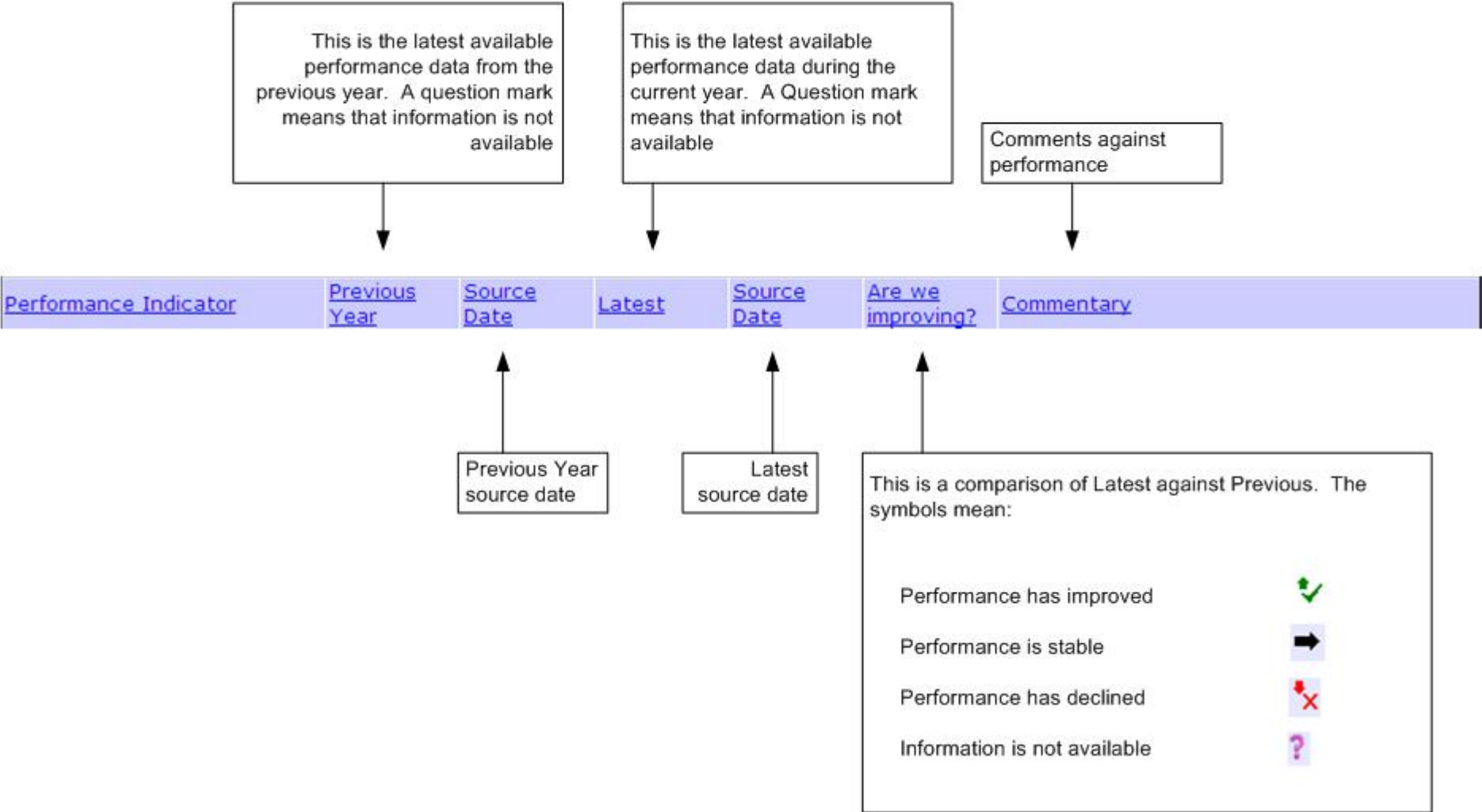









Report Key





Cleanliness



Performance Indicator	Previous Year	Source Date	Latest	Source Date	Are we improving?	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 %	31/07/2010	2.33 %	30/09/2011		Surveys conducted 3 times per year to 2010/11. Now conducted quarterly from 2011/12. Slightly higher than the previous year.
The percentage of relevant land and highways that is assessed as having deposits of detritus that fall below an acceptable level (NI195b)	3.00 %	31/07/2010	3.17 %	30/09/2011		Surveys conducted 3 times per year to 2010/11. Now conducted quarterly from 2011/12.
The percentage of relevant land and highways that is assessed as having levels of graffiti that fall below an acceptable level (NI195c)	1.00 %	31/07/2010	0.67 %	30/09/2011		Surveys conducted 3 times per year to 2010/11. Now conducted quarterly from 2011/12.
The percentage of relevant land and highways that is assessed as having levels of dog fouling that fall below an acceptable level (LPI068)	?		2.00	30/09/2011	?	Levels of dog fouling is a new measure which is being collected as part of the suite of street cleanliness measures from 2011/12 onwards. Data is unavailable for 2010/11. Levels of fly-posting is no longer collected.
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	31/03/2010	3.00	31/03/2011		<p>Measure is no longer returned as a service submission to DEFRA, although it is being maintained as a local annual measure within the authority.</p> <p>Performance during 2009/10 was exceptionally low at 25,012 compared to:</p> <p>2008/09 - 47,404 2009/10 - 25,012 2010/11 - 47,074</p> <p>Although incidents increased during 2010/11, the number of enforcement actions remained static.</p>



Recycling

Performance Indicator	Previous Year	Source Date	Latest	Source Date	Are we improving?	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)	373.59	30/09/2010	347.51	30/09/2011		This figure has continued to fall, exceeding the target due to residual household waste growth being static and ongoing efforts to divert more waste for recycling in the blue bin collection service.
