

# Appendix 3: Measuring the quality of life in the city

Plymouth's  
Sustainable  
Community  
Strategy  
2007-2020



# Our vision

Plymouth will be recognised as  
“one of Europe’s finest, most vibrant  
waterfront cities, where an outstanding  
quality of life is enjoyed by everyone.”



**Contents page**

<b>Introduction</b>	<b>3</b>
<b>A picture of Plymouth</b>	
Population	7
Migration	8
Resident Age profile	9
Ethnic Origin	10
<b>Developing a prosperous economy</b>	
Household Incomes	11
The Output of the Economy	12
Employment	13
Unemployment and benefit take up.	14
VAT Registered Businesses.	15
<b>Maintaining a clean and sustainable environment</b>	
Carbon Dioxide Emissions	16
Household Energy Use	17
Air pollution	19
Water Use	21
The quality of our surrounding green spaces	22
Bathing Water Quality	24
The Quality of Our Rivers	25
Biodiversity	26
Waste	27
Street Cleanliness	28
Listed Buildings	29
Noise	30
Housing Conditions	31
<b>Raising educational achievement</b>	
Qualifications - GCSE	32
Local skills	33
<b>Promoting community safety</b>	
All Crime	34
Crime – Burglary	35
Crime – Vehicles	36
Crime – Robbery	37
Crime – Sexual Offences	38
Crime – Violence	39
Road Accidents and Road Safety	40
<b>Improving Health and Well being</b>	
Mortality Rates – Circulatory Disease	41
Mortality Rates – Cancer	42
Teenage Pregnancy	43
Fuel Poverty	44
<b>Developing and effective transport system</b>	
Public Transport – Bus Journeys	45
Access to local services	46
Public Transport – Perceptions	47
Traffic congestion	48
Travel and transport	49
<b>Stimulating culture and leisure activities</b>	
Local cultural and leisure facilities	50
<b>Promoting inclusive communities</b>	
Living in Plymouth – Satisfaction	51
Poverty Levels	52
Community Participation	53
Local Democracy	54
Homelessness	55
Affordable Housing	56
<b>Achieving a sustainable community</b>	
Eco-footprint	57

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## Introduction:

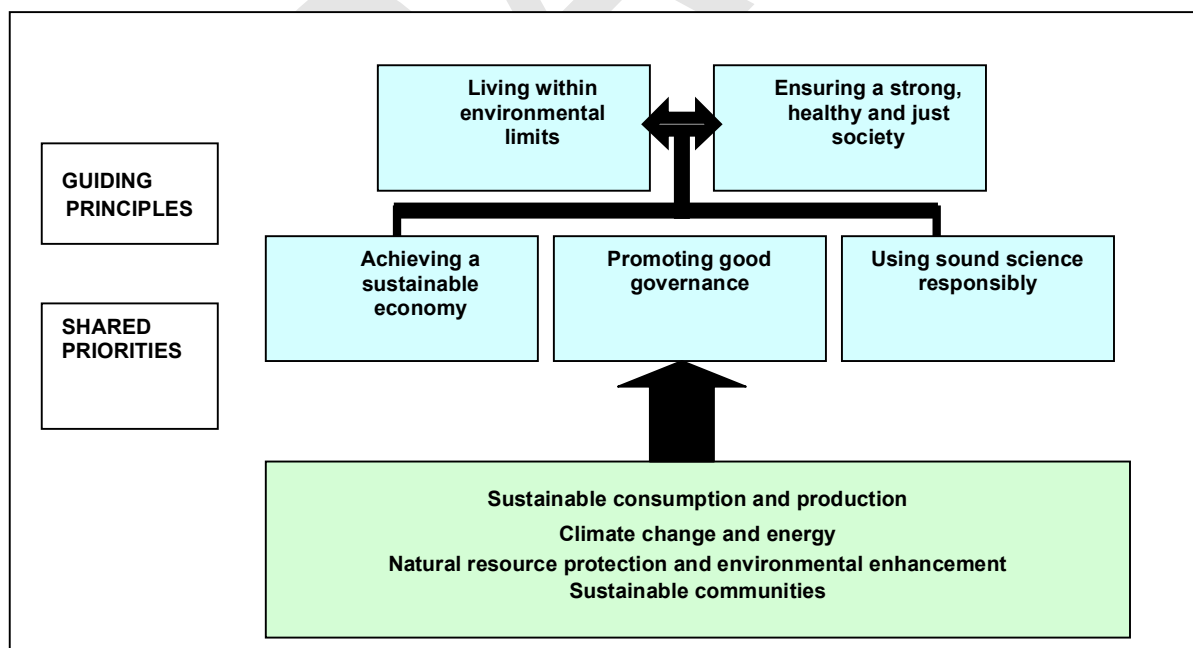
The Plymouth 2020 Local Strategic Partnership brings together people from public sector organisations, business and the Community and voluntary sector to work together to improve the delivery of service and raise the local quality of life within the city. The partnership was introduced by central government in order to address questions such as: 'Are the services provided effective and of good quality?', 'Do they provide what local people need?' 'Is there a vision for improving the local area that will be long lasting?'

Plymouth 2020 Local Strategic Partnership has brought together plans from all the local agencies in the creation of a sustainable community strategy entitled '**Securing the future for generations ahead: Plymouth's Sustainable Community Strategy**'. The vision is that Plymouth will be recognised as one of Europe's finest, most vibrant waterfront cities, where an outstanding quality of life is enjoyed by everyone.' The aim of the strategy is to describe what Plymouth is like as a place to live, to reflect people's views on the things that need to change and improve and to address these through a series of objectives and priorities which partners have committed to deliver.

## Plymouth - More sustainable and with a better quality of life:

Creating and maintaining sustainable communities is one of the key priorities for the UK Government's Sustainable Development Strategy 'Securing the Future' (March 2005). In helping to make better choices, the national principles and priorities for sustainable development act as significant catalysts for change and a focus for leadership. The Sustainable Community Strategy is the focus for delivering this change at a local level and, most importantly of all, in partnership with local people.

### The UK Approach to Sustainable Development Policy "Securing the Future, March 2005": Guiding Principles and Priorities



Source: DTI, ODPM and DEFRA (available at <http://www.sustainable-development.gov.uk/publications/documents/securing-the-regions-futures.pdf>)

## **So what is 'Sustainable Development'?**

Sustainable development enables people throughout the world to satisfy their basic needs and to enjoy a better quality of life without compromising the quality of life of future generations.

Sustainable development is as important to the delivery of increasingly sustainable communities here in Plymouth as it is to the delivery of change in developing nations or countries such as China with their emerging economies. However, in terms of our quality of life 'sustainability' can be a major challenge as we all have a different vision of what a 'good' quality of life might be like. Our expectations here in Plymouth might be very different to those developing sustainable communities elsewhere, so care is needed to clearly define what improves, and what impairs, the quality of life we enjoy.

All in all, we share the global definition of sustainable development and its basic aims of providing a balance between social, economic and environmental opportunities. Improving access to basic amenities such as food, shelter, warmth, water, safety, health care and education matter to us all.

Above all sustainable development defines how we plan for the future and how we manage the resources available to us to ensure we are not limiting future choices or using more than we can actually provide. For example, this idea is reflected in a new priority for living within the environmental limits of the planet. Here research shows that "if everyone on the planet consumed as much as an average South West resident, we would need three Earths to support global resource consumption sustainably".

### **Measuring our quality of life.**

Plymouth's future relies on development that is sustainable. This means finding ways of improving our quality of life in such a way that barriers are removed and any conflicts between economic growth and prosperity, the protection of the environment and resources and social issues such as security, health and education are resolved.

To be sustainable we need to integrate economic, social and environmental objectives with consideration of the long term impacts of the actions we take. Sustainability needs to be reflected in every decision – from the delivery of services on a day to day basis to the vision and objectives in the plans and strategies that will take us in to the future.

We also need to reflect local, regional and national policies and extended time scales in these documents and to be able to relate these to local needs and aspirations. In order to achieve this we need to have a means of measuring our progress against an established baseline.

Measuring our 'quality of life' can be a complex business. To be successful, we need to know where we are starting from (our baseline), where we want to be (the direction of travel) and how we are going to measure the progress made (the indicators).

### **We need to know where we are now and what we need to do to ensure Plymouth's future is as sustainable as possible.**

This appendix of the Sustainable Community Strategy is the first step towards establishing this essential baseline.

### **Choosing 'Quality of Life' Indicators.**

The way in which 'quality of life' indicators relate at each level can tell us a lot about sustainable development. This, in turn, helps to guide the development and delivery of key plans and policies.

The detail of these measurements can be quantitative (how much something has changed), qualitative (the extent of the change experienced) or perceptive (reflecting our experience of the change) so it is not surprising that there are close links between quality of life measurements and the many targets, indicators and reporting mechanisms used to monitor performance at almost every level.

However, whereas performance indicators tend to be short term, detailed and very specific, quality of life (or sustainability) indicators often reflect a broader scope or a longer time frame. It

is important to be able to determine the differences between the two even though they should be complementary.

In addition, the growing number of performance indicators and targets makes the choice of measurement increasingly difficult. In many cases definitions are frequently revised; making comparison over time extremely difficult. Equally, different trends in local government management have resulted in a wide range of, often competing, priorities depending on the subject you are reviewing. As a result a simple change in the wording of the 'indicator' can mean you end up monitoring something quite different.

In short 'quality of life indicators' should help us to create the 'bigger picture' for Plymouth and assist us in reporting our progress in local, regional, national and, even, international contexts. This flexibility is essential as it adds both context and strength to the delivery of our vision for the Plymouth of tomorrow.

### **Plymouth's 'Quality of Life Indicators' criteria for selection**

'Measuring quality of life in the city' presents a range of data, information and indicators to provide a picture of quality of life within Plymouth. Plymouth 2020 Local Strategic Partnership took this information into account when developing the Sustainable Community Strategy.

This set of Sustainable Development or 'Quality of Life' Indicators for Plymouth shows where we are in terms of developing more sustainable communities. The list was first developed as part of Plymouth's Local Agenda 21 Plan in 2000.

#### **1: Fitness for purpose**

At every stage of its development, the list has been subjected to external scrutiny by members of the Environment & Sustainability Partnership. They have consistently considered the following:

- The availability of consistent, robust information sources that could be verified independently.
- The time scales involved – whether the information was easily available on a yearly basis. If not, how often was it monitored?
- The wording of the indicator – making sure measurements could be consistent.
- The extent to which the indicators were included in national and regional documents.
- The suitability of the indicators chosen by the local community or suggested nationally.
- Did they reflect a balance between social, economic environmental impacts? and,
- Did they reflect local concerns as well as the many priorities for action?

#### **2: Strategic fit with other frameworks**

In refining the list for use in the Sustainable Community Strategy we have taken account of a wide range of existing local 'frameworks' (such as the Council's Corporate Plan, the Local Area Agreement, Neighbourhood Renewal Programme, the City Strategy and the Local Development Framework), regional plans and policies (such as the Regional Framework for Sustainable Development) and national indicators such as those used to monitor the national strategy for sustainable development (Securing the Future, March 2005) and the Audit Commission's proposed Quality of Life indicators.

#### **3: Technical test of 'robustness'**

The outcomes have also been rigorously tested against the SMART criteria and, in 2005, were also subjected to an independent test of 'robustness' undertaken on our behalf by staff at Imperial College, London.

#### **4: Comparison with other information sources**

In each case the chosen indicators have been compared against existing evidence from local communities and databases used across Plymouth, against regional information and nationally held data to ensure that choices can be reflected at every level.

#### **5: Comparison with other indicators**

The list has also been compared against other significant performance indicators including:

- The UK Government Sustainable Development Framework Indicators
- The national Sustainable Development Indicators

- The Audit Commission's list of Quality of Life Indicators 2005 (designed to support Local Strategic Partnerships)
- The indicators used in the Regional Framework for Sustainable Development.
- Best Value Performance Indicators.
- Local Area Agreement (this review)
- Local Development Framework Annual Monitoring requirements.

The result is a statistical snapshot of life in Plymouth against which the delivery of the Sustainable Community Strategy can be assessed.

### How to use this document

The information is organised under each of the eight strategic objectives from **Plymouth's Sustainable Community Strategy 2007-2020**. Preceded by a section 'a picture of Plymouth', these eight sections are:

- Improving health and well-being
- Developing a prosperous economy
- Promoting community safety
- Raising educational achievement
- Promoting inclusive communities
- Developing and effective transport system
- Maintaining a clean and sustainable environment
- Stimulating culture and leisure activities

This document provides a detailed source of information about Plymouth presented in figures and tables, and often illustrated by a comparison with the regional and national picture.

The data included in this document has been compiled from a range of sources and these are detailed in each example.

### Further Information

'**Measuring quality of life in the city**' forms Appendix 3 of '**Securing the future for generations ahead: Plymouth's Sustainable Community Strategy 2007-2020**'. Other companion documents to the strategy include:

**Appendix 1: Local Area Agreement**

The focus and priorities for improvement 2007-2010

**Appendix 2: How we will work together**

The partnership and its structure

**Appendix 4: How we will create sustainable communities**

The way that we will build in sustainable principles to the way that we work

If you would like any further information or copies of the document you can contact us by:

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Or alternatively visit our website where you can download these documents:

[www.plymouth2020.co.uk](http://www.plymouth2020.co.uk)

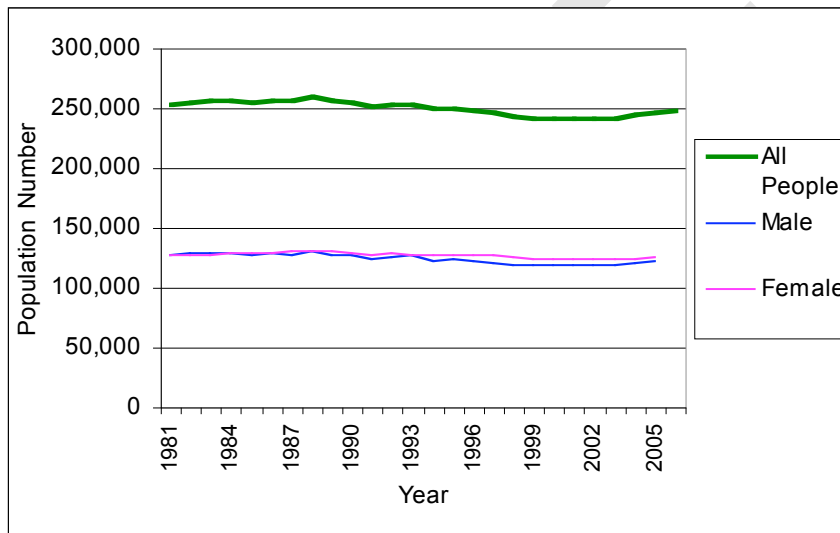
If you would like this document in large print, Braille or another language, please call 01752 305494.

<b>THEME:</b>	<b>A Picture of Plymouth</b>
<b>INDICATOR:</b>	<b>Population</b>
<b>MEASURED BY:</b>	<b>Mid year population numbers in thousands</b>
<b>BASELINE:</b>	<b>1981. ONS mid year population estimates</b>

**Why measure this at this level?** Disparities of population growth between regions are projected to continue with one of the fastest rates of population growth expected in the South West. Accommodating this growth successfully will be a key challenge for regional and local planners. Whilst population growth can aid economic objectives, it can raise environmental concerns through the generation of more waste, increased energy consumption, rising demand for housing and increased road traffic volumes (Source State of the South West Report 2007)

**COMPARISON:** Plymouth's population has shown some fluctuation over the 1981-2006 period. With a baseline of 253,000 population in 1981 to 248,100 in 2006 Plymouth has witnessed a slight (2.05%) reduction in total population. In contrast the South West has witnessed a 15.6% increase in population over the 1981 to 2005 position (4,383,400 in 1981 to 5,067,800 in 2005) and there has also been a 7.7% increase in population nationally (46,820,800 in 1981 to 50,431,700 in 2005). The pattern of male and female populations within Plymouth has fluctuated in line with the city total over the period. This pattern is demonstrated in graph 1.

Graph 1: ONS mid year population levels for Plymouth by sex



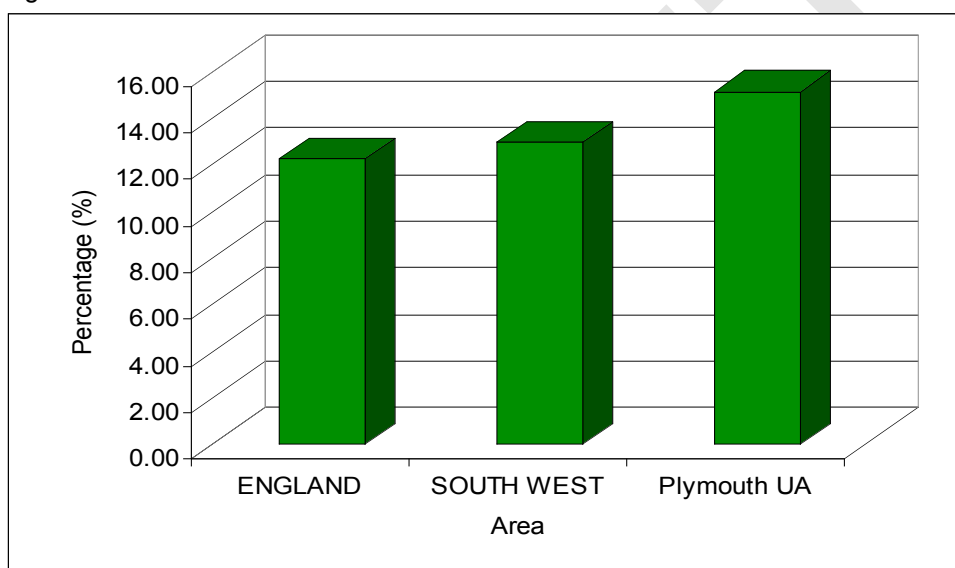
<b>Direction of Travel in the City</b>	Fluctuating (2.05% decline)
<b>Frequency of review</b>	Annual ONS mid year population levels – 1 year lag
<b>Data Source</b>	<a href="http://www.neighbourhood.statistics.gov.uk">http://www.neighbourhood.statistics.gov.uk</a>
<b>Barriers</b>	One year data lag
<b>Strategic and Framework Links</b>	Plymouth's Economic Strategy, Regional Economic Strategy.

<b>THEME:</b>	<b>A Picture of Plymouth</b>
<b>INDICATOR:</b>	<b>Migration</b>
<b>MEASURED BY:</b>	<b>Percentage of population who are migrants</b>
<b>BASELINE:</b>	<b>2001 Census</b>

**Why measure this at this level?** The 2007 State of the Southwest report identifies that the South West's population has grown entirely due to net migration. They identify that migration patterns and house price differences between regions can have significant impacts on local housing markets since incomers from areas with higher house prices can have greater purchasing power than existing residents. This can create problems with maintaining affordability of housing.

**COMPARISON:** The 2001 Census indicated that Plymouth had a higher percentage of population who are migrants (15.09%) than was found regionally (12.93%) or nationally (12.24%). This is demonstrated in graph 2.

Graph 2: Comparison of migration levels 2001. Referring to percentage of people who are migrants



Source: 2001 Census. Office of National Statistics

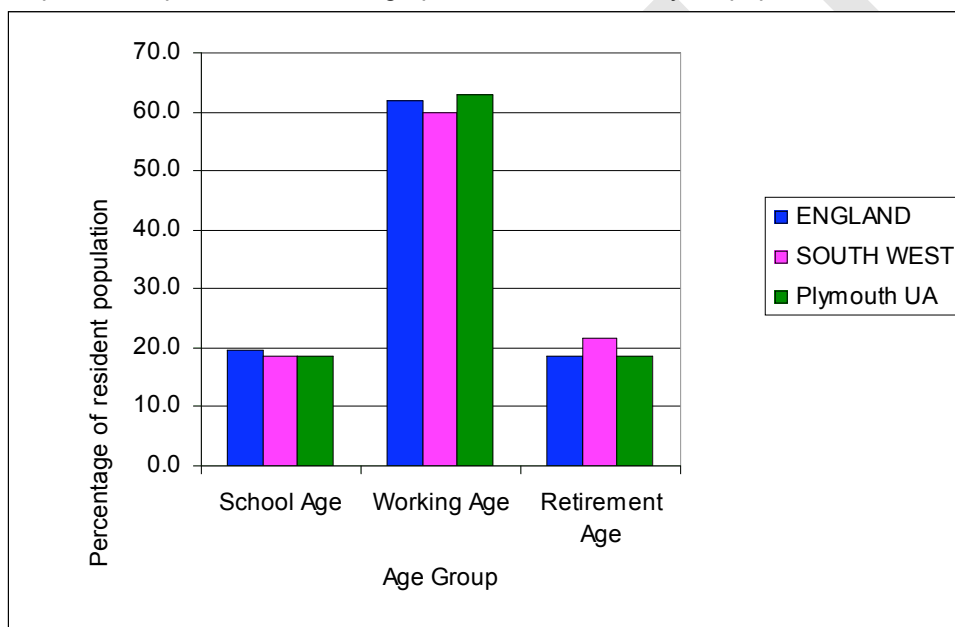
<b>Direction of Travel in the City:</b>	Unknown, baseline data only
<b>Frequency of review:</b>	10 year. Reported at a local level in the Census only
<b>Data Source:</b>	<a href="http://www.statistics.gov.uk/census/">http://www.statistics.gov.uk/census/</a>
<b>Barriers encountered:</b>	Only measured in the Census – therefore data only available on a 10 year basis
<b>Strategic and Framework Links:</b>	Plymouth's Economic Strategy, Regional Economic Strategy.

<b>THEME:</b>	<b>A picture of Plymouth</b>
<b>INDICATOR:</b>	<b>Resident Age Profile</b>
<b>MEASURED BY:</b>	<b>Age population: Age by category</b>
<b>BASELINE:</b>	<b>2004</b>

**Why measure this at this level?** The South West has the oldest age structure of all the England regions. Age structure has important economic, labour market and planning implications as well as having a direct impact on the nature of public services demanded.

**Comparison:** Population structure can be described in terms of three categories: School age (under 16 years), working age (16-59 female, 16-64 male) and retirement age (60 and over female, 65 and over male). In 2004 Plymouth working age people represented the largest group with 63.0%, a higher percentage than witnessed regionally (59.9%) or nationally (62.0%). Comparatively Plymouth had a school age population equating to 18.5% of the total population, compared to 19.5% nationally and matching the South West figure (18.5%). Similarly Plymouth's retirement age population of 19.0% matches the national figure (19%) while being slightly below the South West's 22% figure.

Graph 3: Comparative resident age profile based on mid-year population estimates 2004



Sources: Office for National Statistics, General Register Office for Scotland, Northern Ireland Statistics and Research Agency.

