The Plymouth (Interim) Report 2012

1. INTRODUCTION

1.1 The Plymouth Report 2010 became the evidence base for establishing four shared priorities for the city:

- **Deliver growth**
- **Raise aspirations**
- **Reduce inequalities**
- **Provide value for communities**

1.2 The reduction in the number of priorities was appreciated by all partners and the strong focus on growth welcomed by the business community. These long-term priorities are agreed across the partnership and there is no intention to change them, though more work probably needs to be done to drive them deeply into each partner organisation. Achieving the priorities is the vehicle for delivering the city's ambitious vision to be "one of Europe's finest, most vibrant waterfront cities where an outstanding quality of life can be enjoyed by everyone".

1.3 The Plymouth (Interim) Report 2012 represents an up-date on the 2010 report. Its purpose is to confirm where the key focus needs to be if the city is to effectively deliver against the four priorities. Each section of the report covers the following;

- **Progress against our stated outcome measures**
- **Highlight known inequalities**
- **What are we doing about it?**

1.4 The main sources of data summarised here are drawn from the crime and child poverty assessments, economic review, annual monitoring report and eleven 'pen portraits' that collectively form the Joint Strategic Needs Assessment. Whilst recognising where things have gone well, the report's bias is towards where further improvements need to be made - this is not a promotional document. As with the original Plymouth Report, this update is aimed at policy and decision-makers, providing them with a performance overview that goes beyond their specific areas of interest.

2. THE ECONOMY

Progress against our outcomes

2.1 Plymouth has an ambitious growth agenda to create 42,500 jobs by 2026 from a 2003 base, and 32,000 new homes. These are key components of the plan to grow the city's population to 300,000 by 2026, so that it attains the critical mass to really take off as a regional centre. This growth also allows for additional population increases in the city's surrounding area.

2.2 Prior to the recession the city was making good progress with its jobs target, with an increase of 7,000 jobs from 2004-06. However, the impact of the recession has been to see this figure revert to one of no net increase in jobs. In terms of future forecasts, modelling undertaken by Oxford Economics projects increases in the private services and construction sectors, but these will be off-set by losses in manufacturing and public services, with a net effect of little if any job gain by 2030.

2.3 In terms of productivity, Plymouth consistently lags behind the national average and other better performing cities. Gross Value Added (GVA) per head, a proxy measure of productivity and one of the key performance measures around the growth agenda for the city, stands at 81 per cent of the national average and at 89 per cent when the London effect is taken out of the equation. However, Table 1 shows the city is a long way adrift of places like Bristol, Swindon, Derby and Leeds and more akin with Sunderland and Hull. The per-head figure attributes output to the entire resident population and is, therefore, distorted by economic inactivity and commuting patterns. More encouragingly, GVA per hour is 92 per cent and per job 85 per cent of the national average and there has been some improvement here. Improving GVA remains a considerable challenge and the potential reduction in some public sector jobs could further impact on it detrimentally, unless replaced by private sector growth.

Table 1 GVA and GVA per head, 2009

	GVA (£bn)	GVA/Head (£)	GVA/ Head index (UK:100)	2007/8 GVA % ch.	2008/9 GVA % ch.
London	269.7	34,779	173.9	7.3	0.6
Swindon	5.5	27,616	138.1	2.2	-0.1
Bristol	10.9	25,216	126.1	2.7	-0.9
Leeds	17.9	22,671	113.4	5.1	-2.4
Derby	5.5	22,413	112.1	1.3	-1.6
Bournemouth & Poole	6.5	21,142	105.7	3.4	-0.4
Portsmouth	4.1	20,390	102.0	3.4	-0.9
York	4.0	20,221	101.1	1.0	-2.3
UK	**1,256.9**	**20,000**	**100**	**2.5**	**-2.1**
Southampton	4.7	19,972	99.9	0.9	-1.7
Liverpool	8.8	19,821	99.1	5.6	-0.4
Birmingham	19.6	19,074	95.4	4.0	-1.7
SW	**95.1**	**18,184**	**90.9**	**1.8**	**-1.9**
Sunderland	4.6	16,469	82.3	-0.3	-2.6
Devon	12.2	16,279	81.4	2.1	-2.3
PLYMOUTH	**4.2**	**16,197**	**81.0**	**1.1**	**-2.4**
Somerset	8.4	15,988	79.9	0.9	-2.5
HotSW	26.4	15,892	79.5	1.5	-2.4
Hull	4.1	15,546	77.7	0.1	-2.2
Cornwall	7.0	13,129	65.6	2.8	-2.6
Torbay	1.7	12,777	63.9	1.0	-3.5