The percentage of household waste arisings which have been sent by the Authority for reuse, recycling, composting or treatment by anaerobic digestion (NI192)	33.40 %	30/09/2010	36.87 %	30/09/2011		The effect of having most properties on the blue bin recycling scheme compared to same period last year and the seasonal affects of the garden waste (composting) collection service means performance peaks in the first two quarters as expected.
The percentage of Municipal waste landfilled (NI193)	65.76 %	30/09/2010	61.58 %	30/09/2011		The amount of municipal (includes all waste we collect from schools and council buildings plus household) waste sent to landfill reduces generally in proportion to the amount sent for recycling or composting in NI 192 above.




Planning





Performance Indicator	Previous Year	Source Date	Latest	Source Date	Are we improving?	Commentary
The percentage of major planning applications dealt with in 13 weeks (NI157a)	86.36 %	30/09/2010	84.21 %	30/09/2011		The performance in relation to major applications has continued above the local target level of 80%. Although due to the economic climate and the low numbers of applications received the percentage remains volatile. Applications received recently have been of a complex nature, this and the governments agenda to promote sustainable development has resulted in more than usual applications being allowed to exceed the target date in order to encourage and work with developers to promote development within the city. Major applications are continually monitored by management and are discussed at weekly management meetings to ensure the best performance possible is acheived.
The percentage of minor planning applications dealt with in 8 weeks (NI157b)	97.04 %	30/09/2010	91.20 %	30/09/2011		Performance in relation to minor applications has dipped slightly below the target of 93.5% in quarter two, although is still well above the national target level. This was due to the complexity and nature of applications. Minor application performance is also monitored on a weekly basis to ensure the best performance possible is achieved.