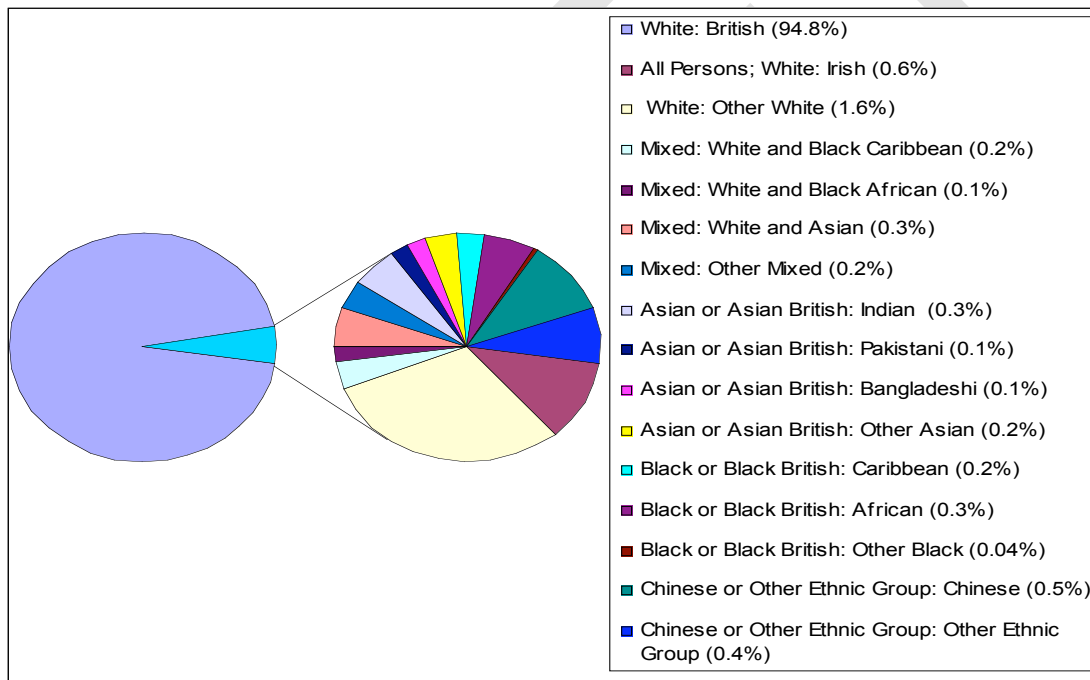
<b>Direction of Travel in the City:</b>	Unknown, baseline data only
<b>Frequency of review:</b>	Annually (report data obtained from ONS). 3 year data lag
<b>Data Source:</b>	<a href="http://www.swo.org.uk/SoSW2007/indexSoSW.asp">http://www.swo.org.uk/SoSW2007/indexSoSW.asp</a> (Economy Section)
<b>Barriers encountered:</b>	Further updates of report needed to update indicator
<b>Strategic and Framework Links:</b>	Plymouth's Economic Strategy, Regional Economic Strategy

<b>THEME:</b>	<b>A Picture of Plymouth</b>
<b>INDICATOR:</b>	<b>Ethnic Origin</b>
<b>MEASURED BY:</b>	<b>Mid year population numbers in thousands and associated percentage by ethnic origin</b>
<b>BASELINE:</b>	<b>2001</b>

**Why measure this at this level?** Nationally public authorities have a statutory duty to eliminate unlawful discrimination and promote equality of opportunity and good relations between people from different racial groups. This legal requirement extends to the work public authorities carry out in partnership with other organisations. As such it is important to identify the racial composition of different areas to ensure that the statutory duty is being met.

**COMPARISON:** An ethnic breakdown of Plymouth's population in June 2004 reveals that 94.8% of Plymouth's population is recorded as White: British compared to 96.4% in 2001. Graph 4 demonstrated the percentage of the total population of the city by each ethnic category as at June 2004. These increases in ethnic diversity within Plymouth are reflected both regionally and nationally. In the South West the percentage of the population who are White: British has fallen from 95.3% in June 2001 to 93.8% in June 2004. Similarly the national the percentage of the population that are recorded as White: British has fallen from 86.8% in June 2001 to 85.3% in June 2004.

Graph 4: Percentage of population by ethnic groups. June 2004



Source: Office of National Statistics. Experimental statistics based on mid year estimates.

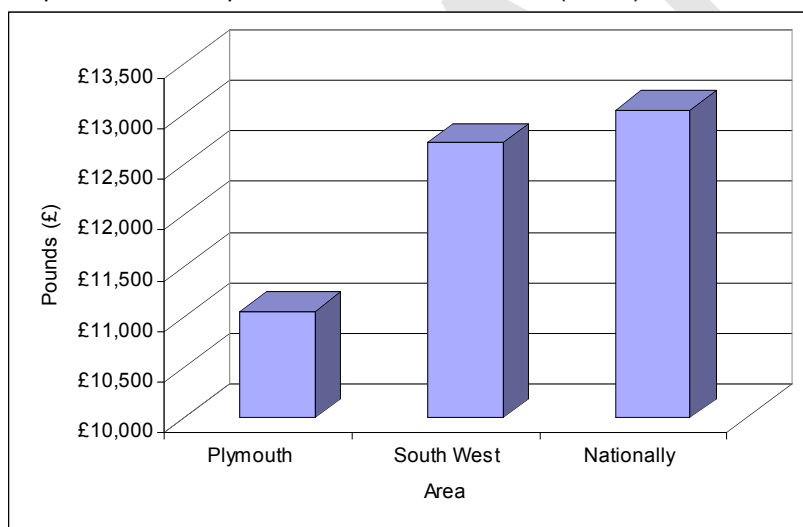
<b>Direction of Travel in the City:</b>	In line with regional and national trends
<b>Frequency of review:</b>	Annual -3 year data lag due to experimental nature of statistics
<b>Data Source:</b>	<a href="http://www.neighbourhood.statistics.gov.uk">http://www.neighbourhood.statistics.gov.uk</a>
<b>Barriers encountered:</b>	Data are part of the second release of these estimates and validation of the statistics is continuing. As the data have not been shown to reach the quality standards required of National Statistics, the estimates have been released as Experimental Statistics.
<b>Strategic and Framework Links:</b>	Plymouth's Economic Strategy

<b>THEME:</b>	<b>Developing a Prosperous Economy</b>
<b>INDICATOR:</b>	<b>Household Incomes</b>
<b>MEASURED BY:</b>	<b>Gross Disposable Household Income (GDHI)</b>
<b>BASELINE:</b>	<b>2004 quoted from ONS sources in State of the South West 2007</b>

**Why measure this at this level?** Household incomes, which reflect issues such as wages, profits, rents and interest earned, contribute a great deal to the measurement of income methods of measuring the success of the economy. They provide an overview of 'prosperity' from a community perspective in terms of the affordability of different lifestyles and the choices local people make. They can also be related to issues of the day such as benefits and personal debt. As such, household income is an important indicator of the quality of life that local people can afford. "In reality, household income may be a better indicator of the economic wellbeing of its residents than output". (Source State of the South West Report 2007).

**COMPARISON:** Within the South West region, Plymouth recorded the lowest rate of household income. £11,051 is 15 index points below the national average. (Source State of the South West Report 2007). Regionally, Gross Disposable Household Income (GDHI) per head in the South West is currently running at £12,721; the highest level outside the South East and just under 98% of the English average. Compared with GVA (the measure of output), this suggests that the region is economically better off on measures of income rather than measures of output. This is because households within the region benefit from the impact of redistributed pensions, taxes, benefits and other forms of income. (Source: State of the South West 2007). Nationally, figures from 2004 recorded national average levels of Gross Disposable Household Income as £13,040 (Source ONS).

Graph 5: Gross Disposable Household Income (GDHI)



Source: <http://www.swo.org.uk/SoSW2007/indexSoSW.asp> (Economy Section)

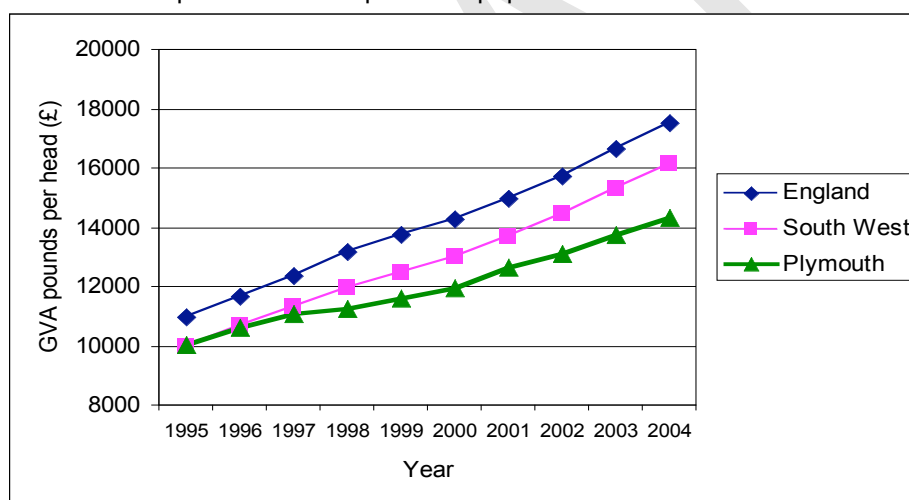
<b>Direction of Travel in the City:</b>	Unknown, baseline data only
<b>Frequency of review:</b>	Annually through SWENVO Report (report data obtained from ONS). 3 year data lag
<b>Data Source:</b>	<a href="http://www.swo.org.uk/SoSW2007/indexSoSW.asp">http://www.swo.org.uk/SoSW2007/indexSoSW.asp</a> (Economy Section)
<b>Barriers encountered:</b>	Further updates of report needed to update indicator
<b>Strategic and Framework Links:</b>	Plymouth's Economic Strategy, The Growth Strategy, Regional Economic Strategy.

<b>THEME:</b>	<b>Developing a Prosperous Economy</b>
<b>INDICATOR:</b>	<b>The Output of the Economy</b>
<b>MEASURED BY:</b>	<b>Gross Value Added per Person (GVA per person)</b>
<b>BASELINE:</b>	<b>1995</b>

**Why measure this at this level?** GVA is a measure of economic output and is calculated as the value of final goods and services produced in an economy, plus any subsidies but less any taxes. For any given region or sector, GVA is the difference between output and immediate consumption; making it an excellent way of measuring local resource use and economic sustainability as cities and urban areas, like Plymouth, are the economic drivers of regional and national economies. GVA per head is used by Central Government and the UK regions as a measure of relative economic performance – a broad productivity rate. In turn, productivity contributes significantly to our standard of living and is an extremely important indicator of future relevant economic prosperity. In terms of sustainability, to increase economic output an area can either increase the amount of inputs used – such as land, labour, resources or capital – or it can use those resources more productively.

**COMPARISON:** *Locally*, GVA estimates are based on sample surveys so caution should be applied when interpreting the results. Although urban productivity rates are inflated by commuting, a review of productivity does highlight how important the Principal Urban Areas (or PUAs) are as economic drivers in regional economies. Figures for 2004 put Plymouth's GVA (£) per head as £14,327. *Regionally*, the overall GVA per head figure for 2004 for the South West was quoted as £16,141. *Nationally*, comparison of the same figures gives the national GVA per head figure as £17,532. (Source: Office for National Statistics (ONS), Annual, On-line edition 2007)

Chart 6: A comparison of GVA per head population 1995-2004



Source: Office for National Statistics (ONS), Annual, On-line edition 2007

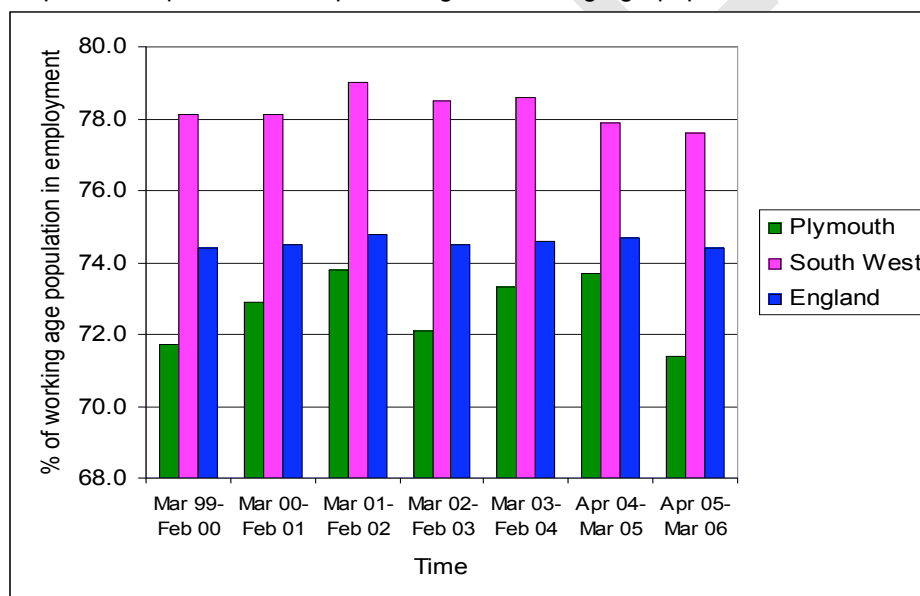
<b>Direction of Travel</b>	Positive
<b>Data frequency</b>	Annually. Regional and National data lag 1 year. Local data lag 3 years
<b>Data Source</b>	<a href="http://www.statistics.gov.uk/statbase/">http://www.statistics.gov.uk/statbase/</a>
<b>Problems encountered:</b>	GVA per head measurements are still considered exploratory due to problems with the availability of data and its quality. The Allsop Review (2004) of statistics used in economic policy making concluded that regions currently have problems with the data required to calculate GVA per head and that the current practice of using estimates based on the workplace could be distorted as they do not take commuting into account – an important sustainability impact for Plymouth. Care should be taken when using GVA per head but its use should not be ruled out.
<b>Strategic/Framework Links:</b>	Plymouth's Economic Strategy, The Growth Strategy, Regional Economic Strategy.

<b>THEME:</b>	<b>Developing a Prosperous Economy</b>
<b>INDICATOR:</b>	<b>Employment</b>
<b>MEASURED BY:</b>	<b>The % of the working age population that is in employment.</b>
<b>BASELINE:</b>	<b>Period March 1999 to February 2000</b>

**Why measure this at this level?** Employment levels (including those for self employment) are an essential indicator of our use of labour which, in turn, fuels economic activity across the city. As an indicator of sustainability and quality of life, employment factors are critical to economic success and the well being of local residents. Whilst employment drives levels of productivity and growth, the income derived is the main means by which we improve our standards of living and quality of life. Improving participation in the economy is one of the Regional Economic Strategy's eleven priorities and there are strong local links to affordability, skills, household incomes and benefit takeup. Levels of economic inactivity also tell us a great deal about opportunities in the city (such as seasonal variations in employment) or issues such as social exclusion through health or personal circumstances.

**COMPARISON:** From April 2005 to March 2006 Plymouth recorded a lower employment rate than the South West region at 71.4%. In comparison with a rate for England (74.4%) and the South West (77.6%). Regionally, the South West is characterised by having relatively high economic activity rates, high levels of employment and self employment and the lowest rates of unemployment of any region.

Graph 7: Comparison of the percentage of working age population that is in employment



Source: ONS annual population survey

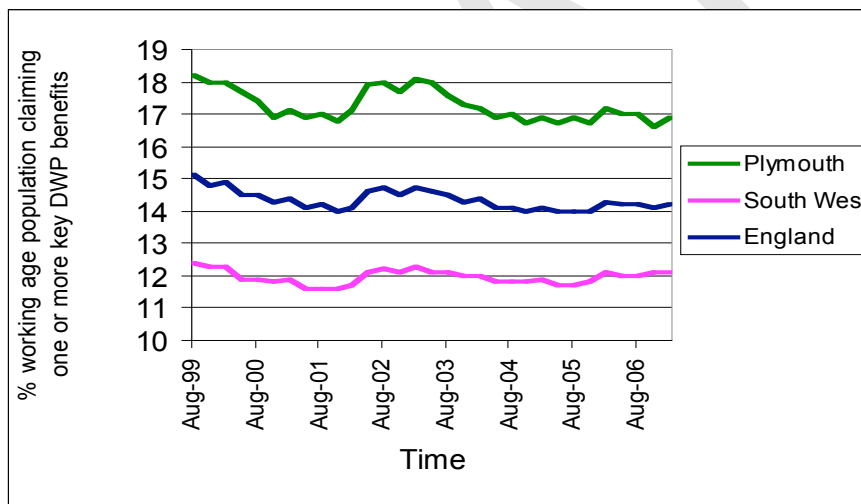
<b>Direction of Travel in the City:</b>	Fluctuating, but generally static
<b>Frequency of review:</b>	Annual (annual for different quarters also available). One year data lag
<b>Data Source:</b>	Nomis Labour Market Profile ( <a href="http://www.nomisweb.co.uk">www.nomisweb.co.uk</a> )
<b>Problems encountered:</b>	Method of monitoring changed from March-February reports from 1999 to 2004. Since then these figures have been available as annual figures based on 4 different quarter positions throughout the year.
<b>Strategic Framework Links:</b>	Plymouth's Economic Strategy, The Growth Strategy and the Regional Economic Strategy. Also linked to the Local Area Agreement. Related reports include the State of the Cities 2006 database which includes specific information on Plymouth under an urban competitiveness theme.

<b>THEME:</b>	<b>Developing a Prosperous Economy</b>
<b>INDICATOR:</b>	<b>Unemployment and Benefit Take Up.</b>
<b>MEASURED BY:</b>	<b>Department of Work and Pensions Working Age Client Group (WACG). This dataset represents the number of working-age people who are claiming one or more key DWP benefits. Working age includes males aged 16 to 64 and females aged 16 to 59.</b>
<b>BASELINE:</b>	<b>August 1999</b>

**Why measure this at this level?** Reductions in levels of unemployment can be used to highlight a number of sustainable outcomes for the local economy. Similarly, levels of benefit take up tell us a great deal about local fortunes and the options available to local communities in terms of standards of living, quality of life and associated impacts such as fuel poverty.

**COMPARISON:** *Locally*, in August 2006 the overall WACG claimant rate for Plymouth was 17% an improvement from 18.2% in August 1999. Looking at components of this indicator the DWP recorded a May 2007 Incapacity benefit/ severe disablement allowance claimant level of 9.8% of the working age population while job seekers allowance was recorded at 2.8%. *Regionally*, in August 2006 the South West recorded a much lower WACG claimant rate than Plymouth and that seen nationally, with a figure of 12.1%. However, regionally the WACGS rate has fluctuated very little and remains within 0.3% of the August 1999 position. Nationally, a slight decline in WACG claimant rate has been witnessed from 15.1% in August 1999 to 14.2% in August 2006. While slight declines in rate are evident both locally and nationally, compared to a static regional position, the rate of WACG claimants in the South West is still considerably lower than that of England or Plymouth.

Table 8: Comparison of the percentage of working age population who claim one of more key DWP benefits.



Source: DWP benefit claimants - working age client group ([www.nomisweb.co.uk](http://www.nomisweb.co.uk))

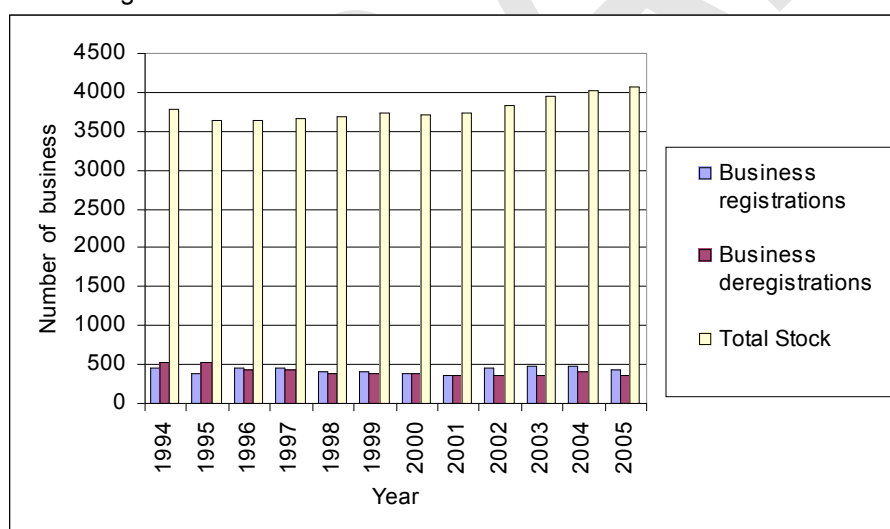
<b>Direction of Travel in the City:</b>	Slightly positive
<b>Frequency of review:</b>	Annual update of quarterly snapshot data. 1 year lag
<b>Data Source:</b>	Source: DWP benefit claimants - working age client group ( <a href="http://www.nomisweb.co.uk">www.nomisweb.co.uk</a> )
<b>Problems encountered:</b>	The suggested use of 'claimant counts' may not provide the depth of information needed at this level as it only records the numbers of people claiming unemployment related benefits as a snapshot. However, if needed, actual counts of claimants are also available within Plymouth's Labour Market Profile, available from <a href="http://www.nomisweb.co.uk">www.nomisweb.co.uk</a>
<b>Strategic Framework Links:</b>	Plymouth's Economic Strategy, The Growth Strategy and the Regional Economic Strategy. Also linked to the Local Area Agreement in terms of worklessness figures.

<b>THEME:</b>	<b>Developing a Prosperous Economy</b>
<b>INDICATOR:</b>	<b>VAT Registered Businesses.</b>
<b>MEASURED BY:</b>	<b>Number of VAT registered businesses. Total registrations, deregistration and total stock.</b>
<b>BASELINE:</b>	<b>1994 de-registration, registrations and total stock figures</b>

**Why measure this at this level?** VAT registered businesses are businesses that make over £64,000 a year for taxable supplies, distance sales, or acquisitions. This means that VAT registered businesses are usually large and small businesses are overlooked by this measure. The creation of new enterprise or new business formation increases productivity and brings competitive pressures, innovation, new products and processes to the local market. These all add to overall opportunity with business stock providing a good indicator of overall levels of entrepreneurial activity. Good business survival rates reflect potential for future growth. In turn, growing businesses tend to be more productive.

**COMPARISON:** *Locally*, DTI Small Business Service provided figures of vat registrations/de-registration and end of year total number of VAT registered businesses. Between 1994 and 2004, Plymouth witnessed an increase in the total number of VAT registered businesses from 3,780 to 4,080. The number of businesses who register for VAT has fluctuated on an annual basis within the city but remain quite static over the same period. In contrast the number if businesses who de-register has slightly declined from 520 in 1994 to 350 in 2005. *Regionally*, the South West had over 174,135 VAT registered businesses in 2005 which is approximately 11% of the English total and an increase from 154,775 in 1994. *Nationally*, the total count of VAT registered businesses was 1,581,360 in 2005 an increase of 219,485 on the 1994 position. The pattern of increasing VAT registrations and decreasing VAT registrations in Plymouth is also reflected at a regional and national level.

Chart 9: Comparison of total VAT registered stock, number of VAT registrations and number of VAT de-registrations 1994 to 2005



Source: DTI Small Business Service - vat registrations/de-registrations by industry

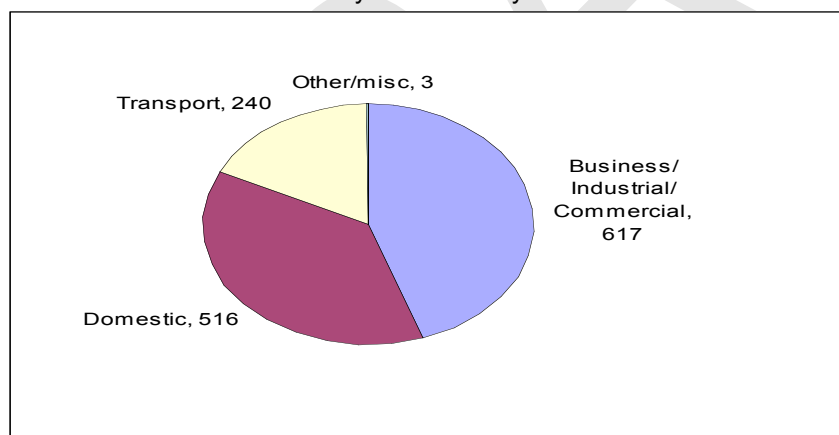
<b>Direction of Travel in the City:</b>	Total stock: positive, VAT registrations: Fluctuating (static), VAT de-registrations: static (slightly positive)
<b>Frequency of review:</b>	Annual – 2 year lag
<b>Data Source:</b>	DTI Small Business Service - vat registrations/ de-registrations by industry. <a href="http://www.nomisweb.co.uk">www.nomisweb.co.uk</a>
<b>Problems encountered:</b>	Some small businesses may not be picked up by this approach as they do not need to register for VAT. Recent changes in monitoring now favour counts and not percentages. It has been suggested that monitoring the count of VAT based businesses by age of the business may give a better view of sustainable prosperity.
<b>Strategic Framework Links:</b>	Plymouth's Economic Strategy and the Regional Economic Strategy.

<b>THEME:</b>	<b>Maintaining a Clean and Sustainable Environment</b>
<b>INDICATOR:</b>	<b>Carbon Dioxide Emissions</b>
<b>MEASURED BY:</b>	<b>Carbon dioxide emissions (Kt/CO<sub>2</sub>) per sector</b>
<b>BASELINE:</b>	<b>2004</b>

**Why measure this at this level?** CO<sub>2</sub> emissions have been identified as a significant factor contributing to climate change and that, as these changes intensify, there will be rising impacts and costs on our quality of life. As the city grows and changes we must ensure that our actions do not exacerbate the situation and that, at a local level, we can understand and contribute to reducing Plymouth's carbon footprint. Legislation will require action at every level, with local authorities and local strategic partnerships acting as leaders in their communities. Internationally, action is being encouraged to extend the EU's voluntary carbon trading and taxation schemes. Carbon taxation via the Carbon Reduction Commitment and tougher laws on reducing emissions can be expected in all sectors.

