.00 %	★	As above.