

Environment and Community Safety Overview and Scrutiny Committee
Local Area Agreement Delivery Plan Quarter 2 (July to September 2008)
- Environment and Community Safety Extracts -

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Definitions of performance rating

Direction of travel incorporates an assessment of both performance against target and progress against the milestones in the delivery plan as follows:

● RED	Performance is significantly off target
●/● AMBER/RED	Performance is off target and progress against delivery plan milestones is off track/ won't deliver required improvement
● AMBER	Performance is off target and progress against delivery plan milestones unknown or uncertain
●/● AMBER/GREEN	Performance is off target and progress against delivery plan milestones is on track to deliver required performance levels
● GREEN	Performance is at or better than target
● GREY	No judgement possible (Targets may be missing or it is the baseline year for an indicator)

An indicator could be off target but if there is evidence the delivery of the planned actions will enable performance to reach the level targeted it will be colour coded AMBER/GREEN

1.0 Reducing crime & improving safety

LAA outcome	Baseline	08/09 target	Latest	Direction of travel	Lead Directorate
NI 17 Perceptions of anti-social behaviour	36% (City views proxy)	32.5%	Place Survey data avail early 2009	● GREY	Environment
NI 30 Re-offending rate of prolific and priority offenders	285 convictions	205 convictions (-27%)	HO data awaited	●/● AMBER/GREEN	Environment
NI 32 Repeat incidents of domestic violence	New indicator	Baseline year	N/A	●/● AMBER/GREEN	Environment
NI 38 Drug-related (Class A) offending rate	New indicator	Baseline year	N/A	●/● AMBER/GREEN	Environment
NI 40 Drug users in effective treatment	1067	1078	981 (Sept 08)	● GREEN	Environment
NI 47 People killed or seriously injured in road traffic accidents	165	159 3.6% reduction	N/A	● RED	Environment/ ESFRS
L 5 Specialist support to victims of a serious sexual offence (NI 26)	New indicator	Baseline year	N/A	● GREY	Environment
L 6 Assault with injury crime rate (NI 20)	2,191	2,081 5% reduction	1048 (Sep 08)	● GREEN	Environment
L 7a Arson incidents (NI 33) – primary fires	204	184	103 (Sept 08)	● RED	ESFRS
L 7b Arson incidents (NI 33) – secondary fires	347	312	213 (Sept 08)	● RED	ESFRS

LAA outcome	Baseline	08/09 target	Latest	Direction of travel	Lead Directorate
L 8 Number of police recorded LGBT hate crimes and incidents	184	193 (+5%)	89 (Oct 08)	●/● AMBER/GREEN	Environment
L 9 Number of police recorded racist and religiously motivated crimes and incidents	554	526 (-5%)	226 (Oct 08)	● GREEN	Environment
L 10 Number of police recorded total sexual offences	283	297 (+5%)	201 (Oct 08)	● GREEN	Environment

Summary of progress

Progress on milestones is good.

Risks

- The NI indicators linked to crime, community safety, drugs and alcohol issues (NI 17,30,32,38,40, and local indicators 5,6,8,9 and 10) are all delivered and / or supported by staff who are funded by initiative funding streams and for which the funding for their posts is not currently confirmed beyond March 2009.
- Unless funded, multi-agency services which have strong evidence of successful crime reduction outcomes, such as the ASB Team, Operation Reduction, Priority and Prolific Offender Project, Environment Improvement Team, Communities against Drugs Team and others will not be able to continue.
- Impact of recession on opportunities for Young Offenders to obtain employment may also undermine engagement in education and training.
- In addition it is known that the main funding streams available up until 2008/09 are reducing in 2009/10 and then ceasing completely from 2010/11. Whilst work is underway to look for alternative sources of funding and to try and mainstream posts where possible this

is a significant risk to delivering this area of work over the life of this delivery plan. The impact on achievement of targets will need to be closely monitored.

- Data is not yet available to access the first year's progress on NI 47. However when looking at progress against BVPI 99 (which NI 47 supersedes) the risk for not achieving targets is high and this can be used as an indication for NI 47's result. The LTP1 delivery report published in 2006 identified that the number of KSI does not appear to be reducing in line with the target trajectory. There are a number of factors that may have contributed to the current level of progress, including the significant amount of essential roadwork's and other improvement schemes that have been taking place in the city. Also, the contributory factors that can cause collisions and casualties can be complex and may not be resolved simply through an engineering scheme or education and training. These can include errors of judgement, weather conditions, irrational behaviour due to drink or drugs or lack of familiarity with surroundings.

2.0 Strengthening communities and involving people

LAA outcome	Baseline	Target 08/09	Latest result	Direction of travel	Lead Directorate
L 18 Adult participation in sport (NI 8)	25.1% (Active People Survey 05/06)	To be set at review in 2009	Active People Survey	● GREY	Environment

Progress

A range of participatory sports events e.g. Take Part festival of sport, Active for Life sessions, Health Living Day, Under 21 World Volleyball Championships and Get Moving (mental health) day have been held in order to encourage participation in sporting activities.

Risks

None identified.

3.0 Promoting resource efficiency & enhancing the environment

LAA outcome	Baseline	Target 08/09	Latest result	Direction of travel	Lead Directorate
NI 195 Improved street and environmental cleanliness - levels of graffiti	9%	8%	5%	● GREEN	Environment

Progress

There has been increased community involvement and partnership working to clear areas and enforcement against criminal damage. Good progress with adopt-a-box scheme with 57 adoptions so far. Target of 8% is being exceeded by 5% unsatisfactory streets (low good).

Risks

None identified – progress good.

4.0 Promoting sustainable transport

LAA outcome	Baseline	Target 08/09	Latest result	Direction of travel	Lead Directorate
NI 167 Congestion – average journey time per mile during the morning peak	3 min per mile	3 min per mile	N/A	● GREY	Environment
NI 175 Access to services and facilities by public transport, walking and cycling	91%	92%	N/A	● GREY	Environment

Summary of progress

- NI 167 – this is a completely new indicator and the target is based on there being no increase in the average morning peak hour journey time on 5 key strategic routes entering the city centre. Latest results are not available until 2009 and there has been no progress to date on the actions and milestones
- NI 175 – This national indicator supersedes ltp1 and is a stretched target that now seeks to increase the proportion of the population that are within 10 minutes of a doctors surgery (using public transport and walking). Data is not yet available to monitor the first year’s progress and no progress to date has been made on the actions and milestones.