**COMPARISON:** *Locally*, Plymouth householders emit less carbon dioxide than the average householder in Britain. Of the 45 Councils in the *South West*, only two have lower CO<sub>2</sub> emissions (Exeter and Weymouth & Portland). *Nationally*, the carbon dioxide emissions for housing are 2.8 tonnes per person. The average for the *South West* is 2.7 tonnes and for Plymouth is 2.2 tonnes, CO<sub>2</sub> emissions per household average out at 5 tonnes. Gas consumption is responsible for 50.6% of the CO<sub>2</sub> emissions; electricity for 46.8%, oil 1.3% and solid fuel 1.1%. Total carbon dioxide emissions, in all sectors, in Plymouth in 2003 were 1,206,247 tonnes, or about 6 tonnes per person. The housing sector was responsible for about 44% of these emissions. DEFRA figures released for the first time in 2004 showed that Plymouth also maintains a relatively low carbon footprint across the transport, domestic and commercial sectors; lying in the lowest quartile of the CO<sub>2</sub> ranges recorded. This is a little surprising for a large city so more research is required to establish why this might be. Given the extent of development planned for the city, we should be aiming to maintain these low levels as we grow and, wherever possible, to reduce them through active low, or zero, carbon policies.

Chart 10: Kilotonnes of CO<sub>2</sub> by Sector in Plymouth 2004



(Source : <http://www.defra.gov.uk/environment/statistics/> )

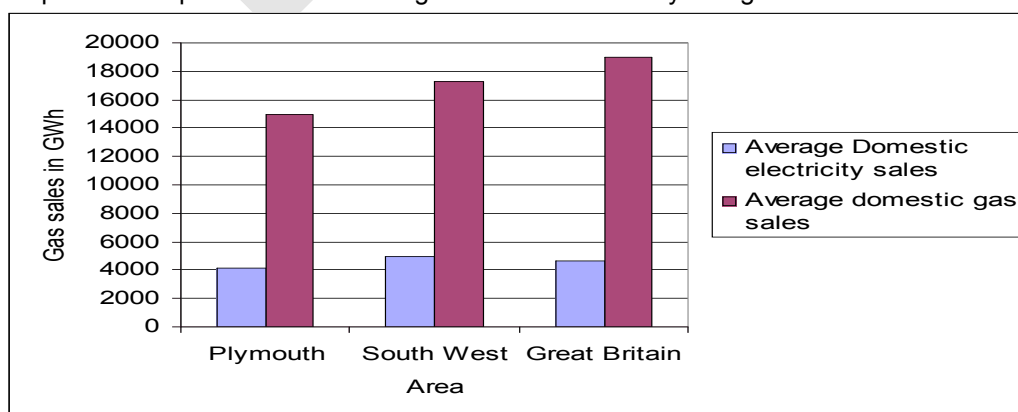
<b>Direction of Travel in the City</b>	Unknown - Plymouth's existing low levels of CO <sub>2</sub> emissions need to be confirmed
<b>Frequency of review</b>	Annually at local level. DEFRA will review nationwide emissions
<b>Data Source:</b>	<a href="http://www.defra.gov.uk/environment/statistics/">http://www.defra.gov.uk/environment/statistics/</a> <a href="http://www.swenvo.org.uk/environment/sosw.asp">http://www.swenvo.org.uk/environment/sosw.asp</a>
<b>Barriers</b>	Future monitoring will be linked with either levels of carbon taxation or incentives to improve overall environmental management across all sectors
<b>Strategic Framework Links</b>	Regional Economic Strategy, emerging Climate Change Framework for Plymouth.

<b>THEME:</b>	<b>Maintaining a Clean and Sustainable Environment.</b>
<b>INDICATOR:</b>	<b>Household Energy Use</b>
<b>MEASURED BY:</b>	<b>The average annual domestic energy consumption of gas and electricity.</b>
<b>BASELINE:</b>	<b>2005</b>

**Why measure this at this level?** Energy is a vital resource that we all use. We take it for granted that it will be available to us but its production also contributes to emissions of greenhouse gases and, particularly, carbon dioxide. Household energy use varies enormously and affects our quality of life. In addition to lighting, heating and cooking we use a range of devices and we rely more and more on energy supplies. Household energy use can also tell us about the circumstances of those who live in 'fuel poverty' – those households that struggle with their fuel bills. Without warm homes, some of Plymouth's poorest children and older people could succumb to poor health and deteriorating housing conditions. Eliminating fuel poverty would hugely improve the quality of life of many local families. On a wider scale we need to ensure that the demands of proposed growth (both in population and in the economy) can be met and that these supplies are as carbon friendly as possible. This is where our energy use links closely with opportunities for new technologies and research, skills and job opportunities and the prosperity of the local economy as well as the protection of the environment.

**COMPARISON:** *Locally*, Plymouth householders use less energy on average than any other town or city in the South West region. In 2003 1,845 gigawatt hours of energy was consumed in the housing sector in Plymouth. Of this, 72% was gas and 25% was electricity. Coal and other fuels account for the remaining 3%. Nationally, average annual gas and electricity consumption per household is 21,300 kWh per year. The average for Plymouth is 20,003 kWh (4227 kWh of electricity plus 15,776 kWh of gas). This is 6.5% lower than the national average. Homes in Plymouth are responsible for 38% of all energy use. The rest is used by business, industry, transport, street lighting, hospitals and other commercial interests. There are 110,700 domestic energy consumers and 87,660 gas consumers in the city. In our homes, about 75% of the energy is used for heating and hot water. *Regionally*, there were almost 2.3 million domestic electricity customers and over 1.5 million domestic gas users in the South West during 2004. On average, households in the South West consumed 5,019 kWh of electricity in 2004 – the second highest in Great Britain and 8% higher than the national average of 4,628 kWh. Gas consumption per household was, however, much lower. Here the average consumption per household was 18,546 kWh – the lowest in Great Britain and some 10% lower than the national average (20,398 kWh). (Source DTi 2005). Energy demand regionally is expected to rise by 15% by 2020 allowing for the Government's climate change and energy savings programmes but, if all the savings forecast in the Energy White Paper are achieved, regional energy demand could decrease by over 11% (GOSW and the SWRA 2005). The link with carbon emissions is very clearly made in this respect. A report for British Gas in 2006 (British Gas Domestic Carbon Emissions for Selected Cities) by Best Foot Forward Ltd. Feb 2006 using DEFRA 2004 data as a baseline), recorded average household emissions of 4447 kg of CO<sub>2</sub> per dwelling in Plymouth compared with a regional average of 5,396 kgCO<sub>2</sub> per dwelling – one of the lowest in the South West.

Graph 11: Comparison of the average Domestic electricity and gas sales in GWh 2005



Source : BERR gives regional and local electricity consumption figures and DTI gives gas sales and numbers of customers by region and area for 2005.

<b>Direction of Travel in the City:</b>	Unknown, as baseline.
<b>Frequency of review:</b>	Annual via the BERR.
<b>Data Source:</b>	Department for Business, Enterprise and Regulatory Reform (BERR), formerly the Department for Trade and Industry <a href="http://www.dti.gov.uk/energy/statistics/regional/regional-local-electricity/page36213.html">http://www.dti.gov.uk/energy/statistics/regional/regional-local-electricity/page36213.html</a> <a href="http://www.dti.gov.uk/energy/statistics/regional/regional-local-gas/page36200.html">http://www.dti.gov.uk/energy/statistics/regional/regional-local-gas/page36200.html</a>
<b>Problems encountered:</b>	BERR statistics are still experimental and based on sales figures.
<b>Strategic Framework Links:</b>	Regional Economic Strategy, Plymouth's Domestic Energy Strategy, HECA and Warm Homes policies. LAA.

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<b>THEME:</b>	<b>Maintaining a Clean and Sustainable Environment.</b>
<b>INDICATOR:</b>	<b>Air pollution</b>
<b>MEASURED BY:</b>	<b>Number of days when air pollution was moderate or higher.</b>
<b>BASELINE:</b>	<b>(Subject to confirmation): 1999/2000</b>

**Why measure this at this level?** Air quality has a significant impact on our quality of life and, particularly, on our health. It is also an excellent indicator of success in keeping the city's traffic moving and in reducing levels of pollutants caused by congestion. The air quality indicator is one of the 68 indicators of Sustainable Development introduced by the Government in 2005. It measures annual levels of particulate and ozone pollution – the two pollutants felt to have the greatest health impact as well as the number of days on which levels of any one of a basket of five pollutants were 'moderate' or higher.

**COMPARISON:** Locally, Plymouth's air quality monitoring contributes to a sophisticated and legally required series of objectives (Air Quality Regulations 2000 and (Amendment) Regulations 2002 for the purpose of Local Air Quality Management). (See <http://www.plymouth.gov.uk/homepage/environmentandplanning/pollution/airquality.htm>). A recent assessment revealed that in 2006 Plymouth had 0 days when air pollution was moderate or high. A more detailed assessment of air quality was completed in 2004. Air quality in Plymouth is generally good and, with the exception of three specific parameters, the levels of common pollutants comply with National Air Quality Objectives. Monitoring is undertaken using a static site in the City Centre and at numerous locations around Plymouth using diffusion tubes. These are predominantly in areas of heavy traffic use where residential properties are located close to the roadside. The static site forms part of the national Automated Urban Network (or AUN) providing information to the Government and the public. At the AUN the City Council monitors sulphur dioxide (SO<sub>2</sub>), carbon monoxide, ozone, nitrogen dioxide (NO<sub>2</sub>), particulates and benzene. This data is automatically sent to a complex database at the Air Quality Archive (<http://www.airquality.co.uk/archive/index.php>). Additional monitoring is carried out within the two air quality management areas using continuous analysers looking at nitrogen dioxide at both sites and particulates at one location. However, as there is no requirement to record the number of days when pollution is moderate or higher, this information is more difficult to access. It therefore proves very difficult to respond to this indicator on a local basis. Existing calculations from the national database have proved inconsistent. Other methods of assessing local air quality have been recommended. For example, the city currently has three Air Quality Management Areas (AQMA) – two relating to traffic and heavily used commuter routes (Exeter Street and Mutley Plain) and one related to levels of benzene near a petrol station (Exeter Street).

Regionally, air quality is also good with low levels of sulphur, nitrogen dioxide and particulates in comparison with the rest of England. Only a few pockets of poor air quality exist in the larger urban areas.

- 30 AQMAs have now been established by 15 local authorities in the region. This has increased from 24 in 12 LA areas in 2005. These are primarily in urban areas and 93% (28) are as a result of traffic emissions (National Environmental Technology Centre 2006).
- The number of days of moderate or high air pollution at these urban sites was significantly lower than the national average in 2005 with 11 days recorded for Plymouth in comparison with the national average of 22 days.
- Four sites were used for monitoring air pollution in the South West in 2004. The number of days of moderate or higher air pollution in the region ranged from 16 days in Bristol Centre to 53 days in Yarnar Wood. The number of days of moderate or higher air pollution decreased in all four sites between 2003 and 2004.
- Three sites were used for monitoring particulates (PM<sub>10</sub>) in the South West in 2004 and PM<sub>10</sub> levels decreased in two of the three sites between 2003 and 2004 (they stayed at the same level in Plymouth).
- Six sites were used for monitoring ozone in the South West in 2004 and ozone levels decreased in all six sites between 2003 and 2004.

Nationally, DEFRA's provisional statistics for 2006 show a slight increase in the levels of urban background particulates over the last two years despite a general decrease since 1993 when the trend was first noted. Urban background ozone levels are also up – a trend noted since

1993. In urban areas in 2006, air pollution was recorded as moderate or higher on an average of 41 days per site compared to 22 days in 2005 and 59 in 1993. This shows how variable these figures can be. Figures are available at [www.defra.gov.uk/news/2007/070123a.htm](http://www.defra.gov.uk/news/2007/070123a.htm) or from [www.defra.gov.uk/environment/statistics/airqual/kf/aqkf02b.htm](http://www.defra.gov.uk/environment/statistics/airqual/kf/aqkf02b.htm).

<b>Direction of Travel in the City</b>	Unknown. Further AQMAs are planned in response to pollutant monitoring requirements and increasing levels of traffic.
<b>Frequency of review:</b>	Annually.
<b>Data Source:</b>	PCC ERS records. Regional picture can be found at <a href="http://www.swenvo.org.uk/environment/sosw.asp">http://www.swenvo.org.uk/environment/sosw.asp</a> (Section 4) More detailed data and information are published on the Air Quality Archive at <a href="http://www.airquality.co.uk/archive/index.php">www.airquality.co.uk/archive/index.php</a> . Regional data and charts can be accessed at <a href="http://www.sustainable-development.gov.uk/regional/summaries/61.htm">http://www.sustainable-development.gov.uk/regional/summaries/61.htm</a>
<b>Problems encountered:</b>	Consistency of data and access to data sources. Plymouth has automated sites feeding in to the national database but also records its own stats for monitoring purposes.
<b>Strategic Framework Links:</b>	

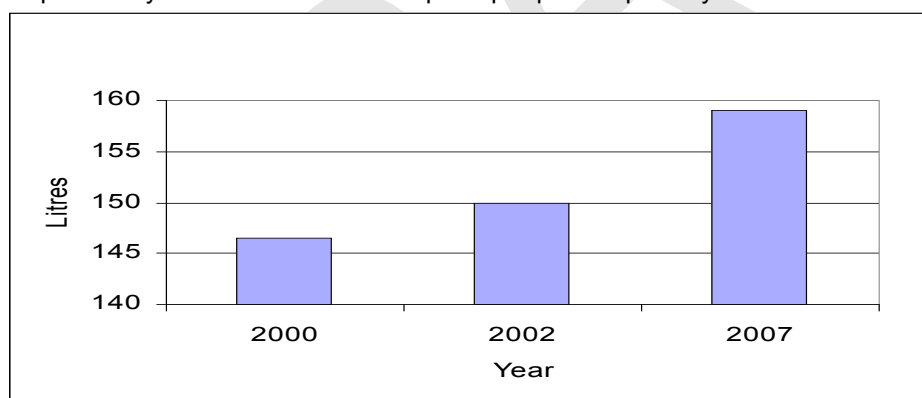
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<b>THEME:</b>	<b>Maintaining a Clean and Sustainable Environment.</b>
<b>INDICATOR:</b>	<b>Water Use</b>
<b>MEASURED BY:</b>	<b>The amount of water used per person, per day in local households (household per capita consumption).</b>
<b>BASELINE:</b>	<b>1999/2000</b>

**Why measure this at this level?** Water supplies are fundamental to our quality of life and the effective functioning of a modern city. In reality, there are limited supplies in terms of capacity and the quality and availability of water can also be used to indicate pressures elsewhere. Climate change, population growth and changes in land use can all have an impact on future supplies. Plymouth's water is supplied by Burrator Reservoir and from abstraction points along local rivers. It is then treated before being supplied to our homes and businesses. It is vital that we are able to maintain both the quality and quantity of local supplies and to match these demands with future trends in population and economic growth.

**COMPARISON:** *Locally*, South West Water (SWW) provides figures for average household consumption in Plymouth. These figures show a small increase from approximately 146.5 litres per head per day (or l/h/d) in 1999/2000 to 159 l/h/d in 2007. Use is slowly increasing and there is evidence that some stress is being placed on water supplies by growing population demands. *Regionally*, demand is predicted to increase by 5% over the next 20 years (Environment Agency 2005). A total of 1,293 million litres per day of drinking water was supplied to the South West during 2005 and there is evidence to suggest that this figure rose during the hot summer of 2006. Water consumption per person is also steadily increasing in the South West. The average person consumed almost 155 l/h/d in 2004/05 in comparison to 146 l/h/d in 2000/01 (Ofwat 2005). These figures change slightly if water meters are introduced. In the South West households without water meters used an average of 158 l/h/d during 2004/05 – slightly higher than the national average of 154 l/h/d. Households with water meters reduced this to almost 144 l/h/d but, again, this was over the national average of 139 l/h/d (Ofwat 2005).

Graph 12: Plymouth's water consumption per person per day in litres



(Source : South West Water 2007)

<b>Direction of Travel in the City:</b>	Trend towards greater consumption levels (negative).
<b>Frequency of review:</b>	Annually from South West Water and/or Ofwat.
<b>Data Source</b>	<a href="http://www.swwater.co.uk/index.cfm?articleid=803">http://www.swwater.co.uk/index.cfm?articleid=803</a> ), <a href="http://www.swenvo.org.uk/environment/sosw.asp">http://www.swenvo.org.uk/environment/sosw.asp</a> <a href="http://www.sustainable-development.gov.uk/progress/national/16.htm">http://www.sustainable-development.gov.uk/progress/national/16.htm</a>
<b>Problems encountered:</b>	Data not readily available

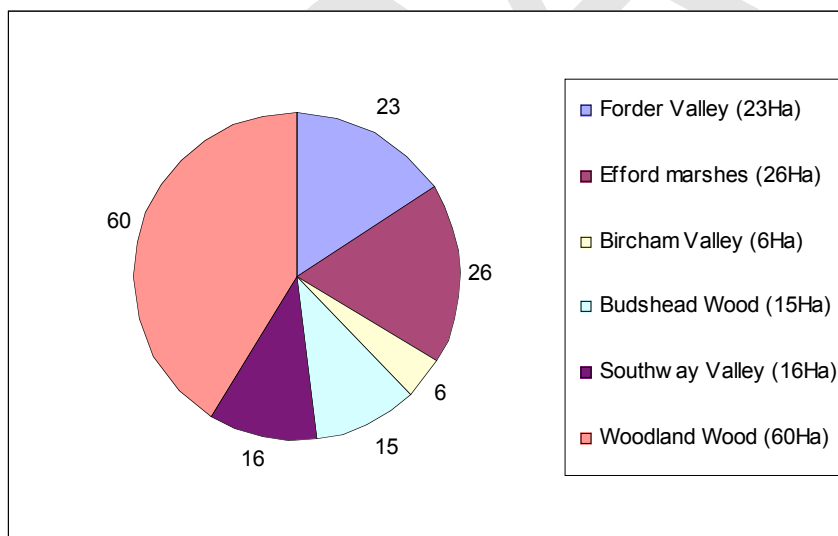
<b>THEME:</b>	<b>Maintaining a Clean and Sustainable Environment.</b>
<b>INDICATOR:</b>	<b>The quality of our surrounding green spaces.</b>
<b>MEASURED BY:</b>	<b>3 identified measures, these are: A. The area of land designated as LNR B. The number of SSSI within Plymouth that are in favorable condition C. Areas of greenspace and gardens.</b>
<b>BASELINE:</b>	<b>LNRs and SSSIs 2007, Areas of greenspace and gardens 2005.</b>

**Why measure this at this level?** Plymouth's quality of life is often characterised by the proximity of the city to the moors and the sea and the quality of the greenspace within the city. These areas provide breathing spaces for the city; helping to create and maintains habitats and local biodiversity and providing vital space for recreation and leisure. However, finding a suitable indicator that reflects their importance has proved difficult. Designated sites, such as SSSIs or Sites of Special Scientific Interest, are recognised for their importance to conservation and biodiversity. The amount and condition of designated sites enables us to make a link with both regional and national sustainable development indicators but, more recently, we have been able to assess the amount of greenspace and garden available in the city – a key issue in terms of balanced development. A measure of the amount of greenspace lost to development was originally included as a measure of public concern for their surroundings. All three measures have been included here pending further research on their suitability for long term inclusion.

### A. Area of Local Nature Reserves in Plymouth

**Locally**, six Local Nature Reserves cover 146ha of Plymouth's land but this figure does not include other areas of undesignated land which are also managed as nature reserves. Three more LNRs are planned to bring the city's target up to 1 hectare per 1000 people (or 100hectares) by 2016 (LDF Core Strategy 2007).

Chart 13: Name of Local Nature Reserves (LNR) and size in Hectares (Ha)



Source: Plymouth City Council 2007 Core Strategy

### B. Condition of local Sites of Special Scientific Interest

**Locally**, there are nine designated Sites of Special Scientific Interest in the City. Five of these are geological and, of these, four were classified by Natural England (formerly English Nature) as in 'unfavourable condition' on 1<sup>st</sup> July 2007. The city's habitat SSSIs are all in favourable condition. The Local Development Framework (LDF) Core Strategy contains a target to bring all the SSSI sites up to a favourable condition by 2010.

### C. Areas of greenspace and gardens.

Table 1: Comparison of area of greenspace and gardens in hectares 2005

Area	Area of Greenspace in Hectares (HA)	Area of Domestic Gardens in Hectares (Ha)
Plymouth	35,089.50	17,347.52
South West	21,903,256.49	742,180.97
England	115,741,625.40	5,645,140.41

Source: South West State of the Environment report 2007.

Regionally, the South West is the largest region in England with over 18% or 2.4 million hectares of the national land total of 13.2 million hectares. Of this, over 91% (almost 2.2 million hectares) was classified as greenspace in 2001, the highest proportion of any region. There were almost 70,500 hectares of gardens in the region in 2001, the 3<sup>rd</sup> highest nationally. Of the nine English regions, the South West contains the 3<sup>rd</sup> largest area of land designated as SSSI (English Nature 2006). Since 2005, excellent progress has been made towards achieving target set by the Government to bring all of these sites back in to favourable condition. The national average here is 70% but, in the South West, this figure has risen from 68% in 2003 to 77% in 2005. However, almost 38,000 hectares of SSSI in the South West remain in unfavourable condition.

<b>Direction of Travel in the City:</b>	Positive (although condition of geological SSSIs is causing some concern and there are pressures from development proposals).
<b>Frequency of review:</b>	To be confirmed
<b>Data Source:</b>	<a href="http://www.english-nature.gov.uk">http://www.english-nature.gov.uk</a> <a href="http://neighbourhood.statistics.gov.uk/dissemnayion">http://neighbourhood.statistics.gov.uk/dissemnayion</a> <a href="http://www.swenvo.org.uk/environment/sosw.asp">http://www.swenvo.org.uk/environment/sosw.asp</a>
<b>Problems encountered:</b>	Deciding on a suitable indicator that reflects the value of greenspace within the local environment. It may be necessary to reduce the three indicators to one or to consider them in a year's time and decide on the most appropriate indicator)
<b>Strategic Framework Links:</b>	Plymouth's Local Development Framework, Regional Environment Strategy and Regional Spatial Strategy. Sites of Special Scientific Interest is also an indicator used to monitor the progress of the Regional Environment Strategy. Linked to Sustainable Development Indicators – No 21 on biodiversity conservation and No 24 on Land use.

<b>THEME:</b>	<b>Maintaining a Clean and Sustainable Environment.</b>
<b>INDICATOR:</b>	<b>Bathing Water Quality</b>
<b>MEASURED BY:</b>	<b>Whether local beaches meet the Bathing Water Quality Standards.</b>
<b>BASELINE:</b>	<b>1988 (EA site lists from this date)</b>

**Why measure this at this level?** Plymouth's location and affinity with the sea is a further characteristic of our local quality of life. The condition of local coastal waters has an impact on local recreation and leisure and the impact of tourism in the economy. This indicator, chosen locally, reflects changes in Bathing Water Quality in the Sound. In maintaining our quality of life we need to seek to maintain this consistency over time.

**COMPARISON:** *Locally*, the completion of South West Water's Clean Sweep Programme has had a notable impact on the quality of local waters. As a result 'Bathing Water Quality', which is monitored from two key sites at Plymouth Hoe West (PHW) and Plymouth Hoe East (PHE), consequently reflects consistent excellence and significant improvement over time. Kingsand and Bovisand are also monitored in this way contributing to the picture for the Sound as a whole.