Source: ONS

2.4 The city's stock of businesses shrank by 4.3 per cent between 2009 and 2010, which was greater than the national average and comparator areas, while growth rates had been surpassing comparator areas prior to the recession. Overall business 'birth rates' in the city are comparatively low, while business 'death rates' tend to be high. The city also ranks poorly in terms of export focused businesses. Plymouth was however in the top ten cities for what are termed 'high-growth' firms from 2007-10 - although overall numbers here are relatively small, it does show the city's potential.

2.5 Self-employment on the other hand has increased from 7.6 per cent of those in employment in 2010 to 10.8 per cent in 2012, with a peak of 12.8 per cent in 2011 when it nearly closed what has been an historic gap with the national average, only to fall away again. Unfortunately, we know little about the quality of this employment, but it is likely to be mixed albeit a useful 'bridging' tool keeping people engaged in the labour market. Part-time working has also seen an increase from 26.6 per cent in 2009 to 31.1 per cent in 2011, which compares to a current national average of 25.7 per cent. This figure is likely to include people who want full-time work.

2.6 Weekly median average earnings for people working in Plymouth are £467 compared to £453 for the South West and £490 nationally. When analysis is based on residence the picture changes to Plymouth £446.3, South West £460 and £491 nationally indicating some high earning people commuting into Plymouth. Hourly pay levels for part time workers are £6.93 in Plymouth, £7.95 in the South West and £7.85 nationally. Pay levels have shown little change over the last two years, while living costs have risen.

2.7 At 67.2 per cent Plymouth currently has a higher working age population (16-64) than the South West (62.8 per cent) and Great Britain (64.8 per cent). The economically active population in the city is 76.6 per cent, compared to 78.5 per cent for the South West and 76.5 per cent for Great Britain. Of these 70.2 per cent are in employment, which is the same as the national figure but below the 73.4 per cent regional one.

2.8 The local labour market continues to track national trends with unemployment high relative to pre-recession norms. Plymouth has seen a rise in those claiming Job Seekers' Allowance (JSA) over the last six years from 3,000 to a peak of nearly 7,000 claimants or 3.9 per cent of the working population, compared to 4.1 per cent nationally, however this is significantly less than a number of major cities such as Nottingham (6.3 per cent) Leeds (4.4 per cent) and Manchester (5.6 per cent). Since February 2011 the JSA rate has fallen month on month and now stands at 3.7 per cent compared to 3.8 per cent nationally. On the wider measure that includes those wanting work but not claiming JSA, the city has an 8.1 per cent unemployment rate, which is the same as the national figure.

2.9 Youth unemployment accounts for 34 per cent of all JSA claimants in the city compared to 29 per cent nationally. The city continues to have high levels claiming Incapacity Benefits at 8 per cent, or 14,000 people, compared to 6 per cent nationally. Under new welfare changes a number of people in this category are likely to be moved over to JSA.

2.10 To achieve its growth agenda and vision the city and its people have to have strong aspirations. Plymouth needs to be a city that people want to visit and invest in, a place where they can make their future and thrive.