Performance Indicator	Previous Year	Source Date	Latest	Source Date	Are we improving?	Commentary
The percentage of 'other' planning applications dealt with in 8 weeks (NI157c)	98.80 %	30/09/2010	96.21 %	30/09/2011		Performance in relation to other applications has also dipped slightly below the target of 98%, although is still well above the national target level. This again is due to the complexity and nature of the applications and that out of the 11 applications that were over the target in quarter two, 7 were called to committee by council members and therefore exceeded the 8 week target date for decision. Other application performance is also monitored on a weekly basis to ensure the best performance possible is achieved.
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).	323.00	30/09/2010	31.00	30/09/2011		<p>The decline in the number of net additional homes provided in 2011 is due to two main reasons. Since 2007, the number of new build properties across the country has declined significantly. The rate of new build in Sunderland has been artificially sustained due to the previous government's affordable housing policies, such as the Kickstart scheme, which has enabled social housing providers in the city to bring stalled developments to completion. In addition, the extra care housing programme in Sunderland has created several sites with a sizeable number of properties in the last few years. Private developers during this period however have not been able to develop and deliver private schemes due to low demand and/or potential buyers' inability to obtain mortgages. This can be seen in the 60% decline in the number of new build properties in 2011 compared to 2010 as the social housing and extra care schemes were completed.</p> <p>Secondly the number of demolitions in 2011 has increased by 92% compared to 2010. This is due to several large regeneration sites across the city being demolished, particularly in the Doxford Park, Broom Hill, Castletown and Downhill parts of the city.</p>

Performance Indicator	Previous Year	Source Date	Latest	Source Date	Are we improving?	Commentary
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 %	31/03/2010	120.00 %	31/03/2011		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 %	31/03/2010	16.00 %	30/09/2011		We expected to be able to review local sites across Sunderland during 2011/12 and 2012/12 with the number of conservation sites increasing to approximately 80, including 13 additions. Unfortunately this is on hold until we hear whether we are going to receive appropriate funding from central government, therefore performance has not changed since March 2010.













Transport & Road Safety

Performance Indicator	Previous Year	Source Date	Latest	Source Date	Are we improving?	Commentary
The number of people killed or seriously injured (KSI) in road traffic collisions (BV099ai)	46.00	30/09/2010	36.00	30/09/2011		The Council continues to work hard to reduce KSI's through education, promotion and the implementation of traffic engineering measures where appropriate. A prioritisation mechanism has been developed which gives priority to sites with a significant accident history and has been used to assist in formulating a programme of future works.
The number of children (aged under 16 years) killed or seriously injured (KSI) in road traffic collisions (BV099bi)	8.00	30/09/2010	8.00	30/09/2011		As above.
The number of people slightly injured in road traffic collisions (BV099ci)	401.00	30/09/2010	383.00	30/09/2011		As above.
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)	11.24 %	30/09/2010	9.81 %	30/09/2011		As above.
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)	15.18 %	30/09/2010	-3.09 %	30/09/2011		As above.

Performance Indicator	Previous Year	Source Date	Latest	Source Date	Are we improving?	Commentary
The average number of days taken to repair a street lighting fault, which is under the control of the local authority (BV215a)	5.62	30/09/2010	4.48	30/09/2011		<p>Performance has improved year on year and remains on target against 7 days.</p> <p>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.</p>
The average number of days taken to repair a street lighting fault, where response time is under the control of a DNO (BV215b)	22.12	30/09/2010	15.85	30/09/2011		<p>Performance has improved year on year and remains on target against 35 days.</p> <p>Performance is out of the City Council's control as it is governed by Northern Electric, the Distribution Network Operator (DNO)</p>
Bus punctuality - the percentage of non-frequent buses (fewer than 6 buses per hour) on time according to scheduled bus departure times (NI178i)	81.30 %	30/09/2010	86.90 %	30/09/2011		<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 it's 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)	0.41	30/09/2010	0.57	30/09/2011		<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 our target of 1 minute and 5 seconds. We are in discussion with operators regarding punctuality of services which has an effect on customer satisfaction.</p>




Performance Indicator	Previous Year	Source Date	Latest	Source Date	Are we improving?	Commentary
Congestion - Average journey time per mile (in minutes) during morning peak times (NI167)	3.03	31/03/2010	3.05	31/03/2011		A minimal decrease over the previous year and still on target against 3 minutes and 29 seconds.
The percentage of the local authority's A-road and M-road network where maintenance should be considered (NI168)	2.00 %	31/03/2010	3.00 %	31/03/2011		<p>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:</p> <ul style="list-style-type: none"> - 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 %	31/03/2010	3.00 %	31/03/2011		As above