	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
England	Red	Yellow	Red	Red	Red	Red	Red	Yellow	Red	Yellow	Yellow	Green	Yellow	Red	Green	Green	Green	Green	Green
Wales	Red	Yellow	Red	Red	Red	Red	Red	Yellow	Red	Red	Red	Yellow	Yellow	Yellow	Red	Yellow	Green	Green	Green

**KEY:**

 Poor Quality       Good Quality       Excellent Quality

*Regionally*, 100% of the South West's 191 bathing waters were clean enough to meet minimum mandatory European standards (known as Imperative Standards) in 2006. This is the highest rate of compliance on record in the region, and was slightly higher than the average of 99.4% in England and Wales, ([Environment Agency, 2006](#)). Bathing waters achieving Imperative Standards have improved by over 11% since 1990, compared to 22% nationally. However, bathing water was of a higher quality than the average and results have now reached a plateau of 98-99% compliance since 2001, ([Environment Agency, 2006](#)). Just over 89% of all bathing waters in the South West were also good enough to meet the more stringent Guideline Standards in 2006. This was significantly higher than the average of 81% in England and Wales and the highest recorded in any English region. The number of bathing waters meeting these stricter standards in the South West has increased by over 40% since 1990, compared to 49% nationally, ([Environment Agency, 2006](#)). *Nationally*, the Environment Agency monitors 495 bathing waters around the UK. 9 of these are inland waters. In 2006 400 of these (81%) were clean enough to meet strict European standards. This represents an increase of 49% since 1990. Almost all the bathing waters (99%) met the minimum standards. Even so, bathing water quality varies around the UK. The South West however, achieved 100% compliance.

<b>Direction of Travel in the City:</b>	Positive.
<b>Frequency of review:</b>	Annual
<b>Data Source:</b>	Detailed information on Bathing Water Quality for the Plymouth area can be found at <a href="http://maps.environment-agency.gov.uk">http://maps.environment-agency.gov.uk</a> Regional information is provided by <a href="http://www.swenvo.org.uk/environment/sosw.asp">http://www.swenvo.org.uk/environment/sosw.asp</a> in the sections on land use and biodiversity.
<b>Problems encountered:</b>	Bathing water quality is subject to pollution incident and that events such as extreme flooding, increased surface water run off or silting from soil erosion. Events have been recorded in 2007 as a result of runoff contaminated with farmland fertilisers entering the coastal waters from the land or local rivers

<b>THEME:</b>	<b>Maintaining a Clean and Sustainable Environment.</b>
<b>INDICATOR:</b>	<b>The Quality of Our Rivers</b>
<b>MEASURED BY:</b>	<b>Biological and Chemical Quality.</b>
<b>BASELINE:</b>	<b>1998 (EA site lists from this date)</b>

**Why measure this at this level?** Plymouth is surrounded by water and the Rivers of the Tamar, Plym, Tavy, Lynher and Hamoaze contribute a great deal to our enjoyment of the local environment and our quality of life. The rivers, the Tamar Estuary and the Sound are, essentially, the reason for Plymouth's development as a port and as a hub for exploration, travel and commerce, defence, recreation and leisure activities. Their overall condition is therefore a key indicator of the activities undertaken along their banks. River quality is a national indicator of sustainable development and hugely significant regionally.

**COMPARISON:** *Locally*, four sites are used to monitor river quality to national standards. These sites (at Bickleigh Bridge, at Plym Bridge and on the Tory Stream at Marsh Mills Bridge and along the Station Road Plympton stretch) focus on the River Plym. Between 2003 and 2005 all of the sites were compliant with river water quality.

Table 2: River Quality in Plymouth

<b>River Quality (Chemical) 2003-2005 :</b>		<b>River Quality (Biology)</b>			
Site	2003-2005	Site	2000	2002	2005
Plym a:	A	Plym a	A	B	A
Plym b:	A	Plym B	A	B	A
T Stra	A				
T Strb	A	Site	2000	2004	
		T Stra	C	B	
		T Strb	C	C	

Source: PCC

*Regionally*, the South West is one of the wettest regions and its rivers are influenced by both natural and human activity. The Environment Agency monitors almost 6060km of rivers in the region. 97% of these had good or fair chemical water quality and 99% had good or fair biological quality in 2005. The South West had the highest proportion of very good quality rivers and the lowest proportion of bad quality rivers in England in 2005 (Environment Agency 2006). The chemical quality of rivers has been consistently good and has steadily improved over the last 15 years. In all of the region's counties, biological water quality was higher than the national average of 96.38%. This record improved by 8% between 1990 and 2005. Only 1% of the region's rivers had poor or bad biological quality in 2005, an improvement of 2% on 1990 (Environment Agency 2006). *Nationally*, between 1990 and 2005 the percentage of rivers of good biological quality in England rose from 60 to 71 per cent. In 2005, 64 per cent of English rivers were of good chemical quality, compared with 43 per cent in 1990.

<b>Direction of Travel in the City:</b>	Positive
<b>Frequency of review:</b>	Annual
<b>Data Source:</b> <b>Local</b> <b>Regional</b> <b>National</b>	<a href="http://www.maps.environment-agency.gov.uk">http://www.maps.environment-agency.gov.uk</a> (under river quality). <a href="http://www.swenvo.org.uk/environment/sosw.asp">http://www.swenvo.org.uk/environment/sosw.asp</a> (under Environment & Natural Resources). <a href="http://www.sustainable-development.gov.uk/progress/national/index.htm">http://www.sustainable-development.gov.uk/progress/national/index.htm</a> (under National Indicators).
<b>Problems encountered:</b>	None (national indicator will be changed to reflect assessments of ecological status as required by the EU Water Framework Directive. This may affect data collection).

<b>THEME:</b>	<b>Maintaining a Clean and Sustainable Environment.</b>
<b>INDICATOR:</b>	<b>Biodiversity</b>
<b>MEASURED BY:</b>	<b>Regional wild bird population records. (Replaces original suggestion of Otter (Lutra lutra) populations on local rivers which was unobtainable).</b>
<b>BASELINE:</b>	<b>Variable – for area</b>

**Why measure this at this level?** Bird populations have been chosen at a national level as an indicator of biodiversity as they are particularly susceptible to the impact of human activity, they inhabit a range of habitats and they tend to be near the top of the food chain. From the use of farmland pesticides to the paving over of urban gardens, bird populations reflect changes in habitats and our relationship with our surroundings. They are also popular and recognisable contributors to British wildlife, proving recreational and cultural links across the UK.

**COMPARISON:** *Locally*, populations of migrating birds are of particular importance as they frequent the estuaries of the Plym and Tamar but local reporting is not currently undertaken. *Regionally*, the population of all native birds in the South West showed little or no change between 1994 and 2004. This was below the national trend which showed an increase of almost 6% (Defra/RSPB and British Trust for Ornithology 2006). Longer term trends have, however, revealed a considerable decline of 45% in farmland birds, and 32% in woodland birds between 1970 and 1994 (Defra 2003). This is a much faster decline than the national averages of 5% and 15% respectively (although care needs to be taken with survey comparisons).

National			Regional			
Area	1990	1999	Area	1994	2005	Comment
Farmland			Farmland			Falling faster than national average
Woodland			Woodland			Declining, care needed with comparison
Coastal Maintenance			Coastal Maintenance	Not noted	Not noted	
Wintering wetland			Wintering wetland	Not noted	Not noted	

*Nationally*, farmland bird populations fell by 42 per cent between 1970 and 1993, but remained fairly stable thereafter. Woodland bird populations in 2005 were about 20 per cent lower than the peak of the early 1970s but remained fairly stable from 1991. The UK's breeding coastal bird populations are of international importance. Populations here increased between 1970 and 1987 by 37 per cent and have remained stable since then. The UK is also internationally important for wintering wetland birds. Within England, between 1970-1 and 1996-7, wading bird populations increased by 75 per cent and waterfowl by 122 per cent. (DEFRA July 2006)

<b>Direction of Travel in the City:</b>	Stable but subject to fluctuations.
<b>Frequency of review:</b>	Annual (to be confirmed)
<b>Data Source:</b> National Regional Other	<a href="http://www.sustainable-development.gov.uk/progress/national/20.htm">http://www.sustainable-development.gov.uk/progress/national/20.htm</a> <a href="http://www.swenvo.org.uk/environment/birds.asp">http://www.swenvo.org.uk/environment/birds.asp</a> . Further detail is available from SWENVO
<b>Problems encountered:</b>	Cost implications of using the regional or local databases. Sightings and survey results are collated by the Devon Biodiversity Records Office in Exeter
<b>Strategic Framework Links:</b>	Regional Environment Strategy.

<b>THEME:</b>	<b>Maintaining a clean and sustainable environment.</b>
<b>INDICATOR:</b>	<b>Waste</b>
<b>MEASURED BY:</b>	<b>The amount of household waste collected, the proportion landfilled and the proportion recycled.</b>
<b>BASELINE:</b>	<b>2005/06</b>

**Why measure this at this level?** Waste is a key issue for the city and its future sustainability. It also has a significant impact on the city's carbon footprint in terms of the emissions its collection and disposal account for. Increases in population and prosperity will inevitably lead to the creation of more waste which, even if subjected to regulations for waste minimisation and recycling, still requires management and disposal. In Plymouth it is a priority due to the closure of Chelson Meadow's landfill site. The challenge for Plymouth's Waste Management plans is to limit the amount produced in the first place (minimisation), followed by the application of recycling and reuse, the use of waste in energy production and finally disposal to landfill as the last resort. This challenge is being applied locally, regionally and nationally.

**COMPARISON:** *Locally*, figures for Plymouth currently show increases in the amounts of waste recycled and composted and a decrease in the amount sent to landfill but these figures should be viewed with caution as pressures on waste management may result in significant changes in the next few years as a new Waste Strategy is delivered.

Table 3: Waste figures for Plymouth

Indicator	2005/06	2006/07
Plymouth household waste recycled	16.85%	19.85%
Plymouth household waste composted	5.56%	6.92%
Plymouth household waste landfilled	77.67%	73.26%
South West region waste landfilled	67% average	
English average waste landfilled	62%	

(Source BVPP 2007/08)

*Regionally*, the long term management of waste remains an ongoing and significant challenge for the region (SWENVO 2007). The search is currently on for new sites and for new technologies to reduce what we produce and deal with our waste more effectively. In the South West just under 2 million tonnes (67%) of municipal waste was sent to landfill in 2005/06. This was slightly higher than the English average of 62%. Provisional figures for 2005/06 show that households in the South West recycled 27% of their waste, 4 % than 2004/05 and 2% above the 25% target set by Defra for 2005/06. Just under 31% of household waste was recycled in the region in 2005/06. This was the 2<sup>nd</sup> highest rate in the country and higher than the English average of 27%. However, this represents an increase of 16%, or 499,000 tonnes on 2000/01. The highest recycling rate was found in Teignbridge (45%) and the lowest in Gloucester City (14%). *Nationally* trends shows that waste is increasing. Figures for 2005 show that, in 2002-3, around 220 million tonnes of waste were produced by households, commerce and industry (including construction and demolition). In 2002-3, municipal waste (household and other waste collected by local authorities) made up about 16 per cent of total waste, industry and commerce accounted for a third, and construction and demolition made up about half. Similarly in 2002-3, 43 per cent of the waste was disposed of in landfill sites.

<b>Direction of Travel in the City:</b>	Recycling (positive), amount landfilled (positive)
<b>Frequency of review:</b>	Annual
<b>Data Source:</b> Local, Regional and national	<a href="http://www.plymouth.gov.uk/performance_plan_2007-2008.pdf">www.plymouth.gov.uk/performance_plan_2007-2008.pdf</a> (BVPI 82a to d) <a href="http://www.swenvo.org.uk/environment/sosw.asp">http://www.swenvo.org.uk/environment/sosw.asp</a> <a href="http://www.sustainabledevelopment.gov.uk/progress/national/index.htm">http://www.sustainabledevelopment.gov.uk/progress/national/index.htm</a>
<b>Problems encountered:</b>	Complexity of Plymouth's current circumstances for waste
<b>Strategic Framework Link:</b>	Waste Management Strategy and Waste Strategy Action Plan. Local Development Framework (Waste DPD). sustainable development – No 18 (waste arising by sector and by disposal) and No 19 (Household waste per person arising by and by amounts recycled or composted)

<b>THEME:</b>	<b>Maintaining a clean and sustainable environment.</b>
<b>INDICATOR:</b>	<b>Street Cleanliness</b>
<b>MEASURED BY:</b>	<b>Local Environmental Quality Standards</b>
<b>BASELINE:</b>	<b>2005/06, 2003/04 for street cleanliness</b>

**Why measure this at this level?** The quality of the local environment – whether it is safe, clean and inviting, has a significant impact on our quality of life. It is a particular issue for those communities where the environmental conditions are least favourable. Noted by Government at a national level (Sustainable Development Indicator no 65) as a major issue of public perception, street cleanliness (and its associated aspects of graffiti, flyposting, litter and fly tipping) is now closely linked with action on urban renewal and tackling anti-social behaviour. A consistent means of measuring local environmental quality was developed by ENCAMS (formerly the Tidy Britain Group) and has been applied through Best value surveys since 2005/06. Best value also considers how satisfied local people are with local environmental quality so that comparisons can be made between the best and worst performing localities and any area.

**COMPARISON:** *Locally*, Plymouth fares extremely well as a relatively clean city. Within the city satisfaction with street cleanliness has increased from 12.3% in 2003/04 in 2006/07. Actual street measures of litter and detritus remain low. Recorded levels of graffiti also remain low and levels of flyposting are static at 0%.

Table X: BVPI indicators for Street cleanliness

Indicator	2003/04	2004/05	2005/06	2006/07
Street Cleanliness (BVPI 199a)	12.3%	14.7%	15.3%	14.1%
Graffiti (BVPI 199b)	-	-	1.0%	4.2%
Flyposting (BVPI 199c)	-	-	0.0%	0.0%
Percentage of people satisfied with street cleanliness	12.3%	14.7%	15.3%	14.1%

Source: Plymouth 2020 Local Strategic Partnership Self Assessment 2007

*Regionally*, information in the SoSW report focuses on flytipping and beach related litter. While this may be recorded by ENCAMS SW it is currently unavailable.

*Nationally*, a significant improvement has been recorded since 1990. Initially a sample of sites were assessed in terms of litter, dog-fouling, detritus, weeds, fly-tipping, fly-posting, graffiti, physical appearance, condition and maintenance. The LEQ methodology used to survey within all local authorities was developed from these samples. In 2006, the Government published their intention to review the LEQ of every local authority area by 2008. This work is currently being undertaken by ENCAMS. Fifty-two per cent of local environments in England were deemed to be of 'unsatisfactory' (47 per cent) or 'poor' (5 per cent) quality in 2005-6. This had decreased from 61 per cent of sites in the previous year and from 68 per cent of sites in 2001-2. In 2005-6 the remaining 47 per cent of assessed sites were classed as 'satisfactory' (21 per cent) or 'good' (26 per cent).

<b>Direction of Travel in the City:</b>	Positive
<b>Frequency of review:</b>	Annual figures based on three survey period over 12 months.
<b>Data Source:</b>	<a href="http://www.plymouth.gov.uk/performance_plan_2007-2008.pdf">www.plymouth.gov.uk/performance_plan_2007-2008.pdf</a> <a href="http://www.plymouth.gov.uk/liveability_ftapfinalapr06.pdf">http://www.plymouth.gov.uk/liveability_ftapfinalapr06.pdf</a> <a href="http://www.swenvo.org.uk/environment/sosw.asp">http://www.swenvo.org.uk/environment/sosw.asp</a>
<b>Problems encountered:</b>	Amendments are being made to the way in which this indicator is measured nationally as a result of work undertaken on the NRF Floor Target Action Plans and problems encountered in translating this data in to experimental data within the Index of Multiple Deprivation.
<b>Strategic Framework Links:</b>	Neighbourhood Renewal 'Liveability Floor Target Action Plan 2006/08.

<b>Theme</b>	<b>Maintaining a clean and sustainable environment</b>
<b>Indicator</b>	<b>Listed Buildings</b>
<b>Measured By</b>	<b>The number of Listed Buildings included on the Buildings at Risk Register.</b>
<b>Baseline</b>	<b>2005</b>

**Why measure at this level?** As a city Plymouth has a wealth of beautiful historic buildings, a list made all the more significant by the losses the city has incurred in the past. Although not noted as a national indicator of sustainability or as a national quality of life indicator, local communities recommended some form of recognition of the contribution made by Listed Buildings as a notable link with local distinctiveness. As a reflection of innovation and creativity in design and technology, the refurbishment of such buildings also links heritage with the modern requirements for energy efficiency within a low carbon economy and the noted difficulties, and costs, associated with regenerating 'listed' sites.

**COMPARISON:** In the 2005 Buildings At Risk Register 412 buildings or structures were considered to be 'at risk'. 124 of these were statutory listed (5 Grade I, 15 Grade II\* and 104 Grade II listed). Of the 350,000 records of monuments and archaeological sites on the English heritage database, 22% of the total for England (76,589) are in the South West. The percentage of the Grade I and II\* listed building stock at risk remains lowest in the South West as well as in the East of England and the South East (1.7-2.0%). England now has 30,544 buildings or groups of buildings listed Grade I and II\*, together comprising the most important 8% of our listed building stock, an increase of 2.2% on the 1999 baseline. 3.2% – 1 in 30 – remain at risk of loss through neglect and decay, a decrease of 0.6% on the baseline.

<b>Direction of Travel in the City :</b>	Unknown as baseline
<b>Frequency of review :</b>	Unknown to be confirmed
<b>Data Source :</b> Local  Regional National Other	2005 Buildings at Risk Register at <a href="http://www.plymouth.gov.uk/homepage/environmentandplanning/planning/planningpolicy/planningdesign/buildingsatrisk.htm">http://www.plymouth.gov.uk/homepage/environmentandplanning/planning/planningpolicy/planningdesign/buildingsatrisk.htm</a> The SOSW2007 Report <a href="http://www.swenvo.org.uk/environment/sosw.asp">http://www.swenvo.org.uk/environment/sosw.asp</a> <a href="http://www.englishheritage.org.uk">www.englishheritage.org.uk</a> <a href="http://www.englishheritage.org.uk">www.englishheritage.org.uk</a>
<b>Problems encountered :</b>	Regularity of survey unconfirmed. Issues with inconsistency between local, regional and national reporting methodology
<b>Strategic Framework Links :</b>	Local Development Framework

<b>Theme</b>	<b>Maintaining a clean and sustainable environment</b>
<b>Indicator</b>	<b>Noise</b>
<b>Measured By</b>	<b>No of noise complaints received by the City Council each year.</b>
<b>Baseline</b>	<b>1998/99</b>

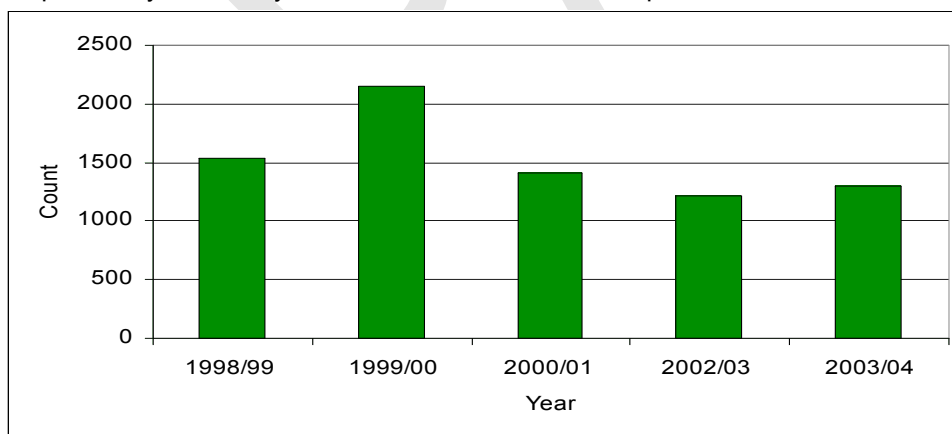
**Why measure at this level?** A community derived indicator, it was felt that the impact of noise on our quality of life in the city was significant and that it merited attention in this report. In addition to complaints about one off events (such as the power boat racing and Music of the Night) that attract attention from specific areas of the city, local communities cited background noise from traffic, street life, dogs barking and machinery as a common problem – although it is mostly overlooked. Some noise patterns – especially those from houses in multiple occupation – were felt to be more damaging to the quality of life of householders. The prevalence of converted houses, flats and older buildings, where noise insulation is not installed, appears to add to this issue.

COMPARISON: Noise complaints are recorded and dealt with by Plymouth City Council's Environmental Protection Division. The local pattern is one of declining numbers from 1,532 in 1998/99 to 1,298 in 2003/04. These improvements are reflected in Graph 14. No comparable data is available regionally or locally. However, research undertaken by the Chartered Institute of Environmental Health and published in 2004 demonstrate that areas of high density housing such as cities and more industrial areas are at most risk of unacceptable noise. The survey revealed that people living in the South Western part of the region are:

- 32% less likely to make a complaint about industrial noise
- 18% less likely to make a complaint about commercial / leisure noise (although there are 14% more complaints per million population)
- 47% less likely to make a complaint about domestic noise
- 35% less likely to make a complaint about construction / demolition noise

National trends reveal that domestic noise is the most common form of noise

Graph 14: Plymouth City Council Recorded Noise Complaints



Source: Plymouth City Council

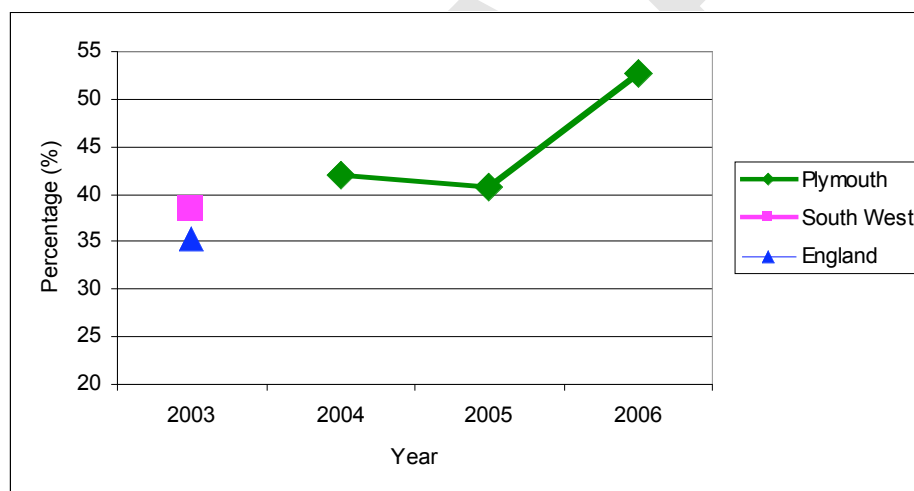
<b>Direction of Travel in the City :</b>	Appears positive but subject to event related fluctuations.
<b>Frequency of review :</b>	Figures are recorded on an annual basis.
<b>Data Source</b>	Environmental Protection, Plymouth City Council. <a href="http://www.swenvo.org.uk/environment/nuisance.asp">http://www.swenvo.org.uk/environment/nuisance.asp</a> DEFRA
<b>Problems encountered</b>	Noise is not an issue addressed by either the sustainable development indicators nor the Audit Commissions Quality of Life indicators and yet it has a significant impact on our quality of life.
<b>Strategic Framework Links</b>	

<b>Theme</b>	<b>Maintaining a Clean and Sustainable Environment</b>
<b>Indicator</b>	<b>Housing Conditions</b>
<b>Measured By</b>	<b>Proportion of local authority homes that were non decent</b>
<b>Baseline</b>	<b>2004 locally 2003 regionally and nationally</b>

**Why measure at this level?** Access to good quality, safe shelter is a basic pre-requisite for sustainable communities. Housing conditions therefore reflect the contribution made to our overall quality of life and issues such as health, fuel poverty, personal wealth and overall economic prosperity. The quality of our homes is, perhaps, the closest link we have with overall sustainability. A growing city will need to accommodate a growing population so, in company with issues such as affordability and housing provision, housing conditions will have a significant impact on future sustainability.

**COMPARISON:** Plymouth has witnessed an increase in the levels of non-decent social housing from 42% in 2004 to 52.7% in 2006. Comparing this to the national and regional position is difficult due to the survey based nature of the indicator. Graph X demonstrates Plymouth's position against this indicator in relation to the only available figure for the region and England. The 2003 EHCS's Regional results noted that housing conditions in the South West were broadly similar to the English average for 2003. The proportion of social housing dwellings that did not meet the decent home standard was 38.4%. This compares favourably with the English rate of 35.4%. It also noted that regionally households in the South West are significantly less likely to have poor quality environments or upkeep problems compared with the national average.