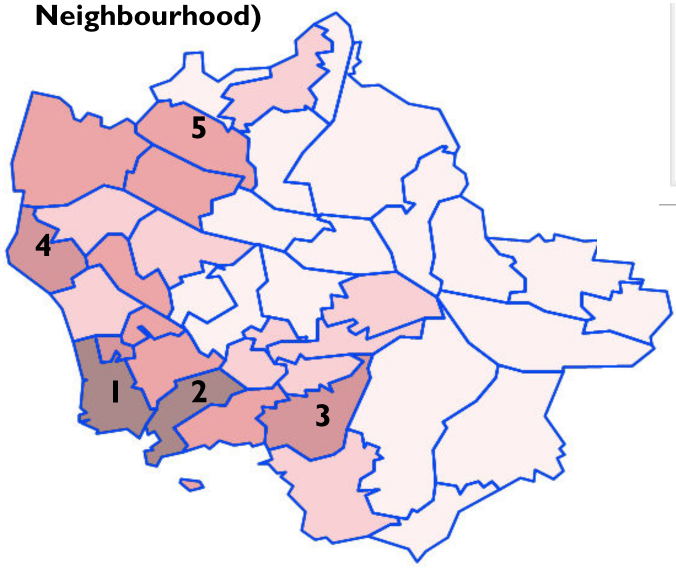
2.11 In 2011, the city saw an increase in the number of visitor trips, particularly overseas visitors. This was most evident in overnight stays where there was a 39 per cent increase in overseas visitors compared to the previous year. The year saw a total of 2.8 million night stays, an increase of 126,000 over the previous year. There was an 11 per cent rise in the amount visitors spent during 2011 (£135.8M). Significantly, overseas visitors in particular spent 43 per cent more than they did the previous year. Day visitors increased by 12 per cent to 4.1 million, but spent less (£177M) than they did in 2010. Overall, Plymouth saw a 3 per cent increase in visitor spend (£313.8M) with more people visiting the city. The America's Cup represented a particular success in terms of spectator numbers, spend, the value of national publicity and local companies winning business.

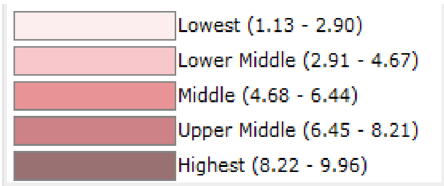
Inequalities

2.12 Whilst claimant rates across the city are below the national average Map 1 shows that rates are more than double in some neighbourhoods and are generally significantly higher in the west and areas within and around the city centre.

2.13 Similarly rates of Incapacity Benefit/Employment Support are more than double the city rate in certain neigbourhoods; Stonehouse (17.5 per cent), Devonport (19.4 per cent) and Whitleigh (15.3 per cent) having the highest rates. Current rates have stubbornly remained at these levels for the last decade and partly reflect the impact of long term unemployment on people's health, particularly mental health.

Map 1 Job Seekers Allowance (% Claimants by Neighbourhood)





Neighbourhood. Five highest rates)	%
1. Devonport	10.0%
2. Stonehouse	8.5%
3.East End	7.1%
4.Barne Barton	6.5%
5.Whitleigh	6.0%
Plymouth	3.9%

Source: Department for Work and Pensions - JSA Claimants by Local Super Output area, November 2011

What are we doing about it?

2.14 The key to addressing the challenges around achieving our ambitious growth agenda, is clearly intervention that is focused and likely to have a significant impact. The city has an investment record of £1.6b of approved development since 2009. Recent developments include significant investment in the advanced manufacturing sector (Princess Yachts, Kawasaki), the success of business start up programmes (Urban Enterprise, Plymouth University/Western Morning News Growth Fund), plans for the Pavilions and an Ice Rink and the potential for developing the South West Marine Energy Park, will all have a significant impact on job creation.

2.15 The city is also trying to rebalance its economy and improve its resilience by moving away from a relative over reliance on public sector employment – with 35.3 per cent of employees in the public sector in Plymouth in 2010 compared to 28.8 per cent nationally; though this does not preclude the city wanting to secure the future of the Naval Base.

2.16 Perhaps the biggest change since the production of the Plymouth Report 2010 has been the role of the city as a destination for major national and international events. It has successfully held the America's Cup, British Arts Show and Armed Forces Day, while being included as a venue for the, albeit unsuccessful, national bid to host the World Cup. The more such initiatives can become part of the stable diet of the city, the more it contributes to the 'interventions' necessary to generate jobs and improve the quality of employment. In particular, the city will want to see more visitors, more spend, more business resilience and hopefully more business investment and jobs as a result of such activity.

2.17 In terms of overall performance under the growth priority, a significant concern is around the creation of new jobs and the employment of those aged 18-24 in particular. A plan for jobs to get young people back into employment is priority; a task group has been set up composed of influential figureheads and an action plan is being developed. Work is also on-going to lobby government to help unlock the city's growth potential and develop a City Deal similar to those announced for the country's core cities, with improving productivity at its core.

