

Portfolio Holder Sustainable Development - Cllr Tom Nicols
 Portfolio Holder for Safer and Stronger Communities - Cllr David McVicar
 Portfolio Holder Economic Growth and Regeneration - Cllr Ken C Matthews

Director : Gary Alderson

Indicators	Linked to LAA	Unit	Good is	Outturn 08/09	Quarter 1 June 09	Quarter 2 Sept 09	Quarter 3 Dec 09	Quarter 4 March 10	Year to Date	Performance Judgement (Q compared with Q)	Target 09/10
NI 16 - Serious Acquisitive Crime	Yes	No. Per 1,000 population	Low	15.12 (3815 crimes)	3.249 (819 crimes)	2.689 (678 Crimes)	-	-	5.938 (1497 crimes)	On track	14.2
NI 30 - Number of convictions recorded against Prolific and other Priority Offenders	Yes	No.	Low	19% Reduction (148 offences)	NA	NA	-	-	NA	-	16% Reduction (81 offences)
NI 32 - Rate of repeat victimisation for those domestic violence cases reviewed by the Multi-Agency Risk Assessment Conference (MARAC)	Yes	%	High	18.0	19.0	22	-	-	22	Off track	31%
The percentage of planning applicants satisfied with the service received from the Planning department	No	%	High	NA	NA	NA	-	-	NA	-	82%
Quality of applications approved	No	No.	High	NA	NA	NA	-	-	NA	-	NT
Principal Road network resurfaced. (Principal roads are defined as A roads only, representing 125km of the road network)	No	km	High	NA	0 Target 0	6.7 Target 7.5	- Target 1.0	- Target 0	NA	Monitor	8.5

Comments
<p>This indicator measures burglary in a dwelling; aggravated burglary in a dwelling; robbery of business and personal property; theft or unauthorised taking of a motor vehicle; aggravated vehicle taking; and theft from a vehicle. This indicator continues on track and the Community Safety Partnership is further developing its Serious Acquisitive Crime plan to maintain progress on this indicator.</p>
<p>Data not available until 4 months after the close of the quarter Target is 16% reduction in offences from baseline of 96 (no more than 81 offences) Government Office have advised that performance data for 2009-2010 will be available when the Home Office's planned automatic download of PNC (Police National Computer) conviction data to J-track (used to measure Prolific and other Priority Offenders) is completed. This was scheduled for August, and would have enabled a review of performance on an on-going basis although unfortunately this has been delayed and as a result we have been advised that Q1 data would be available when published in October we are still awaiting publication of Q1 data and a request for results has been made to Government Office.</p>
<p>Target relates to the number of repeat cases reviewed at MARAC during the 12 month reporting period divided by the total number of cases reviewed at MARAC during the 12 month reporting period. Between Q1 & Q2 we have seen a gradual improvement in the repeat rate from 19% to 22%. The main reason for this indicator being off track is due to agencies not referring cases to MARAC. Training on MARAC has been widespread across agencies however this is not reflected in the number of cases being referred. The MARAC co-ordinator and the DV Co-ordinator are now working with the DV partnership group to identify agencies who are not referring with a view to contact being made to identify why and take remedial action to increase referrals. As a result it is anticipated that further improvement will be seen in Q3 however whilst the structures are in place to support a continued increase to repeat referrals, a 31% target for the end of the year is ambitious and whilst we will strive to achieve this a more likely figure for the year end is a percentage reduction in the repeat rate of around 29%.</p>
<p>New survey for Development Management commenced on 1 September 2009 so the first results will be reported in Q3</p>
<p>As this is a new indicator, a baseline is being established before a target is set. Commencement scheduled for Q4. Building for Life is a scheme run by CABE (Commission for Architecture and Built Environment) to assess the design quality of development across a range of criteria.</p>
<p>This indicator reflects the progress with the structural maintenance programme. In Q1 work focussed on non-principal roads. Due to weather conditions, Q2 sees that largest achievement of the programme.</p>