Graph 15: Proportion of local authority homes that were non decent



Sources: Combined sources as detailed below

<b>Direction of Travel in the City :</b>	Negative
<b>Frequency of review</b>	Infrequent – possibly annual
<b>Data Source :</b> Local Regional National	<a href="http://www.plymouth.gov.uk/performance_plan_2007-2008.pdf">http://www.plymouth.gov.uk/performance_plan_2007-2008.pdf</a> <a href="http://www.swenvo.org.uk/environment/sosw.asp">http://www.swenvo.org.uk/environment/sosw.asp</a> ( Housing section 6.41). <a href="http://www.sustainable-development.gov.uk/progress/national/62.htm">http://www.sustainable-development.gov.uk/progress/national/62.htm</a>
<b>Problems encountered :</b>	Survey based nature of the indicator means that figures are infrequent and collection difficult. Further regional and national comparators would need to be sourced to compare effectively
<b>Strategic Framework Links :</b>	

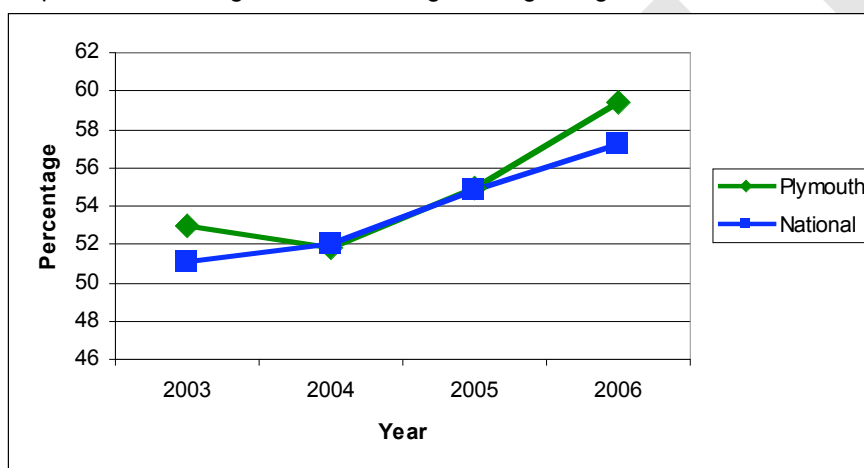
<b>Theme</b>	<b>Raising Educational Achievement</b>
<b>Indicator</b>	<b>Education Qualifications</b>
<b>Measured By</b>	<b>% of students, aged 16, gaining one or more GCSEs (at Grades A* to C or equivalent) in schools maintained by the LEA.</b>
<b>Baseline</b>	<b>2003</b>

**Why measure at this level?**

Educational attainment provides a picture of the achievements of the city's young people and is closely linked with other educational targets for the Key Stages. Engagement in learning can also be an important indicator of social and economic conditions and, in some cases, a lack of engagement in the community as a whole.

**COMPARISON:** Plymouth has seen an increase in the percentage of students gaining 5 or more GCSEs (A\*-C) from 53% in 2003 to 59.4% in 2006. **Nationally**, Comparatively Plymouth has demonstrated an increase in GCSE attainment above that witnessed nationally. Graph 16 demonstrates that in 2006 Plymouth was achieving 59.4% attainment at GCSE grade A\*-C compared to a national score of 57.2%.

Graph 16: Percentage of students, aged 16, gaining one or more GCSEs



Source: Plymouth City Council Performance Plan 2007/08

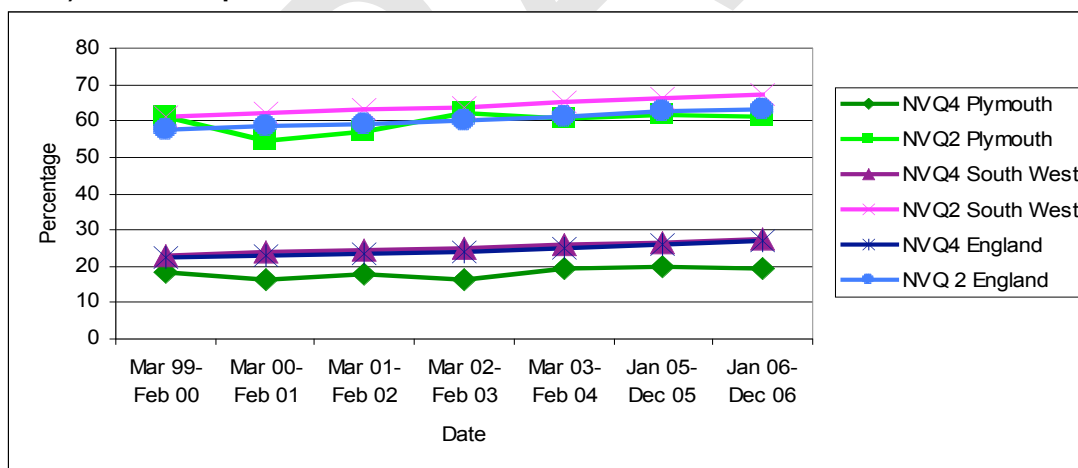
<b>Direction of Travel in the City :</b>	Positive
<b>Frequency of review :</b>	Annually
<b>Data Source :</b>	<a href="http://www.plymouth.gov.uk/performance_plan_2007-2008.pdf">http://www.plymouth.gov.uk/performance_plan_2007-2008.pdf</a> DFES
<b>Problems encountered :</b>	None
<b>Strategic Framework Links :</b>	

<b>Theme</b>	<b>Raising Educational Achievement</b>
<b>Indicator</b>	<b>Local Skills</b>
<b>Measured By</b>	<b>1: the proportion of young people aged 16 to19 in full time education or employment 2: The proportion of working age population qualified to a) NVQ2 or equivalent and b) NVQ4 or equivalent.</b>
<b>Baseline</b>	<b>1: 2005 2: March 1999-Feb 2000</b>

**Why measure at this level?** Skills underpin traditional learning and are essential for social and economic sustainability. Skills are commonly identified by an analysis of both academic and vocational qualifications, reported in levels of 1 to 5 broadly in line with the wider standard definitions used to define the National Qualification Framework (NQF) level or equivalent. A highly skilled workforce is a key economic asset that attracts and keeps business in the area. It helps growth and prosperity and enhances personal quality of life through improved health, opportunity and personal attainment.

**COMPARISON:** In 2005 Plymouth had 91.8% of 16 to 19 year olds in education, employment or training. In 2006 Plymouth recorded that 61.0% of the working age population were skilled to NVQ level 2 or equivalent, this figure has remained fairly static increasing from 60.9% in 1999. Plymouth has witnessed a small increase in the percentage of working age population qualified to NVQ level 4 from 18.4% in 1999 to 19.3% in 2006. This is displayed in Graph X. Regionally the South West have maintained a higher percentage of working age population qualified to NVQ 2 (1999 61.1% to 2006 67.2%) and a higher level of NVQ4 (1999 23.1% to 2006 27.3%) than witnessed in Plymouth. This is demonstrated in graph 17. Nationally the percentage of the working age population qualified to NVQ level 2 has remained within 3% of the Plymouth position over the 1999 to 2006 period ranging from 57.7% in 1999 to 63.3% in 2006. Regionally NVQ level 4 qualifications have increased in line with increases seen within the national picture. Nationally the 2006 percentage of working age population was 27.1%, compared to 27.3% regionally and 19.3% in Plymouth

**Graph 17: The percentage of working age population qualified to a) NVQ2 or equivalent and b) NVQ4 or equivalent.**



Source: Official labour market statistics. NOMIS

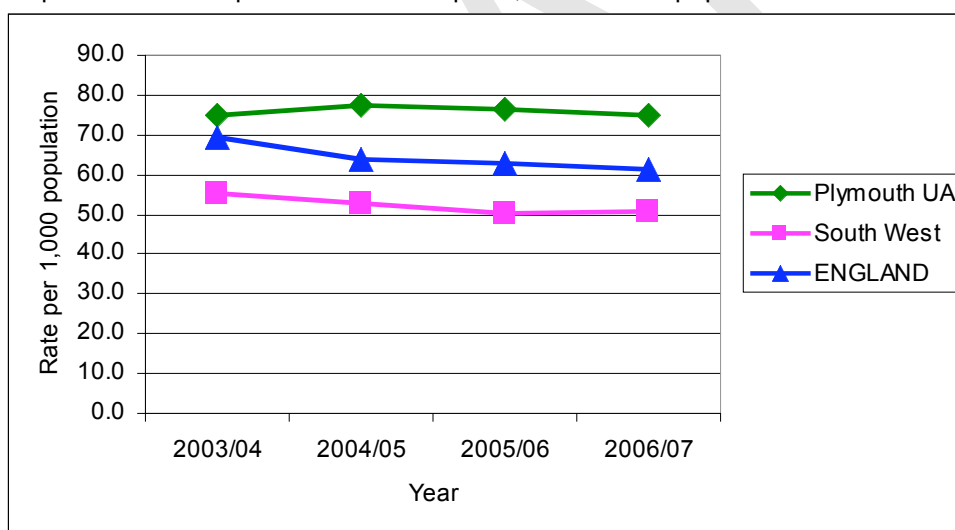
<b>Direction of Travel in the City</b>	1: Unknown – baseline 2: NVQ2 positive, NVQ4 slightly positive
<b>Frequency of review</b>	Annual
<b>Data Source:</b>	Official labour market statistics. <a href="http://www.nomisweb.co.uk">www.nomisweb.co.uk</a>
<b>Problems encountered</b>	
<b>Strategic Framework Links</b>	

<b>Theme</b>	<b>Promoting Community Safety</b>
<b>Indicator</b>	<b>All Crime</b>
<b>Measured By</b>	<b>British Crime Survey (BCS) comparator crime rate per 1,000 resident population</b>
<b>Baseline</b>	<b>2003/04</b>

**Why measure at this level? BCS comparator crime is a national PSA indicator and is used to represent the changing levels of a range of different crimes.** Crime levels have an impact on everyone's quality of life. From national security considerations to enviro-crime, actual and perceived crime rates have a significant impact on quality of life and the local environment. In sustainable communities, the impact of social justice equates with social equity – enabling greater levels of safety, community cohesion and economic prosperity.

**COMPARISON:** Locally the rate of BCS comparator crime has fallen slightly from 2003/04 (75.1 per 1,000) to 2006/07 (74.9 per 1,000). However, during this period fluctuations have been evident (Graph 18). Over the 2003/04 to 2006/07 period Plymouth has maintained a higher rate of BCS comparator crime than that witnessed regionally or Nationally. Within the South West the BCS Comparator crime rate has fallen from 55.2 per 1,000 population in 2003/04 to 51.1 per 1,000 population in 2006/07. This represents a lower rate of crime than witnessed nationally and locally over the same period. Nationally the BCS comparator crime rate has been declining from 55.2 per 1,000 population in 2003/04 to 51.0 per 1,000 population in 2006/07. This decline reflects that seen in the South West but the national rate remains higher than the regional position. In relation to Plymouth the national rate was 13.8 lower than the Plymouth position in 2006/07.

Graph 18: BCS comparator crime rate per 1,000 resident population



Source: Neighbourhood Renewal Unit – Floor Targets Interactive site

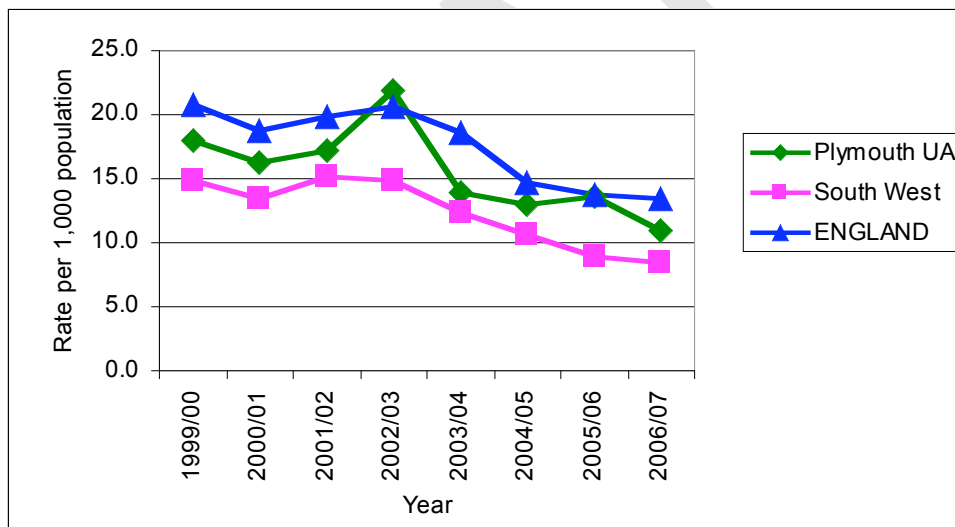
<b>Direction of Travel in the City :</b>	Static – slightly positive
<b>Frequency of review :</b>	Annual
<b>Data Source</b>	<a href="http://www.fti.neighbourhood.gov.uk/data_interactive/document.asp?id=118">http://www.fti.neighbourhood.gov.uk/data_interactive/document.asp?id=118</a>
<b>Problems encountered:</b>	
<b>Strategic Framework Links:</b>	

<b>Theme</b>	<b>Promoting Community Safety</b>
<b>Indicator</b>	<b>Crime - Burglary</b>
<b>Measured By</b>	<b>Recorded burglary per 1,000 resident population</b>
<b>Baseline</b>	<b>1999/2000</b>

**Why measure at this level?** Crime levels have an impact on everyone's quality of life. From national security considerations to enviro-crime, actual and perceived crime rates have a significant impact on our quality of life and our local environment. In sustainable communities, the impact of social justice equates with social equity – enabling greater levels of safety, community cohesion and economic prosperity.

COMPARISON : Locally the rate of recorded burglary has fallen from 1999/2000 (18.0 per 1,000) to 2006/07 (11 per 1000). However, during this period fluctuation have been evident (Graph 19). Over the 1999/2000 to 2006/07 period Plymouth has maintained a higher rate than that witnessed regionally but with the exception of a fluctuation in 2002/03 has consistently remained in a better position than the national average. Within the South West the rate of recorded burglary has fallen from 14.8 per 1,000 population in 1999/2000 to 8.5 per 1,000 population in 2006/07. This represents a lower rate of crime than witnessed nationally and locally over the same period. Nationally the rate of recorded burglary has been declining from 20.8 per 1,000 population in 1999/2000 to 13.4 per 1,000 population in 2006/07. This decline reflects that seen in the South West but the national rate remains higher than the regional and local position indicating that Plymouth is performing better than the national average.

Graph 19: Recorded burglary per 1,000 resident population



Source: Neighbourhood Renewal Unit – Floor Targets Interactive site

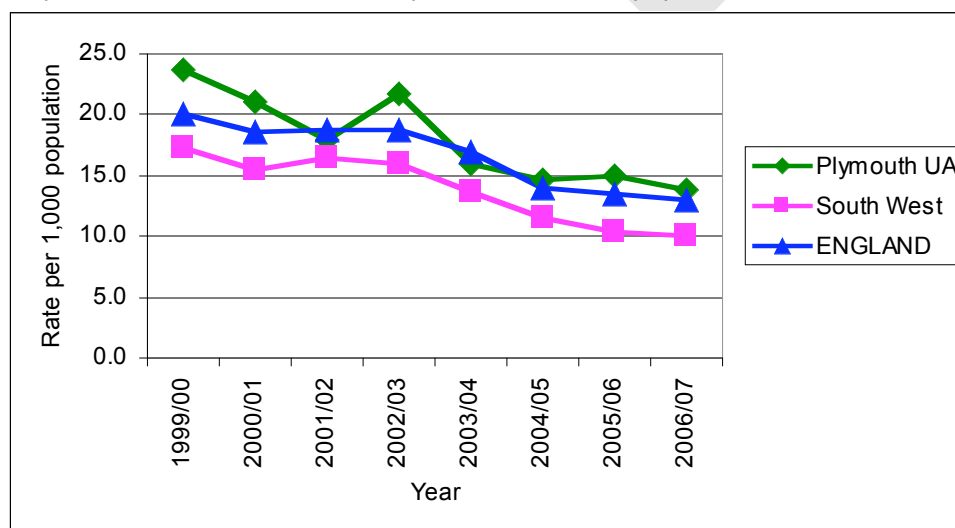
<b>Direction of Travel in the City :</b>	Positive
<b>Frequency of review :</b>	Annual
<b>Data Source :</b>	<a href="http://www.fti.neighbourhood.gov.uk/data_interactive/document.asp?id=118">http://www.fti.neighbourhood.gov.uk/data_interactive/document.asp?id=118</a>
<b>Problems encountered :</b>	
<b>Strategic Framework Links :</b>	

<b>Theme</b>	<b>Promoting Community Safety</b>
<b>Indicator</b>	<b>Crime - Vehicle</b>
<b>Measured By</b>	<b>Recorded vehicle crime per 1,000 resident population</b>
<b>Baseline</b>	<b>1999/2000</b>

**Why measure at this level?** Crime levels have an impact on everyone's quality of life. From national security considerations to enviro-crime, actual and perceived crime rates have a significant impact on our quality of life and our local environment. In sustainable communities, the impact of social justice equates with social equity – enabling greater levels of safety, community cohesion and economic prosperity.

**COMPARISON:** Locally the rate of vehicle crime has fallen from 1999/2000 (23.7 per 1,000) to 2006/07 (13.8 per 1000). However, during this period fluctuation have been evident (Graph 20). Over the 1999/2000 to 2006/07 period Plymouth has maintained a higher rate than that witnessed regionally. Fluctuations in Plymouth's rate have meant that the rate has decreased to a rate similar to that witnessed nationally by 2006/07. Within the South West the rate of vehicle crime has fallen from 17.2 per 1,000 population in 1999/2000 to 10.0 per 1,000 population in 2006/07. This represents a lower rate of crime that witnessed nationally and locally over the same period. Nationally the rate of vehicle crime has been declining from 20.0 per 1,000 population in 1999/2000 to 13.0 per 1,000 population in 2006/07. This decline reflects that seen in the South West but the national rate has remained in a similar position to the Plymouth rate. In 2006/07 the Plymouth and national rate were similar to within a rate of 0.8 per 1,000 resident population.

Graph 20: Recorded vehicle crime per 1,000 resident population



Source: Neighbourhood Renewal Unit – Floor Targets Interactive site

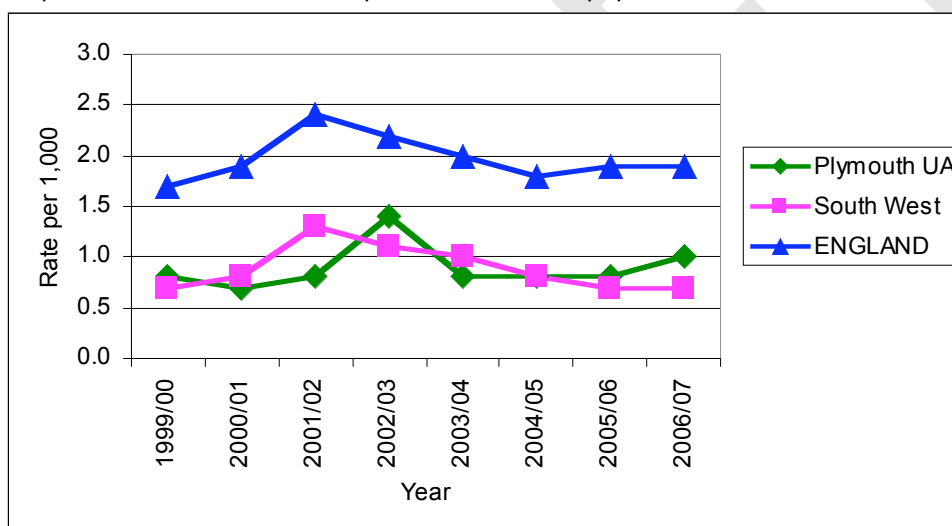
<b>Direction of Travel in the City :</b>	Positive
<b>Frequency of review :</b>	Annual
<b>Data Source :</b>	<a href="http://www.fti.neighbourhood.gov.uk/data_interactive/document.asp?id=118">http://www.fti.neighbourhood.gov.uk/data_interactive/document.asp?id=118</a>
<b>Problems encountered :</b>	
<b>Strategic Framework Links :</b>	

<b>Theme</b>	<b>Promoting Community Safety</b>
<b>Indicator</b>	<b>Crime - Robbery</b>
<b>Measured By</b>	<b>Recorded robberies per 1,000 resident population</b>
<b>Baseline</b>	<b>1999/2000</b>

**Why measure at this level?** Crime levels have an impact on everyone's quality of life. From national security considerations to enviro-crime, actual and perceived crime rates have a significant impact on our quality of life and our local environment. In sustainable communities, the impact of social justice equates with social equity – enabling greater levels of safety, community cohesion and economic prosperity.

**COMPARISON :** Locally the Recorded robberies per 1,000 resident population has fluctuated from 1999/2000 (0.8 per 1,000) to 2006/07 (1.0 per 1000) (Graph 21). Over the 1999/2000 to 2006/07 period Plymouth has maintained a lower rate than that witnessed nationally and in line with fluctuations seen regionally. Within the South West the rate of vehicle crime has remained fluctuated but remained static between 1999/2000 and 2006/07. This represents a lower rate of crime than witnessed nationally and in line with that witnessed locally over the same period. Nationally the rate of vehicle crime has fluctuated but remained generally static from 1.7 per 1,000 population in 1999/2000 to 1.9 per 1,000 population in 2006/07. This fluctuating position reflects patterns seen in the South West and Plymouth.

Graph 21: Recorded robberies per 1,000 resident population



Source: Neighbourhood Renewal Unit – Floor Targets Interactive site

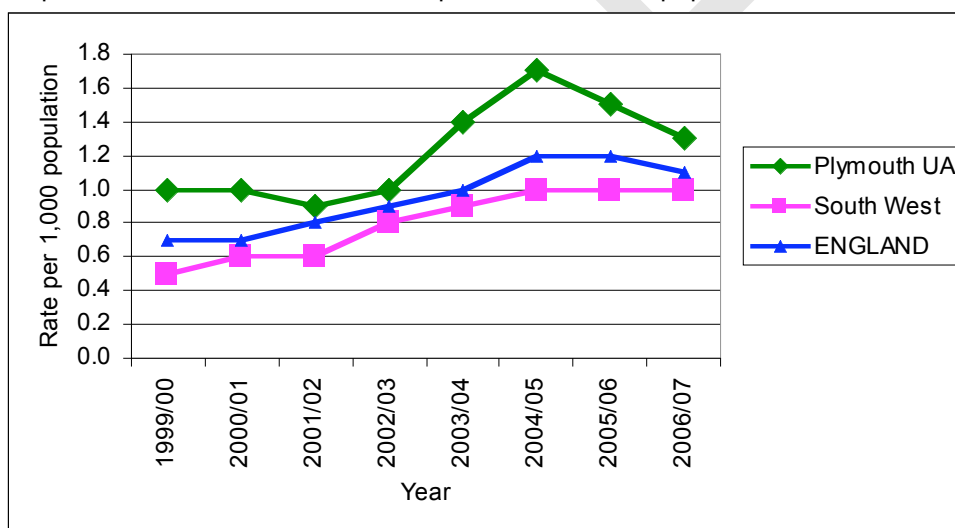
<b>Direction of Travel in the City :</b>	Fluctuating - static
<b>Frequency of review</b>	Annual
<b>Data Source :</b>	<a href="http://www.fti.neighbourhood.gov.uk/data_interactive/document.asp?id=118">http://www.fti.neighbourhood.gov.uk/data_interactive/document.asp?id=118</a>
<b>Problems encountered :</b>	Apparent lack of consistent targets and indicators and differing requirements at different levels. Neighbourhood renewal implications.
<b>Strategic Framework Links :</b>	

<b>Theme</b>	<b>Promoting Community Safety</b>
<b>Indicator</b>	<b>Crime – Sexual Offences</b>
<b>Measured By</b>	<b>Recorded sexual offences per 1,000 resident population</b>
<b>Baseline</b>	<b>1999/2000</b>

**Why measure at this level?** Crime levels have an impact on everyone's quality of life. From national security considerations to enviro-crime, actual and perceived crime rates have a significant impact on our quality of life and our local environment. In sustainable communities, the impact of social justice equates with social equity – enabling greater levels of safety, community cohesion and economic prosperity.

