

Environment and Attractive City

26th April 2010

Performance Report Quarter 3 (April – December 2009)

Report of the Deputy Chief Executive and Executive Director City Services

1.0 Purpose of the report

1.1 The purpose of this report is to provide Environment and Attractive City Scrutiny Committee with a performance update relating to the period April to December 2009. This quarter report includes:

- Progress in relation to the LAA targets and other national indicators
- Progress in relation to the Traffic Issues Policy Review Recommendations
- Results of the Annual Budget Consultation which took place during October / November 2009.

2.0 Background

2.1 Members will recall that a new national performance framework was implemented during 2008/2009. This includes 198 new National Indicators which replaced previous national performance frameworks. As part of this new framework 49 national indicators have been identified as key priorities to be included in the Local Area Agreement (LAA). Performance against the priorities in the LAA and associated improvement targets have been reported to Scrutiny Committee throughout 2009 as part of the quarterly performance monitoring arrangements. The LAA priorities are a key consideration in CAA in terms of the extent to which the partnership is improving outcomes for local people.

2.2 CAA was introduced in April 2009 to provide an independent assessment of how local public services are working in partnership to deliver outcomes for an area. The first results from the Oneplace website (www.oneplace.direct.gov.uk) on 9 December 2009. Environment and Attractive City Scrutiny Committee considered the findings of the draft Area assessment report in January 2010.

2.3 Members will recall from previous performance reports that the CAA lead plans to adopt a Risk Assessment Matrix which will be the primary tool against which the Sunderland Partnership will be assessed. The matrix will incorporate those issues that were identified in the first year of the CAA area assessment as having the most potential to become red flags and green flags. Once the Risk Assessment Matrix has been agreed, the CAA Lead will use it to monitor progress against the agreed performance trajectory (up until the end of September 2010) for each issue to arrive at his final area assessment judgement for 2010. Progress will be monitored through the Council and the Sunderland Partnership's performance management and reporting arrangements.

- 2.4 As part of ongoing improvement planning the Sunderland Partnership's Delivery Plans have refreshed to ensure that the work programme is targeting the right issues, and outcomes can be demonstrated, minimising the risk of areas for improvement becoming red flags in 2010. These Delivery Plans were presented to Scrutiny Committees in February 2010.
- 2.5 The annual budget consultation took place during October / November 2009. The consultation took the form of a survey followed by participatory workshops which were held across Sunderland with Community Spirit panel members and representatives from the voluntary and community sector. The purpose of the workshops was to prioritise approaches to addressing the budget priorities that had been drawn from the survey results and also provide attendees with:
- A better understanding of the issues that have to be addressed in the budget setting process and information about the budget priorities
 - An opportunity to hear the viewpoints of others when making judgements about budget priorities

The findings helped to inform the Council Revenue Budget for 2010/2011 which was approved on 3 March at a meeting of the full Council. A summary of how resources will be directed to the top priorities identified in relation to environmental services can be found in section 3.

- 2.6 As part of the development of Scrutiny particularly in terms of strengthening performance management arrangements, Policy Review recommendations have been incorporated in to the quarterly performance report on a pilot basis. The aim is to identify achievements and outcomes that have been delivered in the context of overall performance management arrangements to enhance and develop Scrutiny's focus on delivering better outcomes both as part of CAA requirements and future partnership working. Progress in relation to the Traffic Issues Policy Review is attached as **Appendix 1**.
- 2.7 **Appendix 2** provides an overview of the position for relevant national indicators and also any local performance indicators that have been retained to supplement areas in the performance framework that are not well covered by the new national indicator set.

3.0 Findings

3.1 Performance

- 3.1.1 In relation to Attractive and Inclusive City no issues have been identified in the first year of the CAA area assessment as having potential to become red flags.
- 3.1.2 In relation to Environment and Attractive City fourteen national indicators are identified in the LAA. An update is available in relation to 6 NIs in relation to the period April to December 2009. An overview of performance can be found in the following table.