3. TRANSPORT

Progress against our outcomes

3.1 Plymouth has been moving forward in developing a transport system to accommodate and stimulate the anticipated growth of the city, although many challenges remain, recognising the closure of the airport and delay in the reissuing of the S.W rail franchise as slowing progress towards the city's connection to the wider UK.

3.2 The fastest journey time by rail between Plymouth and London is three hours which is amongst the longest of any of the 36 largest cities in the country. A three hour journey is recognised as the limit to doing 'return travel in a day'.

3.3 In common with much of the UK, road traffic has increased by around 15 per cent over the last 15 years. However, the city remains relatively unaffected by traffic congestion, compared to many similar sized cities.

3.4 After a steady improvement during the preceding years, punctuality of the city's bus services dropped in 2011/12, with only 80 per cent of services running less than 5 minutes late. This is thought to be due to the problems experienced on the road network throughout the year, but is expected to recover this year when the effects of initiatives such as the East End project begin to be felt. According to a 2010 survey by the Association of Transport Co-ordinating Officers, Plymouth was in the top quartile nationally for bus punctuality.

3.5 According to the National Highways and Transport (NHT) survey 2011, satisfaction with transport network management has increased significantly. Partly, this is due to a dip in previous years caused by network disruption, but high satisfaction scores were achieved for the time taken to complete roadworks and efforts to reduce nuisance from roadworks.

3.6 Public satisfaction with the condition of roads and pavements has improved slightly, following a programme of resurfacing on many roads during 2011/12. However, it remains low compared to 2008, and is in the bottom quartile nationally.

3.7 Satisfaction with bus services in Plymouth has dropped during the last year according to the NHT survey, again a reflection of temporary network conditions. However, the same survey revealed a high level of satisfaction with individual aspects of public transport provision, such as quality of bus stops and ease of boarding buses.

3.8 The level of cycling has grown beyond target levels in recent years and is now 32 per cent higher than in 2005/6. This is in some part due to the successful provision of improved facilities for cyclists and public awareness campaigns designed to promote sustainable modes of travel.

3.9 The number of serious casualties as a result of road traffic accidents increased significantly during 2011; a total of 74 being recorded. Taken per head of population, this is still the fifth lowest in the South West. However, the number of slight injuries, and the number of casualties overall, remains relatively stable. The increase in serious casualties is largely attributable to a greater number of pedestrian and motorcyclist casualties.

Inequalities

3.10 Transport is key to providing better links between and within communities. Transport will need to address inequality in the community. In particular, connecting people in more deprived western parts of the city with more opportunities in the east and centre of Plymouth remains a priority. It will also be important to improve access to community amenities, leisure opportunities and our high quality natural environment by increasing availability of attractive routes for walking, cycling and accessing public transport, as well as reducing the severance effects on communities caused by transport.

What are we doing about it?

3.11 The Greater Western Franchise Task Force Group has made representations to both the Department for Transport and potential train operators to press for better rail services to and from Plymouth. Until the franchise process was paused on the 3 October, an early morning arrival in Plymouth before 10am from London was mandated as part of the franchise train service specification. Support has also been given to the campaign for the Western Rail Access to Heathrow Airport. This has now been included in Network Rail's plans to investigate with a view to delivery between 2019 and 2024.

3.12 Recent announcements regarding the Highways Agency's Pinch Point Programme will see three schemes that reduce congestion funded and completed on the A38 by 2015: Manadon, Drumbridges Roundabout and the junction of the A38/A380 at Splatford Split.

3.13 The Council has been able to make a start on implementing infrastructure that supports the delivery of High Quality Public Transport (HQPT). The East End Transport Scheme was completed in March 2012 and is already delivering benefits in terms of faster journey times and improved bus punctuality to the east of the city, whilst reducing negative effects of transport locally.

3.14 Further work (funded by the Local Sustainable Transport Fund) is being undertaken by the Council and external partners to improve cross-city cycle routes, together with better east-west bus links and a comprehensive programme of personalised travel planning to raise awareness of journey opportunities by sustainable transport modes.