**COMPARISON:** Locally the rate recorded sexual offences has increased slightly from 1999/2000 (1.0 per 1,000) to 2006/07 (1.3 per 1000). This reflects increases witnessed nationally and regionally. However, during this period fluctuations have been evident in Plymouth (Graph 22). Over the 1999/2000 to 2006/07 period Plymouth has maintained a higher rate than that witnessed regionally and nationally. Within the South West the rate recorded sexual offences has increased slightly from 0.5 per 1,000 population in 1999/2000 to 1.0 per 1,000 population in 2006/07. This represents a lower rate of crime that witnessed nationally and locally over the same period. Nationally the rate recorded sexual offences has been increased slightly from 0.7 per 1,000 population in 1999/2000 to 1.1 per 1,000 population in 2006/07. This increase reflects that seen in Plymouth and the South West.

Graph 22: Recorded sexual offences per 1,000 resident population



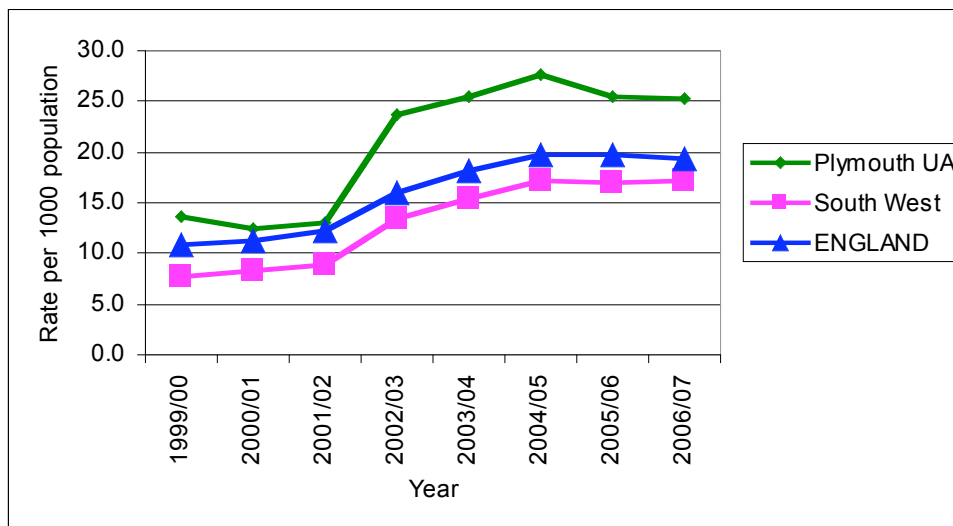
Source: Neighbourhood Renewal Unit – Floor Targets Interactive site

<b>Direction of Travel in the City :</b>	Negative
<b>Frequency of review :</b>	Annual
<b>Data Source :</b>	<a href="http://www.fti.neighbourhood.gov.uk/data_interactive/document.asp?id=118">http://www.fti.neighbourhood.gov.uk/data_interactive/document.asp?id=118</a>
<b>Problems encountered :</b>	
<b>Strategic Framework Links :</b>	

<b>Theme</b>	<b>Promoting Community Safety</b>
<b>Indicator</b>	<b>Crime - Violence</b>
<b>Measured By</b>	<b>Incidents of violence against the person per 1000 population</b>
<b>Baseline</b>	<b>1999/2000</b>

**Why measure at this level?** Crime levels have an impact on everyone's quality of life. From national security considerations to enviro-crime, actual and perceived crime rates have a significant impact on our quality of life and our local environment. In sustainable communities, the impact of social justice equates with social equity – enabling greater levels of safety, community cohesion and economic prosperity.

Graph 23: Incidents of violence against the person per 1000 population



Source: Neighbourhood Renewal Unit – Floor Targets Interactive site

**COMPARISON:** Locally the rate of violence against the person has increased from 1999/2000 (13.7 per 1,000) to 2006/07 (25.2 per 1000). This reflects increases witnessed nationally and regionally. However, during this period fluctuations have been evident in Plymouth (Graph X). Over the 1999/2000 to 2006/07 period Plymouth has maintained a higher rate than that witnessed regionally and nationally. Within the South West the rate of violence against the person has increased slightly from 7.7 per 1,000 population in 1999/2000 to 17.2 per 1,000 population in 2006/07. This represents a lower rate of crime than witnessed nationally and locally over the same period. Nationally the rate of violence against the person has increased from 10.9 per 1,000 population in 1999/2000 to 19.3 per 1,000 population in 2006/07. This increase reflects that seen in Plymouth and the South West.

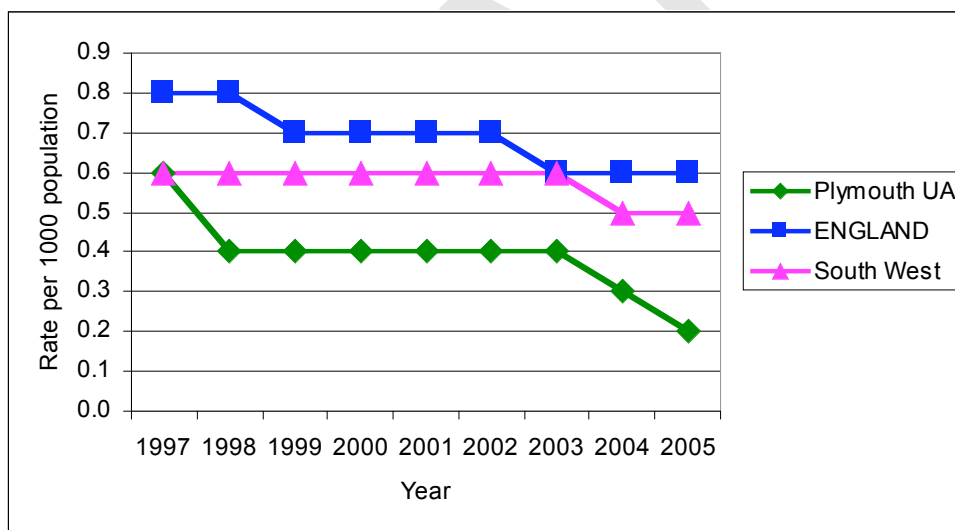
<b>Direction of Travel in the City :</b>	Negative
<b>Frequency of review:</b>	Annual
<b>Data Source:</b>	<a href="http://www.fti.neighbourhood.gov.uk/data_interactive/document.asp?id=118">http://www.fti.neighbourhood.gov.uk/data_interactive/document.asp?id=118</a>
<b>Problems encountered :</b>	Apparent lack of consistent targets and indicators and differing requirements at different levels. Neighbourhood renewal implications.
<b>Strategic Framework Links :</b>	

<b>Theme</b>	<b>Promoting Community Safety</b>
<b>Indicator</b>	<b>Road Accidents and Road Safety</b>
<b>Measured By</b>	<b>The number of pedestrian and cyclist road accident casualties per 1000 population.</b>
<b>Baseline</b>	<b>1997</b>

**Why measure at this level?** In the South West there is some concern at the established link between socio-economic deprivation and accidental road injury, particularly for children. People living in the most deprived areas are much more likely to be killed or injured on the road, particularly as a pedestrian. In the city road danger is a considerable disincentive to use active forms of transport such as cycling and walking. In addition to the planning implications for local transport, safety, public transport, congestion and regeneration, the health costs of infrequent activity also need to be taken in to account.

**COMPARISON:** Between 1997 and 2005 in Plymouth the rate of people killed or seriously injured in road traffic accidents has decreased from 0.6 per 1000 in 1997 to 0.2 in 2005. This means that Plymouth is in a better position than that witnessed regionally and nationally over the same period. (Graph 24). Regionally the South West has seen a reduction in the rate of people killed or seriously injured in road traffic accidents from 0.6 in 1997 to 0.5 in 2005. While this represents a positive reduction in rate it does not match the reductions made in Plymouth over the same period. Nationally the rate of people killed or seriously injured in road traffic accidents has remained higher than the South West and Plymouth position for the indicator. While reductions are evident this demonstrates that the national average each year is worse than the regional and local position

Graph 24: The number of pedestrian and cyclist road accident casualties per 1000 popn.



Source: <http://www.fti.neighbourhood.gov.uk/document.asp?id=148>

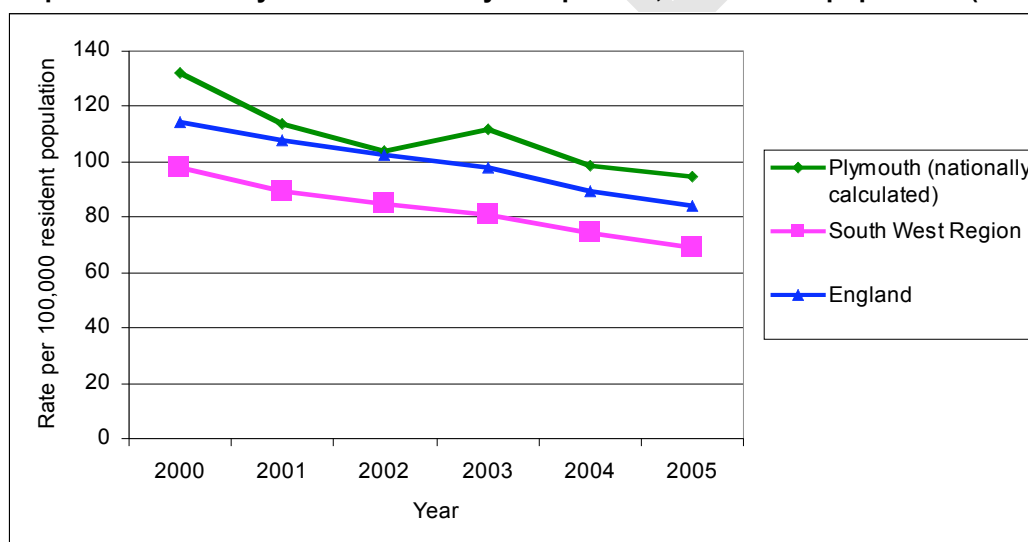
<b>Direction of Travel in the City :</b>	Positive
<b>Frequency of review :</b>	Annual
<b>Data Source:</b>	<a href="http://www.data4nr.net/resources/health/0000000/">http://www.data4nr.net/resources/health/0000000/</a>
<b>Problems encountered:</b>	
<b>Strategic Framework Links :</b>	BVPI no : 99a(i) : No of people killed or seriously injured (KSI) in road traffic collisions. National Sustainable Development Indicator No 58. Road accidents Number of people and children killed or seriously injured

<b>Theme</b>	<b>Improving Health and Well-being</b>
<b>Indicator</b>	<b>Mortality Rates – Circulatory Disease</b>
<b>Measured By</b>	<b>Death rate per 100,000 resident population from circulatory disease (&lt;75s)</b>
<b>Baseline</b>	<b>2000</b>

**Why measure at this level?** Measuring mortality rates are key to monitoring health inequalities. Measuring the circulatory disease mortality rate is also important as it provide an insight into the underlying determinants of ill health within Plymouth and nationally.

**COMPARISON:** In Plymouth the death rate per 100,000 resident population from circulatory disease (<75s) is decreasing in line with NRF Local Area Agreement (LAA) targets. In 2000 the circulatory disease mortality rate was 132.1 per 100,000 residents, reducing to 94.4 per 100,000 in 2005. At a local level small numbers of deaths cause significant annual fluctuation in rates. This is demonstrated in Graph 25. In the region the death rate per 100,000 resident population from circulatory disease (<75s) reduced from 97.8 in 2000 to 69.0 per 100,000 resident population in 2005. The regional pattern of decreases reflects local and National decreases but demonstrated that the South West had and maintains a consistently lower rate of deaths from circulatory disease than Plymouth or England. Nationally the death rate per 100,000 resident population from circulatory disease (<75s) reduced from 114.1 in 2000 to 84.0 per 100,000 in 2005. This reflects decreases witnessed both regionally and locally.

**Graph 25: Circulatory Disease Mortality rate per 100,000 resident population (<75s)**



Source: Public Health Dispensary Unit. Graph created by P2020.

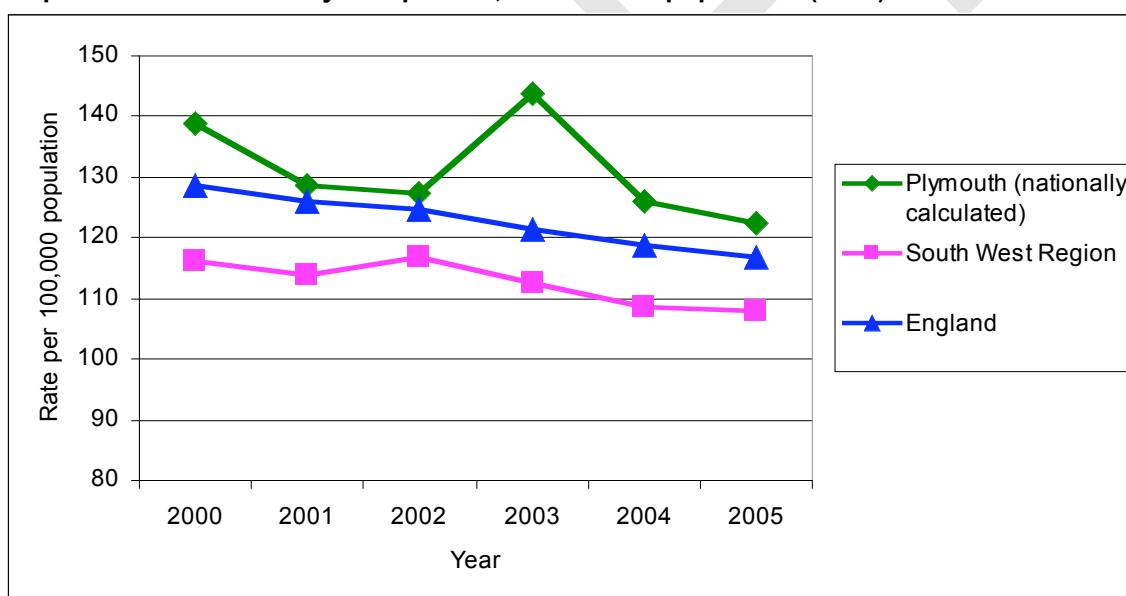
<b>Direction of Travel in the City</b>	Positive
<b>Frequency of review</b>	Annual – 2 year data lag
<b>Data Source: Local, Regional and national</b>	Plymouth 2020 Local Strategic Partnership Self Assessment. Data provided by PHDU 2007
<b>Problems encountered</b>	At a local level small numbers of deaths cause significant annual fluctuation in rates
<b>Strategic Framework Links</b>	Audit Commission QoL Indicator no 31 : Age standardised mortality rates for a. all cancers, b. circulatory diseases and c. respiratory diseases. National SDI No 51. Death rates from (a) circulatory disease and (b) cancer, below 75 years

<b>Theme</b>	<b>Improving Health and Well-being</b>
<b>Indicator</b>	<b>Mortality Rates - Cancer</b>
<b>Measured By</b>	<b>Death rate per 100,000 resident population from cancers (&lt;75s)</b>
<b>Baseline</b>	<b>2000</b>

**Why measure at this level?** Measuring mortality rates are key to monitoring health inequalities. Measuring the cancer mortality rate is also important as it provide an insight into the underlying determinants of ill health within Plymouth and nationally.

**COMPARISON:** In Plymouth the death rate per 100,000 resident population from cancers (<75s) is decreasing. In 2000 the cancer mortality rate was 138.9 per 100,000 residents, reducing to 122.5 per 100,000 in 2005. At a local level small numbers of deaths cause significant annual fluctuation in rates. This is demonstrated in Graph 26. In the region the death rate per 100,000 resident population from cancers (<75s) reduced from 116.3 in 2000 to 107.9 per 100,000 resident population in 2005. The regional pattern of decreases reflects local and national decreases but demonstrated that the South West had and maintains a consistently lower rate of deaths from cancers than Plymouth or England. Nationally the death rate per 100,000 resident population from cancers (<75s) reduced from 128.7 in 2000 to 116.8 per 100,000 in 2005. This reflects decreases witnessed both regionally and locally.

**Graph 26: Cancer Mortality rate per 100,000 resident population (<75s)**



Source: Public Health Dispensary Unit. Graph created by P2020.

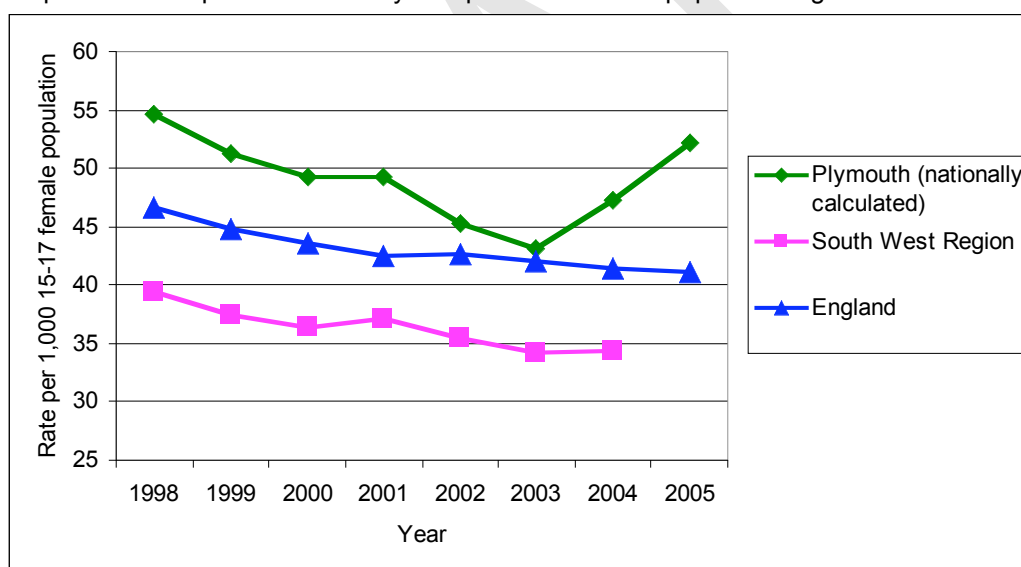
<b>Direction of Travel in the City</b>	Positive
<b>Frequency of review</b>	Annual – 2 year data lag
<b>Data Source: Local, Regional and national</b>	Plymouth 2020 Local Strategic Partnership Self Assessment. Data provided by PHDU 2007
<b>Strategic Framework Links</b>	Audit Commission QoL Indicator no 31: Age standardised mortality rates for a. all cancers, b. circulatory diseases and c. respiratory diseases. National SDI No 51. Death rates from (a) circulatory disease and (b) cancer, below 75 years

<b>Theme</b>	<b>Improving Health and Well-being</b>
<b>Indicator</b>	<b>Teenage Pregnancy</b>
<b>Measured By</b>	<b>Conceptions under 18 years per 1000 female population aged 15 to 17</b>
<b>Baseline</b>	<b>1998</b>

**Why measure at this level?** Teenage mothers are prone to poor antenatal care, lower birth weight babies and higher infant mortality and their long term health, and that of their children, is likely to be worse than average. They are less likely to finish their education, less likely to find a good job, more likely to end up as single parents and to bring up their children in poverty. This is stark warning for potentially sustainable communities and the quality of life experienced by some of the most vulnerable in society.

**COMPARISON:** In Plymouth the teenage conception rate has fallen from 54.7 per 1,000 females aged 15-17 in 1998 to 52.2 per 1,000 in 2005. However, small numbers of conception locally cause significant annual fluctuation in rate. This fluctuation is evident in Graph 27. Conception rates amongst teenage girls (aged 15 to 17) are low in the region compared to the Plymouth situation and the England average. Data from 2004 shows a conception rate of 34.4 per 1000 females in this age group compared to an England average of 41.5 per 1000 and 47.2 per 1,000 in Plymouth. Regionally the rate for 1998 was 39.4 per 1,000 falling to 34.4 per 1,000 in 2004. Nationally the teenage conception has fallen from 46.6 per 1,000 in 1998 to 41.1 per 1,000 in 2005. This pattern of decline is similar to the decline in rate witnessed regionally but does not reflect the fluctuations witnessed in Plymouth

Graph 27: Conceptions under 18 years per 1000 female population aged 15 to 17



Source: Public Health Dispensary Unit. Graph created by P2020.

<b>Direction of Travel in the City</b>	Fluctuating.
<b>Frequency of review</b>	Annual
<b>Data Source:</b> Local, Regional, National	Plymouth 2020 Local Strategic Partnership 2007 Self Assessment. <a href="http://neighbourhood.statistics.gov.uk/">http://neighbourhood.statistics.gov.uk/</a>
<b>Problems encountered</b>	Small numbers of conceptions cause significant annual fluctuation in rates. Two year data lag.
<b>Strategic Framework Links</b>	Audit Commission QoL Indicator No 35: Teenage pregnancy, conceptions under 18 years per 1000 females aged 15 to 17.

<b>Theme</b>	<b>Improving Health and Well-being</b>
<b>Indicator</b>	<b>Fuel Poverty</b>
<b>Measured By</b>	<b>Households living in fuel poverty</b>
<b>Baseline</b>	<b>2001/03</b>

**Why measure at this level?** This indicator makes a key link between good housing conditions, health, personal wealth, energy efficiency, our use of resources and emissions reduction from heating and lighting. Good housing conditions and the ability to keep homes warm and comfortable are essential for good health and our quality of life. Where these conditions are poor, individuals will pay higher energy bills. This is neither sustainable nor environmentally desirable. There are clear links between deprivation, poor quality housing and health. Fuel poverty indices assist in identifying those most at risk – commonly the elderly and those with young families.

**COMPARISON:** *Locally* Detail is available from the Fuel Poverty Index (Bristol Uni) 2007 with data based on a study of the 2001 census and 2003 English Housing Condition Survey. As this data will be outdated, it is suggested that the absolute numbers will have increased in 2005 and 2006 due to energy price increases. Although some energy prices have reduced recently, this is a temporary blip and should be discounted. The study is based on two different methods of calculation :

**BASIC INCOME :** where housing benefit, income support for mortgage interest and council tax benefit are not counted. **FULL INCOME :** where these benefits are included. **Households in Fuel Poverty** ( Fuel Poverty Index exercise, Bristol Uni).

Year	Basic Income Method	Full Income method
2001/03	<b>7834 *</b>	<b>6662</b>

\* 7.6% of 102,592 households based on the 2001 Census.

In the South West, it is estimated that 12.1% of households are living in fuel poverty (250,000 homes). Around half of these homes will house people over 65. (GOSW 2007). *Nationally*, Sustainable Development Indicator No 63 records the number of households living in fuel poverty containing (a) pensioners (b) children (c) disabled/long-term sick (1996 to 2004). Nationally, fuel poverty is defined as needing to spend more than 10 per cent of income, excluding housing benefit, on fuel to maintain an adequate standard of heating. In 2004, 0.5 million households with someone over 60 (7 per cent of such households) were fuel poor, down from 2.9 million households (43 per cent) in 1996. The number of fuel poor households with someone under 16 or with a long-term sickness or disability has also decreased. The total number of households living in fuel poverty changed little between 2003 and 2004.

<b>Direction of Travel in the City</b>	Taking national data in to account it would appear that more people are becoming fuel poor.
<b>Frequency of review :</b>	Annual
<b>Data Source</b> Local  Regional  National	The Fuel Poverty Index which is produced nationally but includes data down to Output area. <a href="http://www.dti.gov.uk/energy/fuel-poverty/index.html">http://www.dti.gov.uk/energy/fuel-poverty/index.html</a> <a href="http://www.gos.gov.uk/gosw/publichealth/improvinghealth/a-zpublichealth/fuelpoverty/">http://www.gos.gov.uk/gosw/publichealth/improvinghealth/a-zpublichealth/fuelpoverty/</a> <b>National :</b> <a href="http://www.sustainable-development.gov.uk/progress/national/63.htm">http://www.sustainable-development.gov.uk/progress/national/63.htm</a> <b>Households living in fuel poverty –</b> Households living in fuel poverty containing (a) pensioners, (b) children and (c ) disabled/long term sick 1996/2004.
<b>Problems</b>	<a href="#">Extracting the figures for Plymouth.</a>
<b>Strategic Framework Links</b>	Home Energy Strategy and Affordable Warmth Strategy.