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Non Principal Classified Road network resurfaced (Non principal roads are B & C roads only)	No	km	High	NA	5.5 Target 5.5	15.1 Target 15.0	- Target 9.0	Target 3.1	NA	On track	32.5
Road accident casualties (All people killed or seriously injured)	No	No.	Low	NA	37	46	-	-	83	Off track	121
Road accident casualties (Children under 16 killed or seriously injured)	No	No.	Low	NA	2	4	-	-	6	Off track	9
Highways Emergencies responded to within 2 hours. Examples include oil spills, road traffic accidents, callapsed mains etc.	No	%	High	99.20%	99.10%	99.45%	-	-	99.11%	On track	95%
% of customer requests for service investigated and/or closed out - as recorded on weekly Highways Members Bulletin	No	%	High	99.34%	99.53%	99.40%	-	-	99.50%	On track	99%

Comments
<p>This indicator reflects the progress with the structural maintenance programme. In Q1 work focussed on non-principal roads. Poor weather (e.g. rain, snow etc) has an adverse affect on how quickly resurfacing work can be progressed. The most significant outputs for resurfacing are therefore delivered in Q2.</p> <p>The length of B roads = 72.2km and C roads = 336.6km.</p>
<p>The performance data in this table has been disaggregated and relates to CBC only. However, the national indicator relates to the administrative areas of Bedford, Central Bedfordshire and Luton up until March 2010.</p> <p>Engineering and enforcement solutions have produced a significant reduction in the number of accidents, however it will be challenging to meet the target. Enforcement programmes will continue, but the new focus will be on education campaigns to change driver behaviour.</p>
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<p>Local indicator used to manage emergency response performance. There were 1453 requests of this nature in 08/09. there have been 683 requests to date.</p>
<p>Local indicator used to manage response to customers. We receive approximately 1700 requests for service per month through the Helpdesk.</p>

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Progress against LDF - North											
Core Strategy and Development Management Development Plan Document										On track	
Site Allocations Development Plan Document										On track	
Gypsy and Travellers Development Plan Document										Off track	
Progress against LDF - South											
Core Strategy Development Plan Document	No			NA	NA	NA	-	-	NA	On track	NT
Site Allocations Development Plan Document										On track	
Gypsy and Travellers Development Plan Document										On track	
Development Management Policies Development Plan Document										On track	
Progress against LTP3	No			NA	NA	NA	-	-	NA	-	NT
NI 191 - Kg of Residual Household waste per household	No	Kg	Low	NA	136.8	Available Q3	-	-	136.8	-	540
NI 193 - Percentage of municipal waste land filled	No	%	Low	48.3	37.1	Available Q3	-	-	37.1	-	45

Comments
<p>CBC has 2 Local Development Frameworks (LDFs) - one for the former MBDC area and a joint one for the SBDC and Luton area. The Local Development Scheme (LDS) is a timetable of implementation for the LDF documents and is used to monitor performance. For the former MBDC area the LDF is progressing in accordance with the agreed LDS except for the Gypsy and Traveller DPD which is running 9 months behind timetable. In the former SBDC area the joint Core Strategy with Luton is being progressed to timetable, however other DPDs (Development Management Policies, Site Allocations and Gypsy and Traveller Policies) are currently around 4 months behind as work focuses on delivering the Core Strategy, though this will be caught up within the next 12 months before any key milestones arise.</p>
<p>Final guidance has recently been released. We are developing and actioning plans to work with other sections, CBC Directorates, adjoining Local Authorities and stakeholders to produce LTP3 by the required date. Following OSC on the 29th September Executive approved the approach of a single Local Transport Plan for Central Bedfordshire at its meeting on the 13 October 2009. Officers now need to refer this decision back to the Joint Transport Committee in November and are now moving forward in preparing the Plan based on what was agreed by Executive. The final LTP must be approved and submitted to Government by May 2011.</p>
<p>Due to the nature of data collection, verification and an external reporting system the waste PI's will always be presented a quarter in arrears. The targets shown are based on 2008/9 outturn and those statistics available in the current year. DEFRA will publish the national waste statistics for 08/09 in November when the 09/10 target will be reviewed to reflect top quartile performance. In the Q1 report the figure of 531.3 was an estimated amount for a whole year and not a single quarter. The Q1 figure is now as shown.</p>
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