3.15 A local transport body is being established based on the geography of the Heart of the South West LEP, in partnership with Devon County Council, Torbay Borough Council, Somerset County Council and the Local Enterprise Partnership. It is through this body that the Council will have to bid for funding, devolved from the government's Major Transport Schemes funding pot (2015-2019), for the major corridor based schemes it is promoting.

3.16 The highest priority schemes on the Eastern corridor are the remodelling of Pomphlett and Cattedown roundabouts. Similarly, on the Northern Corridor, identified priorities include improvements to the A386 between Derriford Roundabout and William Prance Road, together with a new link Road at Forder Valley and improvements to Forder Valley Road where the latter links with the A38.

3.17 Positive relationships have been developed with all the bus companies offering services in the city. The Council has nurtured strong partnership working through a series of both formal and informal meetings and interactions, including the signing up to a Bus Punctuality Improvement Partnership (BPIP) and a joint regional smart ticketing partnership. This is facilitating the delivery of the Council's commitment on New Year's Eve bus services and on holding a Young Persons Travel Summit.

3.18 At a neighbourhood level, a programme of Local Safety Schemes, including 20mph advisory areas, within the five communities identified as having the highest number of child pedestrian collisions since 2005, is to be delivered in the short term.

3.19 The Transport Capital Programme continues to deliver car-free cycle and walking routes to achieve a network across the whole city. This also responds to, and delivers, improvements in the health of the communities affected to address inequalities in life expectancy found across the city.

3.20 In response to public satisfaction with highway condition we have increased the profile of existing pothole repair teams with a move towards undertaking 'first time' permanent repairs.

3.21 The Greater Western Franchise will need to be replaced by October 2013 at the latest, or the Department for Transport will need to set out special arrangements by which they, or the existing franchise operator, continue to provide the service until a new franchise is awarded and mobilised. The Cross-Country franchise replacement process will also need to commence soon after, as this is due for renewal in 2016.

4 ATTAINMENT AND SKILLS

Progress against our outcomes

4.1 Of great importance for an aspiring city is the presence of a highly educated population and skilled workforce to both help drive growth and attract new investors.

4.2 Provisional Early Years Foundation Stage (EYFS) attainment data for 2011/12 show that the percentage of children reaching a 'good level of understanding' has improved in Plymouth on 2010/11. In 2011/12, levels of children achieving a good level of understanding at the EYFS levels in Plymouth were lower than the national and regional average (61 per cent compared to a national and regional average of 64 and 65 per cent respectively) however the attainment at 61 per cent represents an improvement of 5% on last year.

4.3 Provisional attainment data for 2011/12 suggests that the attainment of Plymouth's key stage 2 pupils (between the ages of 7 and 11) has shown significant improvement on 2010-11 and is likely to be on a par with national and regional attainment levels in the subjects of English, Reading and Mathematics when national figures are published. Attainment levels were four percentage points lower than the England average for writing.

4.4 At secondary education GCSE level (key stage 4) attainment data for 2011/12 has yet to be released. Early indications, notwithstanding results of the legal challenge Plymouth is supporting, show another continued improvement. Again outcomes are likely to be in-line with national averages. More children in Plymouth are achieving five or more A*-C grades at GCSE level than their regional and national counterparts when all subjects are taken into account, though Plymouth falls marginally below the regional and national averages when including Maths and English. However, attainment levels have been improving for a number of years. The percentage of children achieving five A*-C's across all subjects was 80.7 per cent in 2010/11, a rise from 59.8 per cent in 2005/06. A rise has also been seen in attainment including Maths and English, from 42.5 per cent in 2005/06 to 56.5 per cent in 2010/11.

4.5 Measuring the number of young people classed as Not in Employment Education and Training (NEET) can be a good measure for both levels of youth unemployment and of post 16 education attendance. In Plymouth the percentage of NEETs has fluctuated since 2004[1], peaking at 8.2 per cent in 2005, with the lowest percentage being recorded last year (2011) at 6.1 per cent. Plymouth has persistently had levels of NEET that are higher than both the national and regional averages; however Plymouth performs better against the average of our statistical neighbours[2]. Plymouth's data is more accurate than most other councils in that the destinations of only 1.7 per cent of post 16's are unknown. This compares to the national average of 5.4 per cent unknown. Apprenticeships are running at about twice the national average with 6.6 per cent of the cohort accessing this post 16 route. Plymouth is widely acknowledged as one of the most successful providers of apprenticeships nationally.