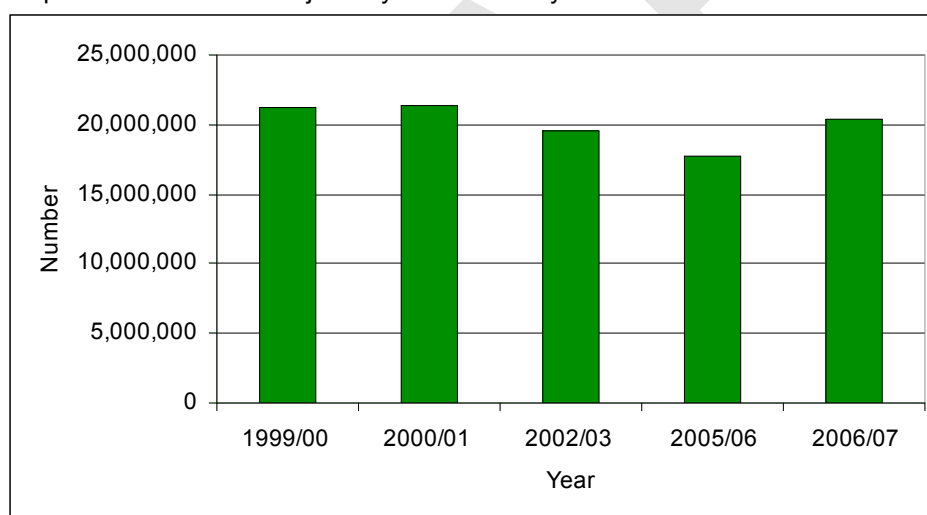
<b>Theme</b>	<b>Developing an Effective Transport System</b>
<b>Indicator</b>	<b>Public Transport – Bus Journeys</b>
<b>Measured By</b>	<b>Number of bus journeys made locally</b>
<b>Baseline</b>	<b>1999/2000</b>

### Why measure at this level?

The impact of transport on our quality of life, on the availability of resources and our impact on carbon emissions, is of increasing concern and nowhere more so than in a city such as Plymouth. Our location, developmental history and topography have always had an impact on transportation but there are now new issues to be considered – some of which are local and others, such as the use of the airport and our rail links with the rest of the UK, link us regionally and nationally. Linked with this is the issue of accessibility. To be sustainable there needs to be movement within localities and between them. Ensuring that any grow in demand for transport or access is therefore a key issue.

**COMPARISON:** A survey is currently undertaken annually to assess the number of local bus passenger journeys originating in the Plymouth local authority area. In order to collect this information we use operator's data output from electronic ticket machines, for all bus service boarding's within the Plymouth Local Authority area. In Plymouth the number of bus journey's taken locally is fairly static ranging from 21,252,000 in 1999/2000 to 20,425,202 in 2006/07. This is demonstrated in Graph 28. Regionally and nationally this indicator is not reported. It is also not specifically noted in SoSW report or GOSW Fact Sheet.

Graph 28: Number of bus journeys made locally



Source: [http://www.plymouth.gov.uk/performance\\_plan\\_2007-2008.pdf](http://www.plymouth.gov.uk/performance_plan_2007-2008.pdf)

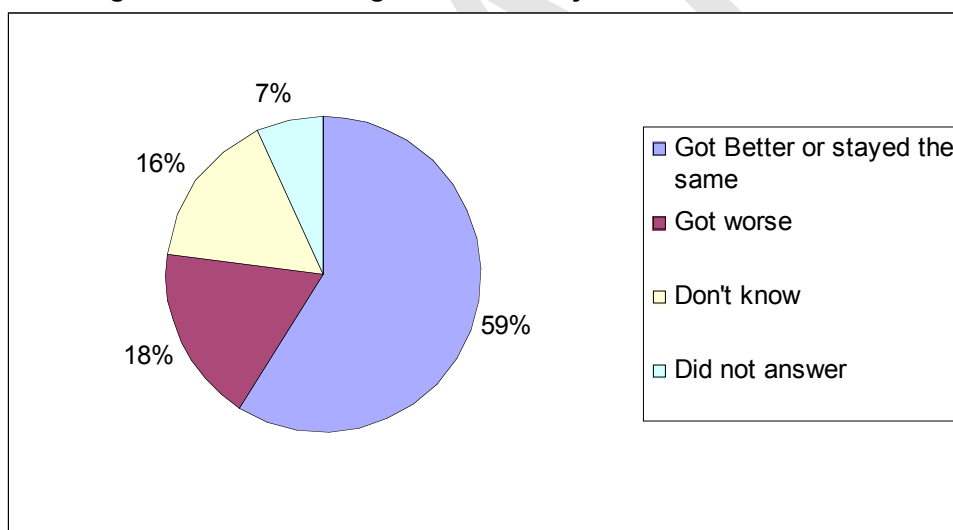
<b>Direction of Travel in the City :</b>	Fluctuating
<b>Frequency of review</b>	Annual
<b>Data Source :</b>	<b>Local :</b> <a href="http://www.plymouth.gov.uk/performance_plan_2007-2008.pdf">http://www.plymouth.gov.uk/performance_plan_2007-2008.pdf</a> ( and BVPP for 2006/07)
<b>Problems encountered :</b>	Local data only due to nature of indicator
<b>Strategic Framework Links:</b>	Audit Commission QoL Indicator No 44 : Percentage of residents who think that for their local area, over the last three years, that a. public transport has got better or stayed the same and b. the level of traffic congestion has got better or stayed the same. BVPI 102

<b>Theme</b>	<b>Developing an Effective Transport System</b>
<b>Indicator</b>	<b>Access to Local Services</b>
<b>Measured By</b>	<b>Percentage of residents surveyed who think that over the last 3 years ease of accessing local services has got better or stayed the same</b>
<b>Baseline</b>	<b>2003/04</b>

**Why measure at this level?** Accessibility is the key to sustainable communities. Local services, including the corner shop or super market, post office and doctor's surgeries are essential to the development of communities as a whole but ease of access considerably boost the quality of life within them. Accessibility is commonly linked with access to a private car and the limitations placed on travel if this is not possible. In turn, this has a linked impact on the use of public transport, our use of retail, leisure and recreational facilities and, broader still, our opportunities to travel beyond the city boundaries.

**COMPARISON:** The 2006 Plymouth Quality of Life Survey reveals that 59% of those surveyed thought that ease of accessing local services had got better or stayed the same. An increase from a 2003/04 position of 35.45%. (Audit Commission).Nationally the Audit Commission recorded a national figure of 32.03% of those surveyed thought that over the last three years ease of accessing local services had got better or stayed the same. When comparing this to Plymouth it is evident that Plymouth (in 2003/04) had a higher percentage of residents who though that over the last three years ease of accessing local services had got better or stayed the same. No 2006 national figure is currently available

**Graph 29: Percentage of residents surveyed who think that over the last 3 years ease of accessing local services has got better or stayed the same**



Source: Plymouth 2020 Quality of Life Survey

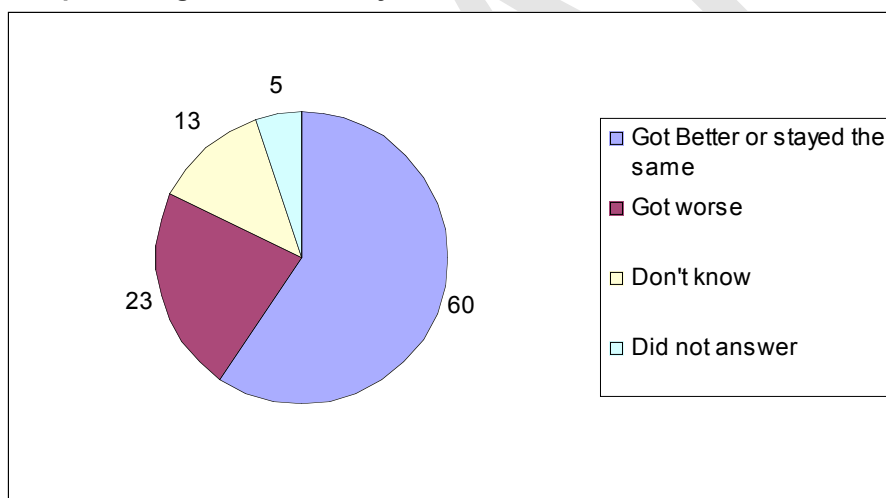
<b>Direction of Travel in the City:</b>	Positive
<b>Frequency of review:</b>	Annual - locally
<b>Data Source :</b>	2006 QOL Survey <a href="http://www.areaprofiles.audit-commission.gov.uk">http://www.areaprofiles.audit-commission.gov.uk</a>
<b>Problems encountered :</b>	Not available regionally. Relies on survey based information
<b>Strategic Framework Links</b>	Audit Commission QoL Indicator suggested : Percentage of people surveyed finding it easy to access key local services.

<b>Theme</b>	<b>Developing an Effective Transport System</b>
<b>Indicator</b>	<b>Public Transport - Perceptions</b>
<b>Measured By</b>	<b>Percentage of residents surveyed who think that over the last 3 years public transport has got better or stayed the same</b>
<b>Baseline</b>	<b>2003/04</b>

**Why measure at this level?** The impact of transport on our quality of life, on the availability of resources and our impact on carbon emissions, is of increasing concern and nowhere more so than in a city such as Plymouth. Our location, developmental history and topography have always had an impact on transportation but there are now new issues to be considered – some of which are local and others, such as the use of the airport and our rail links with the rest of the UK, link us regionally and nationally. Linked with this is the issue of accessibility. To be sustainable there needs to be movement within localities and between them. Ensuring that any grow in demand for transport or access is therefore a key issue.

**COMPARISON:** The 2006 Plymouth Quality of Life Survey reveals that 60% of those surveyed thought that public transport had got better or stayed the same. A decrease from a 2003/04 position of 75.89%. (Audit Commission). Nationally the Audit Commission recorded a national figure of 70.49% of those surveyed thought that over the last three years **public transport has got better or stayed the same**. When comparing this to Plymouth it is evident that Plymouth (in 2003/04) had a higher percentage of residents who through that over the last three years public transport has got better or stayed the same. No 2006 national figure is currently available

**Graph 30: Percentage of residents surveyed who think that over the last 3 years public transport has got better or stayed the same**



Source: Plymouth 2020 Local Strategic Partnership Quality of Life Survey 2006

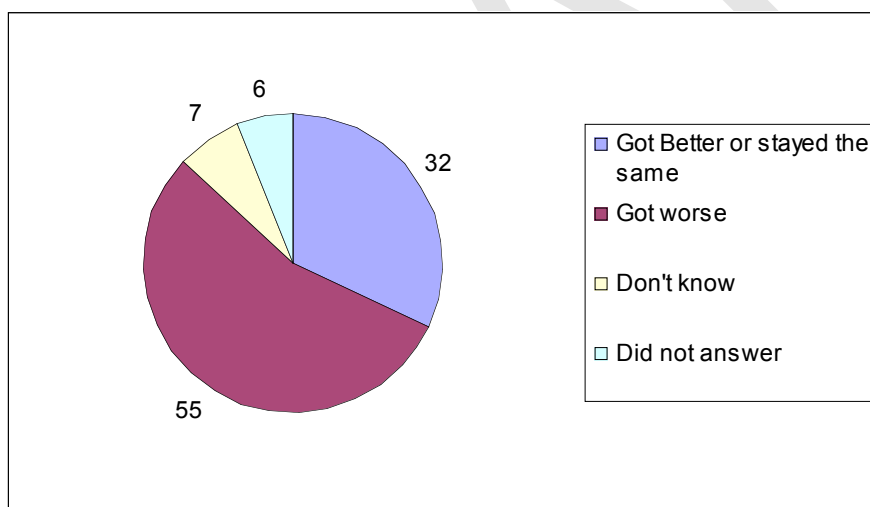
<b>Direction of Travel in the City:</b>	Negative
<b>Frequency of review:</b>	Annual - locally
<b>Data Source :</b>	2006 QOL Survey <a href="http://www.areaprofiles.audit-commission.gov.uk">http://www.areaprofiles.audit-commission.gov.uk</a>
<b>Problems encountered:</b>	Not available regionally. Relies on survey based information
<b>Strategic Framework Links</b>	Audit Commission QoL Indicator suggested : Percentage of people surveyed finding it easy to access key local services.

<b>Theme</b>	<b>Developing an Effective Transport System</b>
<b>Indicator</b>	<b>Traffic Congestion</b>
<b>Measured By</b>	<b>Percentage of residents surveyed who think that over the last 3 years traffic congestion has got better or stayed the same</b>
<b>Baseline</b>	<b>2003/04</b>

**Why measure at this level?** The impact of transport on our quality of life, on the availability of resources and our impact on carbon emissions, is of increasing concern and nowhere more so than in a city such as Plymouth. Our location, developmental history and topography have always had an impact on transportation but there are now new issues to be considered – some of which are local and others, such as the use of the airport and our rail links with the rest of the UK, link us regionally and nationally. Linked with this is the issue of accessibility. To be sustainable there needs to be movement within localities and between them. Ensuring that any grow in demand for transport or access is therefore a key issue.

**COMPARISON:** The 2006 Plymouth Quality of Life Survey reveals that 32% of those surveyed thought that **traffic congestion** had got better or stayed the same. A decrease from a 2003/04 position of 35.45%. (Audit Commission).Nationally the Audit Commission recorded a national figure of 32.03% of those surveyed thought that over the last three years **traffic congestion has got better or stayed the same**. When comparing this to Plymouth it is evident that Plymouth (in 2003/04) had a higher percentage of residents who through that over the last three years **traffic congestion has got better or stayed the same**. No 2006 national figure is currently available

**Graph X: Percentage of residents surveyed who think that over the last 3 years traffic congestion has got better or stayed the same**



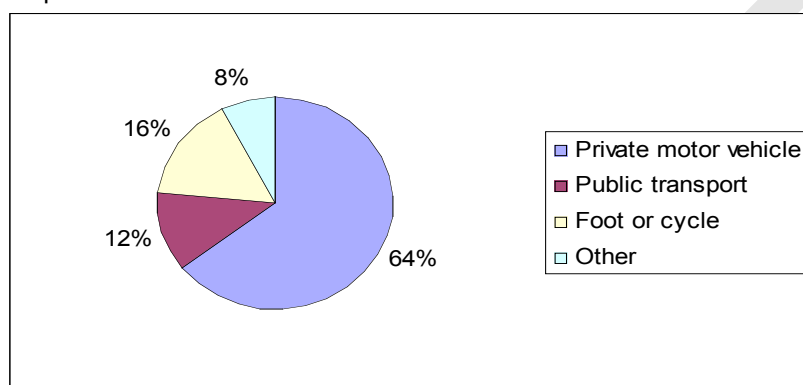
Source: Plymouth 2020 Local Strategic Partnership Quality of Life Survey 2006

<b>Direction of Travel</b>	Slightly negative
<b>Frequency of review</b>	Annual locally
<b>Data source</b>	QOL Survey <a href="http://www.areaprofiles.audit-commission.gov.uk">http://www.areaprofiles.audit-commission.gov.uk</a>
<b>Problems encountered</b>	No available regional data. Relies on Survey
<b>Strategic Framework</b>	

<b>Theme</b>	<b>Developing an Effective Transport System</b>
<b>Indicator</b>	<b>Travel and Transport</b>
<b>Measured By</b>	<b>A: The percentage of the resident population who travel to work a. by private motor vehicle, b. by public transport and c. on foot or bicycle. B: The percentage of the resident population travelling over 20km to work.</b>
<b>Baseline</b>	<b>2001</b>
<b>Why measure at this level?</b>	<b>As with other transport indicators</b>

**COMPARISON:** A: The 2001 census reveals that 64.4% of the population in Plymouth travel to work by car, 12.3% by public transport and 8% either on foot or on a cycle. Nationally in 2001 65.27% of residents reported that they travel to work by car, 11% by public transport and 13.3% travel to work on foot or on a cycle

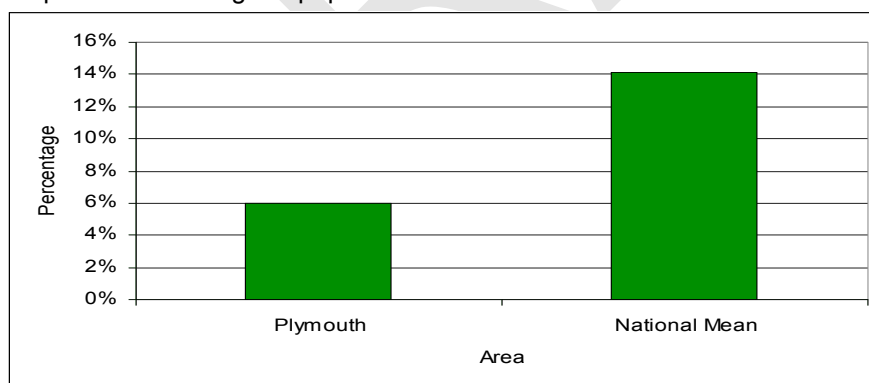
Graph 32: 2001 Mode of travel to work



Source: 2001 Census

B: The 2001 census reveals that 6% of the population in Plymouth travel over 20km to work. Nationally in 2001 14.16% of residents reported that they travel over 20km to work

Graph 33: Percentage of population who travel over 20Km to work



Source: 2001 Census

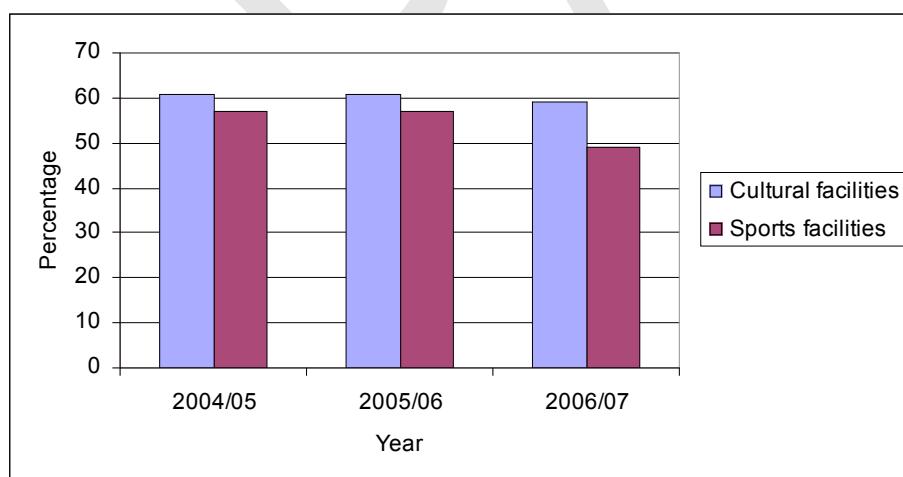
<b>Direction of Travel</b>	Unknown baseline
<b>Frequency of review:</b>	At Census – 10 year review
<b>Data Source:</b>	2001 Census <a href="http://www.statistics.gov.uk">www.statistics.gov.uk</a> <a href="http://www.areaprofiles.audit-commission.gov.uk">http://www.areaprofiles.audit-commission.gov.uk</a>
<b>Problems encountered:</b>	Data availability an issue with census data
<b>Strategic Framework Links:</b>	Audit Commission QoL Indicator No 42 : The percentage of the resident population who travel to work a. by private motor vehicle, b. by public transport and c. on foot or bicycle. No 43 : The percentage of the resident population travelling over 20km to work.

<b>Theme</b>	<b>Stimulating Culture and Leisure Activities</b>
<b>Indicator</b>	<b>Local Cultural and Leisure Facilities</b>
<b>Measured By</b>	<b>The percentage of residents by targeted group satisfied with the local authority's cultural and recreational activities. BV 119a (Sporting facilities) and BV199 (cultural activities).</b>
<b>Baseline</b>	<b>2006/07</b>

**Why measure at this level?** The broad ranging theme of culture and leisure contributes enormously to the overall well being and sustainability of the city. From architecture to our Naval heritage, local accents to family traditions, celebrations and events, the arts and theatre, culture and leisure all play an important part in what, in sustainability terms is referred to as 'local distinctiveness'. In turn, local distinctiveness tells us what we value as communities, what we want to keep and cherish and what makes way for regeneration and development.

**COMPARISON:** In Plymouth in 2006/07 59.27% of residents surveyed were happy with the local authority's cultural activities, a slight reduction from the 2004/05 position of 60.8% satisfaction. In 2006/07 satisfaction in local authority's sports facilities has fallen to 49% from a 2004/05 position of 57%. Again the breadth of this theme makes a direct comparison difficult but links are identified within the State of the South West Report 2007 where culture assets are described as museums, galleries, libraries and archives. More research is required to determine a more reflective indicator. Local distinctiveness is a key issue in the South West, with a broad definition covering everything from the cultural identity of the Cornish to the arts and very close links to heritage issues. No national sustainable development indicators have been identified for this theme but 'culture and leisure' is a theme for the Audit Commission's Quality of Life indicators (see below). Here the emphasis on ease of access to different sports facilities (ACQoL No 9) and perceived improvements over the last three years to the provision of activities for teenagers, cultural facilities including cinemas and museums, facilities for young children, sports and leisure facilities and parks and open spaces. Again, nothing is said of the value of the arts and local distinctiveness to the wellbeing of any one area.

Graph 34: The percentage of residents by targeted group satisfied with the local authority's cultural and recreational activities



Source: Plymouth 2020 Local Strategic Partnership Quality of Life Survey 2006

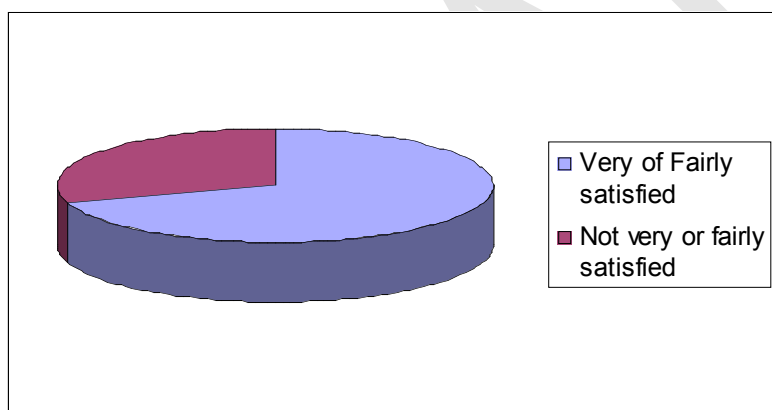
<b>Direction of Travel</b>	Cultural facilities: Static, Sports facilities: Slight decline
<b>Frequency of review</b>	BV Survey undertaken tri annually
<b>Data Source:</b> Local National	Best Value Performance Plan. <a href="http://www.plymouth.gov.uk/performance_plan_2007-2008.pdf">http://www.plymouth.gov.uk/performance_plan_2007-2008.pdf</a> Audit Commission Quality of Life Indicators 2005 at <a href="http://www.audit-commission.gov.uk/areaprofiles">www.audit-commission.gov.uk/areaprofiles</a>
<b>Problems encountered</b>	Broad nature of the cultural issues
<b>Strategic Framework Links :</b>	Cultural Strategy

<b>Theme</b>	<b>Promoting Inclusive Communities</b>
<b>Indicator</b>	<b>Living in Plymouth - Satisfaction</b>
<b>Measured By</b>	<b>Percentage of respondents to local surveys who were satisfied with their neighbourhood as a place to live.</b>
<b>Baseline</b>	<b>2006</b>

**Why measure at this level?** In addition to social sustainability and cohesion, it is essential that local communities provide for their residents and that, in turn, local residents are satisfied with the quality of life offered to them. This further community indicator considers the perception of local people and what they think about living in their particular neighbours. Nationally 'satisfaction in the local area' is a National Sustainable Development Indicator which is supported by two additional wellbeing measures 'trust in neighbourhoods' and 'influence in neighbourhoods.' Nationally it is measured by the Percentage of households satisfied with the quality of the places in which they live (a) overall (b) in deprived areas

**COMPARISON:** 70% of Plymouth residents surveyed reported that they were satisfied (either very or fairly) within their neighbourhood as a place to live. Previous quality of life surveys have recorded similar but inconsistent indicators on this subject and as such they are not compatible. This issue is not addressed in the State of the South West Report 2007. No alternative sources of data found. Across a range of issues, an average of 65 per cent of households were satisfied with their local area in 2005-6, little changed from 67 per cent in 1999-2000.