Ref	Description	2008/09 Outturn	Latest Update	Trend	Target 2009/10	On Target
NI 195a	Improved street and environmental cleanliness (litter)	4%	2%	▲	9%	✓
NI 195b	Improved street and environmental cleanliness (detritus)	5%	4%	▲	7%	✓
NI 195c	Improved street and environmental cleanliness (graffiti)	4%	1%	▲	3%	✓
NI 195d	Improved street and environmental cleanliness (fly posting)	0%	0%	◀▶	1%	✓
NI 192	Percentage of household waste sent for reuse, recycling and composting	25.59%	29.10%	▲	30%	✘
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
NI 159	Supply of ready to develop housing sites	145%	145%	n/a	100%	✓

Nb. the figures for NI195a,b,c,d represent the %age of failing streets/ transects and in this case the lower the actual figure (and target) the better.

3.1.3 Key Risks

NI192 Percentage of household waste sent for reuse, recycling and composting

29.10% of household waste was sent for reuse, recycling or compost at the end of December 2009, this is slightly below the target of 30%. However, there are a number of improvements which have been implemented which should improve recycling rates. On-street recycling schemes have been implemented and additional facilities have been provided at bring sites to accommodate a wider range of recyclable materials.

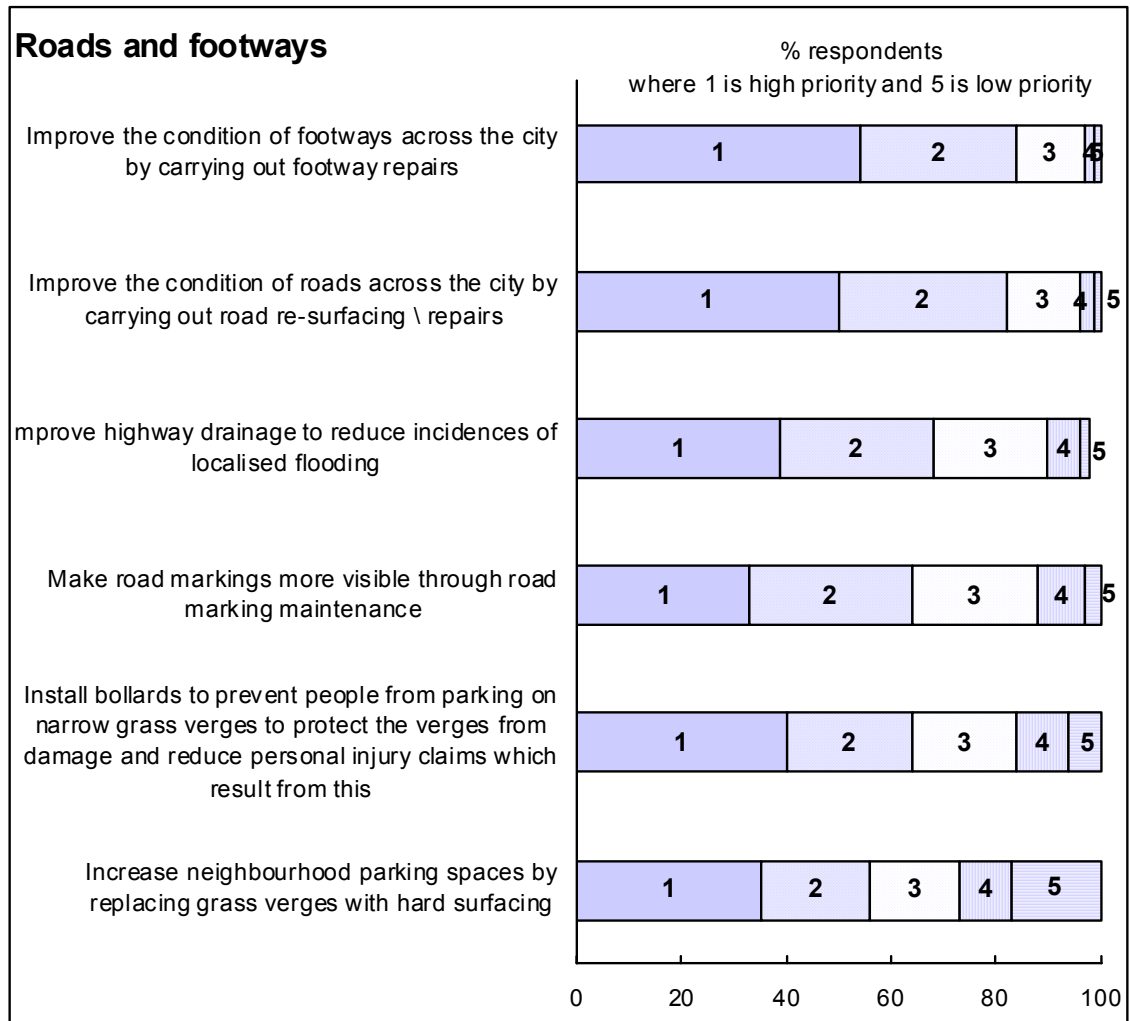
There are no key risks in relation to the LAA at this stage.