[1] Department for Education, 2011
[2] Plymouth's statistical neighbourhood for levels of NEET are; Rotherham, Portsmouth, Southend on Sea, Isle of Wight, Telford, Torbay, Bournemouth, Sheffield, Southampton and Peterborough.

4.6 Important for an aspiring city is the presence of a skilled workforce to both help drive growth and attract new investors. Plymouth has some world class infrastructure and skills, particularly around the Naval Base/ Dockyard and within the marine sector and parts of the creative industries. Skill levels in the city have also been consistently rising in recent years across all the categories. For instance, 26.7 per cent of residents aged 16-64 had NVQ4 or above qualifications in 2011, whereas it had only been 18.8 per cent in 2004.

4.7 However, the city does not compare so well with regional and national averages at the higher end of the skills range. The 26.7 per cent NVQ4+ or equivalent figure, for example, contrasts with a 32.9 per cent figure for both the region and the country. For NVQ3+ or equivalent the figures are 51.5 per cent, 54.6 per cent and 52.7 per cent for Plymouth, the region and the country respectively. At NVQ2+ Plymouth's 71.1 per cent figure is better than the national rate but slightly below the regional average; while at NVQ1+ the city's 87.6 per cent success rate is better than those regionally and nationally. Plymouth also has less people without a qualification (7.4 per cent) than regionally (8.0 per cent) or nationally (10.6 per cent). Anecdotal evidence suggests that many people looking for work in the city do not possess basic employability skills[3] alongside poor numeracy and literacy skills, therefore making it hard for local employers to fill some vacancies.

Inequalities

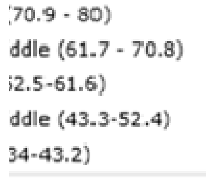
4.8 Within Plymouth there are clear attainment inequality gaps at all levels, from the Early Years Foundation Stage (EYFS) through to Key Stage 4 and post 16 qualifications.

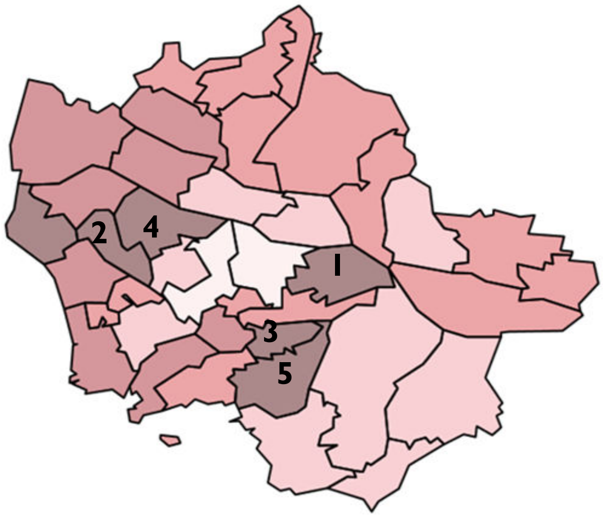
4.9 At the Early Years Foundation Stage using 2010/11 data there is an achievement gap, in Plymouth, of 30.9 percentage points between the lowest achieving 20 per cent of children and the median (middle) score. The gap is slightly higher than the regional average but lower than the national average. This gap has closed by a further 1.6 per cent this year. The proportion of children reaching a good level of understanding is also lower in our deprived areas – for example the lowest achievement levels are in the neighbourhoods[4] of Stonehouse (36 per cent), Kings Tamerton & Weston Mill (40 per cent), North Prospect (41 per cent), East End (43 per cent) and Morice Town (44 per cent).

4.10 There are also inequalities in attainment at key stage 2 and key stage 4, particularly influenced by poverty. Using free school meals as a proxy for poverty it is clear that those children from deprived areas are disadvantaged in relation to attainment. The proportion of children eligible for free school meals who achieved level 4 in Maths and English was in 2010/11 17 percentage points lower than those not eligible. At key stage 4 the proportion of eligible children achieving five A*-C grades at GCSE level was 32 per cent lower than those pupils not eligible. In recent years these gaps have been narrowing.