**Chart 35: Percentage of respondents to local surveys and their satisfaction with their neighbourhood as a place to live.**



Source: Plymouth Quality of Life Survey 2006

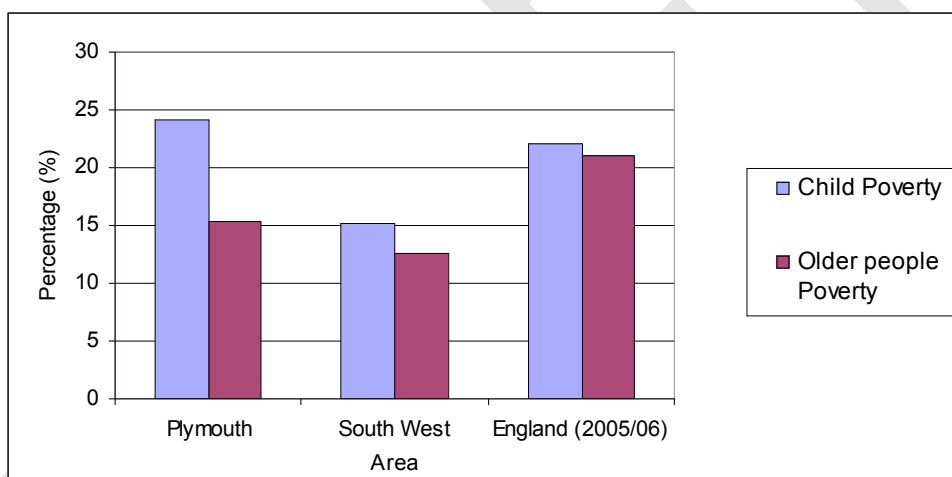
<b>Direction of Travel in the City :</b>	Unknown as baseline
<b>Frequency of review :</b>	Annual
<b>Data Source :</b> Local Regional National Other	P2020 QoL survey None <a href="http://www.swo.org.uk/sosw2007/social_welfare.pdf">http://www.swo.org.uk/sosw2007/social_welfare.pdf</a> National Sustainable Development Framework Indicator <a href="http://www.sustainable-development.gov.uk/progress/national/66.htm">http://www.sustainable-development.gov.uk/progress/national/66.htm</a>
<b>Problems encountered:</b>	Inconsistent surveys undertaken up until 2006. Lack of regional statistics.
<b>Strategic Framework Links :</b>	Best Value Performance Plan monitoring.

<b>Theme</b>	<b>Promoting Inclusive Communities</b>
<b>Indicator</b>	<b>Poverty Levels</b>
<b>Measured By</b>	<b>% of (a) children and (b) people over 60 living in households that are income deprived.</b>
<b>Baseline</b>	<b>2004</b>

**Why measure at this level?** Considered a key indicator of social sustainability, childhood and pensioner poverty levels address the needs of two of the most vulnerable sectors of our communities.

**COMPARISON:** Sourced from the 2004 Index of Deprivation (ID2004) Plymouth recorded a child poverty percentage of 24.2% and an older person poverty percentage of 15.4%. These figures represent the percentage of older people and children living in households that are income deprived. Regionally the 2004 figure for child poverty was recorded as 15.52% representing 149,271 children. The older person poverty level in 2004 was 12.59% which represents 114,004 older people. In 2005-6 22 per cent of children were living in households with relative low-incomes down from 27 per cent in 1996-7. In 2005-6 21 per cent of pensioners were living in households with relative low-incomes down from 32 per cent in 1990-1.

Graph 36: Percentage of Children and Older people living in households that are income deprived.



Source: ID 2004 and National Sustainable Development Framework 2005/06

<b>Direction of Travel in the City:</b>	Unknown as baseline
<b>Frequency of review :</b>	Index of Deprivation updated every 4 years.
<b>Data Source :</b> Local Regional National Other	<a href="http://www.communities.gov.uk/publications/communities/englishindices">http://www.communities.gov.uk/publications/communities/englishindices</a> <a href="http://www.communities.gov.uk/publications/communities/englishindices">http://www.communities.gov.uk/publications/communities/englishindices</a> National Sustainable Development Framework Indicators 43 (Childhood Poverty) at <a href="http://www.sustainable-development.gov.uk/progress/national/43.htm">http://www.sustainable-development.gov.uk/progress/national/43.htm</a> and No 45 (Pensioner Poverty) at <a href="http://www.sustainable-development.gov.uk/progress/national/45.htm">http://www.sustainable-development.gov.uk/progress/national/45.htm</a>
<b>Problems encountered :</b>	Access to data and interpretation only available every 4 years
<b>Strategic Framework Links:</b>	

<b>Theme</b>	<b>Promoting Inclusive Communities</b>
<b>Indicator</b>	<b>Community Participation</b>
<b>Measured By</b>	<b>Percentage of those surveyed that participate in formal and informal volunteering at least once a month in the last year.</b>
<b>Baseline</b>	<b>2006</b>

**Why measure at this level?** Sustainable neighbourhoods rely heavily on formal and informal networks of neighbours, carers and supporters to enhance levels of social sustainability. Often referred to as social capital, this interaction has an unwritten and often underestimated value. From leisure pursuits, crafts and hobbies, to sports and health and simple neighbourliness, their involvement in the community vastly improves cohesion and our overall quality of life. When that cohesion breaks down, communities soon feel isolated, threatened and stressed. The Government estimates that the entire 'not for profit' sector in the UK – that is the community and voluntary sector – comprises 500,00 to 700,00 organisations (Cabinet Office 2002). This sector also includes charities and those providing unpaid care. Research has shown that higher levels of social capital are associated with better health, higher education achievement, better employment outcomes and lower crime rates.

**COMPARISON:** Previous quality of life surveys have recorded this indicator in a number of different ways that are not compatible with the current indicator. As such the baseline position for the percentage of those surveyed who participate in formal and informal volunteering was 16% in 2006. The 2005 Local Government Citizenship Survey found that the South West has one of the highest rates of participation with over 71% having taken part in some form of activity in the past year. This level had not changed since 2003. The South West also had the second highest levels of formal volunteering at 47%. Over 1.9 million adults participate in formal volunteering at least once a year and almost 1.4 million (33%) volunteer once a month – amounting to 11 million hours of formal volunteering in the region each month. Using the national minimum wage as a guide, this equates to a cash equivalent of £58 million per month or £700 million per year! In 2005, 29 per cent of people volunteered formally at least monthly (giving unpaid help through groups, clubs, organisations, to benefit other people or the environment), an increase of 2 percentage points from 2001. Thirty-seven per cent of people volunteered informally (giving unpaid help as an individual to people who are not relatives), an increase of 3 percentage points from 2001. Overall 50 per cent of people were regular formal or informal volunteers in 2005. Sixty-eight per cent of people had volunteered informally at least once per year (not shown) changing little since 2001.

<b>Direction of Travel in the City:</b>	Unknown as baseline
<b>Frequency of review:</b>	Annual
<b>Data Source:</b> Local Regional National	Source needs to be identified P2020 QoL survey 2006 In the State of the South West Report at <a href="http://www.swo.org.uk/sosw2007/social_welfare.pdf">http://www.swo.org.uk/sosw2007/social_welfare.pdf</a> National Sustainable Development Framework Indicator 37 (Childhood Poverty) at <a href="http://www.sustainable-development.gov.uk/progress/national/37.htm">http://www.sustainable-development.gov.uk/progress/national/37.htm</a>
<b>Problems encountered:</b>	Inconsistent approach in data collection between local, regional and national methods of data collection. A comparative approach will need to be found.
<b>Strategic Framework Links:</b>	

<b>Theme</b>	<b>Promoting Inclusive Communities</b>
<b>Indicator</b>	<b>Local Democracy</b>
<b>Measured By</b>	<b>Percentage of people who voted in the last election.</b>
<b>Baseline</b>	<b>2005</b>

**Why measure at this level?** Local democracy is fundamental to a sustainable community. The ability to participate gives local residents an opportunity to comment on leadership and decision making. Voting often reflects the strength of feeling on local issues and quality of life. Voting turnout is not a national sustainable development indicator but is noted by the Audit Commission as a Quality of Life indicator (No 4 – election turnout).

**COMPARISON:** In Plymouth turnout for parliamentary elections is high at 68.61% in 2005, an increase from 60.12% in 2001. The most recent local election (2006) and European election (2004) showed considerably lower rates of turnout with 35.46% and 37.2% consecutively. Evidence from the 2005 General Election suggests that levels of engagement in the political process in the South West are strong but lower than witnessed in Plymouth with a regional figure of 66.5% in the South West. The turnout for England as a whole was 61% during the May 2005 General Election.

**Graph 37: Percentage of people who voted in the last election.**



Source: Plymouth City Council <http://www.plymouth.gov.uk/homepage/councilanddemocracy/>  
 Audit commission link <http://www.audit-commission.gov.uk/Products/NATIONAL-REPORT/0D488A03-8C16-46fb-A454-7936FB5D5589/QofL2005.pdf>

<b>Direction of Travel in the City:</b>	Static
<b>Frequency of review :</b>	Subject to each election – annually for local council seats (Councillors). Every four years for General Elections (MPs).
<b>Data Source :</b> Local  Regional National	<a href="http://www.plymouth.gov.uk/homepage/councilanddemocracy/electoral/elections/percentageturnouts.htm">http://www.plymouth.gov.uk/homepage/councilanddemocracy/electoral/elections/percentageturnouts.htm</a> <a href="http://www.swo.org.uk/sosw2007/social_welfare.pdf">http://www.swo.org.uk/sosw2007/social_welfare.pdf</a> Audit commission link : <a href="http://www.audit-commission.gov.uk/Products/NATIONAL-REPORT/0D488A03-8C16-46fb-A454-7936FB5D5589/QofL2005.pdf">http://www.audit-commission.gov.uk/Products/NATIONAL-REPORT/0D488A03-8C16-46fb-A454-7936FB5D5589/QofL2005.pdf</a>
<b>Problems encountered :</b>	No comparison available for local or European election figures
<b>Strategic Framework Links:</b>	

<b>Theme</b>	<b>Promoting Inclusive Communities</b>
<b>Indicator</b>	<b>Homelessness</b>
<b>Measured By</b>	<b>(a) Number of rough sleepers 1992 to 2006. and (b) No of households in temporary accommodation</b>
<b>Baseline</b>	<b>a. 2006 b. 2003/04</b>

**Why measure at this level?** Access to shelter is a basic human right that features strongly in the development of sustainable communities. The figures for homelessness can be used to highlight a number of socio-economic conditions in the area including affordability, housing conditions, community cohesion and health.

**COMPARISON:**

a. The Rough Sleepers Count conducted in November 2006 indicated only 3 rough sleepers in the City based on the number of people sleeping rough on a single night within the area of the local authority (BV202).

b. In Plymouth the number of households in temporary accommodation fell from 343 in 2003/04 to 183 in 2004/05. This reduction is positive and can be compared to a slight decrease nationally and an increase regionally over the same period. In 2003/04 6697 Homeless Households were housed in temporary accommodation in the region, this increased to 6977 in 2004/05 in contrast to decreases seen nationally and in Plymouth In 2003/04 England had 106,025 homeless households, this reduced to 105,586 in 2004/05.

Table 5: No of households in temporary accommodation

	<b>2003/04</b>	<b>2004/05</b>
Plymouth	343	183
England	106025	105586
South West	6697	6977

Source: Neighbourhood Renewal Unit <http://neighbourhood.statistics.gov.uk>

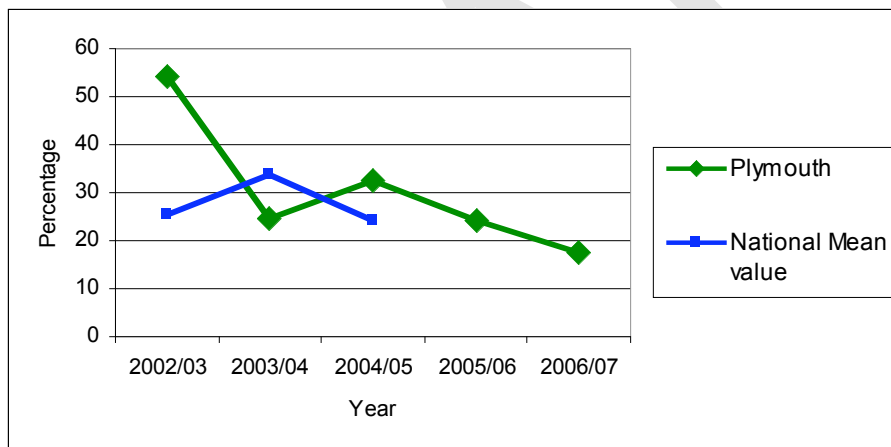
<b>Direction of Travel in the City:</b>	a. Baseline b. Positive.
<b>Frequency of review :</b>	Annual – 2 year data lag for homeless households.
<b>Data Source :</b> Local	Best Value Performance Plan 2007/08 : <a href="http://www.plymouth.gov.uk/performance_plan_2007-2008.pdf">http://www.plymouth.gov.uk/performance_plan_2007-2008.pdf</a>
Regional	<a href="http://neighbourhood.statistics.gov.uk">http://neighbourhood.statistics.gov.uk</a>
National	<a href="http://neighbourhood.statistics.gov.uk">http://neighbourhood.statistics.gov.uk</a>
<b>Problems encountered:</b>	Rough sleeper data via survey therefore comparator data difficult to obtain
<b>Strategic Framework Links:</b>	Audit Commission Quality of Life Indicator 2005: No 39 The percentage of residents who think that people sleeping rough on the streets or in other public places is a very big or fairly big problem in their area.

<b>Theme</b>	<b>Promoting Inclusive Communities</b>
<b>Indicator</b>	<b>Affordable Housing</b>
<b>Measured By</b>	<b>Affordable dwellings completed as a % of all new housing completions.</b>
<b>Baseline</b>	<b>2003/04</b>

**Why measure at this level?** Affordable housing is defined as ‘non market housing provided to those whose needs are not met by the market’. It can include social-rented housing and intermediate housing. Regionally and locally, housing affordability is a cause for concern. With house prices rising beyond the pockets of many essential workers, the issue is an indicator of access to wealth, disposable income, housing needs and housing condition, second home ownership and, increasingly, the impact of lending and mortgage availability. It is a key issue for anyone seeking to move in to the area and a defining element of the growth agenda for the city.

**COMPARISON :** In Plymouth the number of affordable houses completed has increased year on year from 81 in 2003/04 to 252 in 2006/07, however with an increasing number of new builds the percentage of affordable housing completions has fallen from 54.07% in 2002/03 to 17.35% in 2006/07. Reported completions of affordable housing in the South West in 2005/06 numbered some 4000 dwellings including those provided through Section 106 agreements. National data indicates that the percentage of affordable housing completions in England has decreased slightly from 25.27% in 2002/03 to 24.03% in 2004/05, although there was a notable fluctuation in the intervening period. These trends appear to reflect those experienced in Plymouth, however, more data would be needed to justify this assumption.

Graph X **Affordable dwellings completed as a % of all new housing completions**



Source: Audit Commission <http://www.areaprofiles.audit-commission.gov.uk>

<b>Direction of Travel in the City:</b>	Count: Positive Percentage: Negative
<b>Frequency of review:</b>	Annually in December – as part of the LDF Annual Monitoring Report
<b>Data Source:</b> Local  Regional National	Detail from the LDF Annual Monitoring Report (AMR) for 2006 is available at <a href="http://www.plymouth.gov.uk/amr_2006_final_for_web.pdf">http://www.plymouth.gov.uk/amr_2006_final_for_web.pdf</a> . Detail is also available for 2005. <a href="http://www.swenvo.org.uk/environment/sosw.asp">http://www.swenvo.org.uk/environment/sosw.asp</a> <a href="http://www.areaprofiles.audit-commission.gov.uk">http://www.areaprofiles.audit-commission.gov.uk</a>
<b>Problems encountered:</b>	Regional data is currently unavailable. Plymouth figures are locally sourced and therefore more readily available but national figures are currently lagging by 2 years.
<b>Strategic Framework Links:</b>	Is an Audit Commission 2005 Quality of Life indicator (No 37) ‘affordable dwellings completed as a percentage of all new housing completions’.

<b>Theme</b>	<b>Achieving Sustainable Communities</b>
<b>Indicator</b>	<b>Plymouth's Ecofootprint (Ecobudget)</b>
<b>Measured By</b>	<b>The decline or growth in Plymouth's eco footprint over time</b>
<b>Baseline</b>	<b>2001 plus updates</b>

**Why measure at this level?** We are used to applying terms such as 'mass balance', 'resource flow' and 'life cycle analysis' to business and financial planning. Ecofootprint ( which is also referred to as ecobudgeting) does exactly the same for the resources imported, consumed, produced and disposed of from any single area. In addition, it takes in to account the 'environmental limits' we need to apply to ensure future sustainability. In this respect most of us are living beyond our means.

Alongside Area Profiles and Sustainable Neighbourhood Assessments, the Audit Commission are suggesting Ecofootprinting as a way of exploring, understanding and monitoring local sustainability. Although relatively new in general use, it is already being used by a number of leading authorities and LSPs. Plymouth was one of the first cities to consider ecofootprinting as a way of combining the impact of sustainable development and quality of life monitoring and to extend its implications in to the socio-economic sectors of sustainable development.

Ecological footprinting measures the impact of human activity on the resources offered by the environment. It considers our basic consumption needs in terms of food, materials and energy (demand) and converts them in to the measure of biologically active land (a global hectare) and waste needed to provide or absorb them. This flow of resources is an essential component of sustainable development as it supports the growth agenda and provides vital information about the capacity of an area to provide for its residents and needs. Globally it is possible to identify the 'share' of the planets resources we would all have if we all had equal access and opportunity. Unfortunately the allocation of global hectares varies enormously across the globe with the highest scores found in developed, western countries and the lowest in the developing world. Research shows that globally we are using over one third more resources and eco-services than the planet can generate. In 1992, this deficit was only one quarter.

The average global footprint of each person is approximately 2.3 gha but not all of the planet is productive. If this is taken in to account, the share required for sustainable living is 1.8 gha per person.able

Table 6: Ecofootprint of Nations \*

	Popn	Footprint in ha/person
World	5,892,480,000	2.3
Earth share for sustainable living		1.8
USA	268,189,000	8.4
Japan	125,672,000	6.3
UK	58,857,000	4.6
Malaysia	21,018,000	2.7
Peru	24,691,000	1.7
Bangladesh	125,898,000	0.7

Source:

The process has its advantages and its disadvantages but it is used here as an overall measure of change over time. It is a powerful awareness raising tool that young people, in particular, are familiar with. It also complements carbon footprinting methodologies – another currently popular buzz word. Its limitations include:

- the scientific complexity of the calculations and the availability of the data required,

\* Based on 1997 population data and comparing 52 large nations inhabiting 80% of the Planet and compiled by the Centro de Estudios papa la Sustentabilidad Universidad Anahuac de Xalapa, Mexico, for the Earth Council, Costa Rica. March 1997.

- the fact that it doesn't consider the effects of pollution, loss of biodiversity or water use because it doesn't make a distinction between sustainably or un-sustainably managed land,
- potential issues with the transparency of the data used as it often needs to be manipulated and
- some limited sensitivity to local factors and comparisons.

Despite this, the technique is growing in popularity and is considered to be one of the leading methods of assessing truly sustainable communities.

**COMPARISON:** Plymouth's ecofootprint was calculated in a pilot study for the LSP in 2004<sup>1</sup>. It concluded that the city's ecofootprint was 5.0 global hectares per person. The figures used to calculate this outcome were reviewed by the Stockholm Environment Institute<sup>2</sup> in 2006, who confirmed this figure. The average figure for a western city is 6.0 gha per person.

Sector	2004 Study gha per person	2006 Study gha per person
Food and drink	1.8	1.03
Energy	1.3	0.91
Capital Investment	Not calculated	0.76
Travel	0.51	0.62
Consumables	0.11 (as built land)	0.53
Government & other	Not calculated	0.40
Services	1.304 (waste & water)	0.25
Housing	Not calculated	0.18
Holiday activities	Not calculated	0.33

Regionally: 'Stepping Forward – a resource flow and ecological footprint analysis of the South West of England' was produced in April 2005 by footprinting experts Best Foot Forward. It gives an overview of the movement of resources into, within and from the South West as well as resource use by regional residents. It shows that:

- In 2001 the region consumed 48 million tonnes (Mt) of materials and products and generated 20.3 Mt of waste.
- We consumed 93,760 GWh of energy (including renewable energy).
- Manufactured over 17 Mt of finished products.
- Produced 6.9Mt of food and consumed 3.4Mt of food
- Generated nearly half a tonne of waste for every tonne of resources consumed by the economy.
- Consumed an estimated 3 million litres (MI) of water.
- The total physical land area was 2.3 million hectares (ha) of which 50% was grassland.
- Residents travelled an estimated 56 billion passenger kilometres (paa-km), 82% by car and 5% by air.
- Generated 27Mt of emissions to the air, of which 98% was CO<sub>2</sub> and 45% was associated with road traffic.
- The personal transport footprint for residents in the region in 2001 was 0.53 gha per person – 10% of the total ecological footprint of the area.

Outcome: In 2001 the South West ecofootprint was 5.56 gha per person (or a total of 27.4 million gha). If everyone on the planet consumed as much as an average South West Resident we would need three Earths to support global resource consumption sustainably.

The region is living significantly beyond its environmental limits. It needs to consider urgently how to improve the sustainability of its economic activity. Whilst this presents inevitable challenges, evidence suggests that action would stimulate significant opportunities.

To bring the waste ecological footprint to within the per person 'earth share' would require a 56% reduction in waste arisings to 227kg per person for municipal solid waste and 447 for commercial and industrial waste. This would need to be combined with a significant diversion of the level of waste currently going to landfill.


<sup>1</sup> 'Plymouth's Ecofootprint : A First Step to influencing choice and change in a sustainable way', Environment & Sustainability Partnership, 2004, Editors Peter O'Neill, David Page, Kevin Reid and Jackie Young.

<sup>2</sup> The Ecological Footprint of Plymouth, Stockholm Institute, University of York, January 2006, Editors Rachel Birch, Tommy Wiedmann and John Barratt.

**Nationally:** Every local authority in the UK has an eco footprint available on the Ecological Budget UK website (see ref below). These calculations have recently been used to develop a wider understanding of a detailed mass balance, resource flow analysis and ecological footprint of the UK by devolved county and English region, calibrated to a standard baseline (2001) and presented in a transparent way.

The ecological footprint of the UK has grown from 4.6 gha per person in 1997 to 5.4 gha per person in 2005 (Stockholm Environment Institute, University of York). This is 65% higher than our ecological budget (what is actually available to us). Our footprint is amongst the 15 highest in the world.

Comparison of averages:

	In gha per person	Worlds needed
World	2.3	
United Kingdom	5.4	
South West Region	5.56	
Plymouth	5.00	

<b>Direction of Travel in the City :</b>	Positive – Plymouth's overall footprint is marginally better than expected for a Western city but is likely to grow in response to the Growth Agenda. The challenge will be to achieve the aspirations of the Growth Agenda without increasing the ecofootprint or, better still, whilst reducing it in the same way as ensuring a low carbon economy would reduce our carbon footprint.
<b>Frequency of review :</b>	Every five years – the scale of these reports means that changes year on year are unlikely to register any significant impact. Five years is the <u>minimum</u> time it would take to develop and implement key plans, policies or strategies or to plan and build major developments.
<b>Data Source :</b> Local  Regional National  Other	Plymouth's Ecofootprint 2004 can be found at : <a href="http://www.plymouth.gov.uk/ecofootprint.pdf">http://www.plymouth.gov.uk/ecofootprint.pdf</a> Stepping Forward can be found at : <a href="http://www.steppingforward.org.uk/">http://www.steppingforward.org.uk/</a> Plymouth's Ecobudget 2001 can be found at <a href="http://www.wwflearning.org.uk/ecological-budget/localauthorities/">http://www.wwflearning.org.uk/ecological-budget/localauthorities/</a>
<b>Problems encountered :</b>	'Ecofootprinting' and 'ecobudgeting', like carbon accounting, are all relatively new techniques and are therefore less likely to be adopted.
<b>Strategic Framework Links :</b>	Numerous – footprinting techniques are being recommended as a means of reviewing the overall impact of policies, plans and strategies on long term development. Regional Spatial and Economic Strategies.





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