Performance Indicator	Previous Year	Source Date	Latest	Source Date	Are we improving?	Commentary
The total number of local bus and light rail passenger journeys originating in the authority area (NI177)	180,775,00...	31/03/2010	178,271,00...	31/03/2011		<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 Engli... 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>

Performance Indicator	Previous Year	Source Date	Latest	Source Date	Are we improving?	Commentary
Percentage of 5-10 year olds travelling to school by car (NI198ia)	31.20 %	31/03/2010	32.40 %	31/03/2011		An increased number of 5-10 year olds travelled to school by car during academic year 2009/10, higher than the projected target of 12.67%
Percentage of 5-10 year olds travelling to school by car share (NI198ib)	8.20 %	31/03/2010	7.10 %	31/03/2011		A reduced number of children shared a lift to school during academic year 2009/10, lower than the projected target of 10.38%.
Percentage of 5-10 year olds travelling to school by public transport (NI198ic)	3.30 %	31/03/2010	3.50 %	31/03/2011		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 of 15.20%
Percentage of 5-10 year olds travelling to school by walking (NI198id)	57.00 %	31/03/2010	56.60 %	31/03/2011		A reduced number of children aged 5-10 walked to school during academic year 2009/10, lower than the projected target of 59.03%.
Percentage of 5-10 year olds travelling to school by cycling (NI198ie)	0.10 %	31/03/2010	0.40 %	31/03/2011		An increased number of children aged 5-10 cycled to school during academic year 2009/10, although less than the projected target of 1.41%.
Percentage of 5-10 year olds travelling to school by other means (NI198if)	0.10 %	31/03/2010	0.00 %	31/03/2011		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 of 1.31%.
Percentage of 11-16 year olds travelling to school by car (NI198iia)	15.20 %	31/03/2010	14.90 %	31/03/2011		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 %	31/03/2010	1.60 %	31/03/2011		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 %	31/03/2010	24.10 %	31/03/2011		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 %	31/03/2010	56.80 %	31/03/2011		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 %	31/03/2010	0.40 %	31/03/2011		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 %	31/03/2010	2.10 %	31/03/2011		A reduced number of children aged 11-16 travelled to school other means of transport during academic year 2009/10.

Accessibility

Performance Indicator	Previous Year	Source Date	Latest	Source Date	Are we improving?	Commentary
The percentage of households within 20 minutes of closest secondary school (travelling by public transport, walking and cycling) (NI175a)	100.00 %	31/03/2010	100.00 %	31/03/2011	➡	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 %	31/03/2010	100.00 %	31/03/2011	➡	As above.
The percentage of households within 30 minutes of closest A&E hospital (NI175c)	87.10 %	31/03/2010	86.50 %	31/03/2011	❌	As above.
The percentage of households within 20 minutes of closest GP surgery (NI175d)	99.70 %	31/03/2010	100.00 %	31/03/2011	✅	As above.
The percentage of households within 40 minutes of specific employment sites - Doxford (NI175e)	87.80 %	31/03/2010	91.00 %	31/03/2011	✅	As above.
The percentage of households within 40 minutes of specific employment sites - Nissan (NI175f)	79.20 %	31/03/2010	75.90 %	31/03/2011	❌	As above.

Performance Indicator	Previous Year	Source Date	Latest	Source Date	Are we improving?	Commentary
The percentage of households within 40 minutes of specific employment sites - Pattinson (NI175g)	77.20 %	31/03/2010	87.00 %	31/03/2011		As above.
The percentage of households within 40 minutes of specific employment sites - City Centre (NI175h)	84.50 %	31/03/2010	84.20 %	31/03/2011		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 %	31/03/2010	84.60 %	31/03/2011		As above.