[3] Employability skills refer to skills such as time management, team working and communication
[4] Neighbourhoods are the pre 2011 43 neighbourhoods and not the newly aligned 39 neighbourhoods.

Map 2 Pupils attaining 5 GCSE's A*-C grade inc. Maths and English





Neighbourhood. Five lowest rates	Rate
1. Efford	34.9%
2. North Prospect & Weston Mill	39%
3. Mount Gould	41.3%
4. Ham & Pennycross	41.9%
5. East End	42.4%
Plymouth	56.5%

Source: Department for Education,2011

What are we doing about it?

4.11 The educational landscape is changing dramatically as the Council moves from providing to a commissioning role. The city has sought to preserve the strong levels of collaboration and partnership working whilst also supporting diversity of provision and choice for parents. This creates tension but system leadership is still being progressed collaboratively. The city has one Teaching School currently, and the Council is a strategic partner in accelerating the development of school to school support models through extra funding.

4.12 The Council is seeking to encourage all schools to consider joining together to form cooperative trusts. A citywide Cooperative Trust will be considered later this school year. The Council is a co-sponsor of the new University Technical College (UTC) that is due to open in September 2013 (on an ex-secondary school site in Devonport). This will provide a dynamic employer led curriculum for 14-19 year olds that will focus on advanced engineering and employability skills in particular. The UTC will open at a time when secondary school numbers are decreasing.

4.13 We do not underestimate the challenge of increasing the participation of our young people aged 16 and 17 up to the government's ambitious target of 100.

4.14 Central government is looking to increase diversity of provision through the introduction of academy chains that are sponsored externally. So far we have found local solutions to improve underperformance. A robust engagement with the Office of the Schools Commissioner has started. Co-location with health colleagues in the new year will add impetus and energy to continue to narrow health inequality gaps as well as improve educational life chances.

5 HOUSING

Progress against our outcomes

5.1 Most of the city's housing stock is in the private sector. Plymouth has significantly lower than average levels of home ownership but greater amounts of private rented housing. As of 2010, the mix of Plymouth's 112,477 homes was:

- Owner occupied 67,793 dwellings (Plymouth 60.3% - England 67.4%)
- Privately Rented 22,065 dwellings (Plymouth 19.6%- England 15.6%)
- and Social Housing 22,619 dwellings (Plymouth 20.1%- England 17.0%).

5.2 In 2010 social housing stock amounting to 15,500 properties transferred to Plymouth Community Homes which now operates as a Housing Association managing almost three quarters of Plymouth's social housing. Plymouth Community Homes has received grant funding in order to improve the quality of these homes.

5.3 Plymouth's private sector stock is older than the national average with a far higher proportion of medium / large terraced houses (31 per cent compared with 19 per cent nationally). Around 50 per cent of private rented stock is pre 1919 (compared with 40 per cent nationally) and predominates in inner-central neighbourhoods with older, terraced housing.

5.4 Approximately 660 private sector dwellings have stood empty for over 6 months. The city's construction sector has been hit hard by the recession. House construction rates are falling from a peak of 1429 in 2006/07 to 557 in 2010/11 of which 60 per cent were affordable. Work has started on a further 777 dwellings while 3,884 homes have planning permission but work is yet to start. The city's housing growth target is, however, challenging and there is a high level of need for good quality accommodation, reflecting the economic downturn.