3.2 Budget Consultation

3.2.1 As part of the budget consultation a survey questionnaire was completed by 1075 Community Spirit panel members (a response rate of 67%). Of respondents who expressed an opinion, 47% think that roads and footways have stayed the same over the last 12 months, 38% feel they have got worse

and 16% think they have got better.

3.2.2 The majority of respondents considered all of the approaches to improving footways and roads to be high priority (ranked them as 1 or 2) as shown below with improving the condition of footpaths to be most important relatively. Respondents are however somewhat more divided regarding replacing grass verges with hard surfacing.



3.2.3 To explore the issues raised by the survey a series of workshops were held where participants were asked to prioritise a range of approaches to addressing the budget priorities that emerged from the survey results. The top two priorities identified during the consultation in relation to roads and footpaths related to improving their condition through repairs/re-surfacing. Improving footpaths was highest of these priorities in both the survey and at the workshops.




3.2.4 During 2010/2011 an additional sum of £400,000 will be allocated to supplement the existing Highways Maintenance budget and address the backlog of maintenance and incidence of claims. The majority of claims are made by pedestrians in relation to footways in residential areas and in

previous years this has reduced the number of successful accident claims and substantially reduced our insurance premiums.

- 3.2.5 Allocation of the budget will be made between Highway Maintenance and Footway Maintenance in light of need, performance and satisfaction issues. Consideration will be given to also using part of this funding to support a pilot based approach to local road safety schemes where there is a clear community desire to see a scheme implemented.
- 3.2.6 Existing budgets will also be used to continue with the development of a Highways Asset Management Plan (HAMP). This will ensure the provision of good quality information upon which to base decisions about ongoing investment, prioritisation of maintenance funding and maximisation of the impact of investment across the highway network.

3.3 Policy Review Recommendations

- 3.3.1 The recommendations agreed to reduce traffic issues in Sunderland as part of the committees Policy Review will deliver a range of improvement activity. A full overview of progress is attached as **Appendix 1**, the table below provides a summary of the number and percentage of each policy review’s recommendations that have been achieved, are on schedule to be achieved or are not on schedule to be achieved.

Policy Review	Rag Key		
	 Green (Recommendation achieved)	 Amber (On schedule)	 Red (Not on schedule)
Traffic Issues	4 (50%)	1 (12.5%)	3 (37.5%)

- 3.3.2 It should be noted that recommendations which are listed as not being on schedule to achieve are longer term actions which lie within the Hospital’s remit and are not within the Council’s powers to achieve. It is intended for the Council to engage with the Hospital’s management at senior level to maintain a dialogue around parking issues in and around Sunderland Royal Hospital.
- 3.3.3 Recommendations achieved to date include; a review of waiting restrictions in Doxford International Business Park resulting in the introduction of an experimental traffic regulation order (TRO) which has reduced waiting restrictions and freed up available parking space.

4.0 Recommendation

That the committee considers the continued good progress made by the council and the Sunderland Partnership and those areas requiring further development to ensure that performance is actively managed.