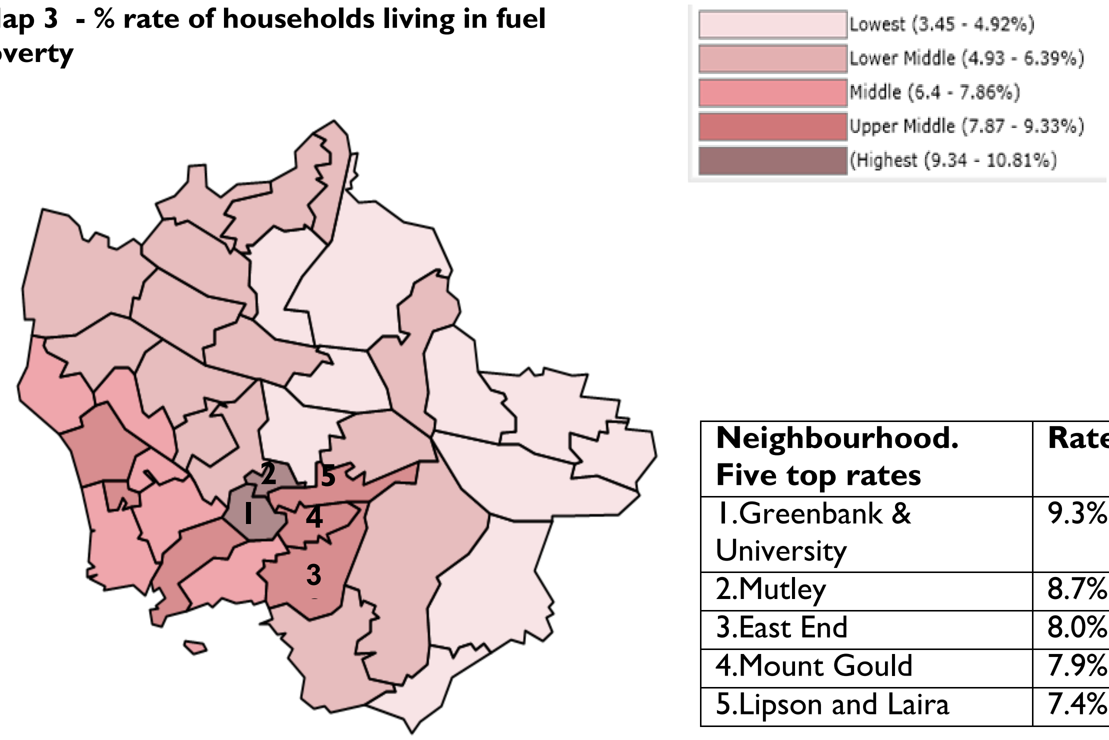
5.5 The city's average house price was £125,400 in March 2012, considerably lower than the South West and national averages of £170,300 and £160,400 – though still six times average earnings in the city.

Inequalities

5.6 There are high levels of overcrowding in Plymouth. Of the 9,671 people currently registered for social housing through Devon Home Choice (DHC), 1,951 (20 per cent) lack a bedroom, and 190 (2 per cent) lack two bedrooms. Those that are more overcrowded (i.e. by 2 or more bedrooms) are a higher priority for housing (higher 'band') but if they're large families, they're less likely to access social housing because larger properties (3 bed +) are rarely advertised through DHC.

5.7 Over 14,000 households are living in fuel poverty. Map 3 displays the distribution of hotspots across the City and shows significantly higher rates in neighbourhoods containing high levels of private rented properties. Levels of statutory homelessness are increasing and rough sleeping is rising. Levels of homelessness are higher than the national average and nearly twice the regional averages. This is despite the Council effectively tackling homelessness since 2002, achieving year-on-year reductions in rough sleeping and homelessness, and meeting the government's target of halving temporary accommodation uptake by 2010.

Map 3 - % rate of households living in fuel poverty



Neighbourhood. Five top rates	Rate
1.Greenbank & University	9.3%
2.Mutley	8.7%
3.East End	8.0%
4.Mount Gould	7.9%
5.Lipson and Laira	7.4%

Source: Centre for Sustainable Energy (Bristol University) 2010-2011

5.8 However, after years of declining trends, 2010 marked the turning point when homelessness again began to rise, and it is likely to rise further in an exceptionally challenging economic and housing market environment[5]. On average, 49 homeless families are bringing up their children in temporary accommodation with an average of 87 children in this situation at any one time. There has also been an increase in B&B as an emergency measure.

5.9 There is insufficient social housing to meet demand. Poor housing impacts detrimentally on health and can also affect educational attainment. As with other areas of disadvantage, the problem is particularly prevalent around the western edges of the city.

5.10 Although the city has achieved a lot in terms of developments like the East End Village concept, and is currently doing so with the regeneration of Devonport and North Prospect, Plymouth has a number of serious housing problems. There are, for instance, over 12,000 households on the housing register, with over a quarter identified as high priority. There are also 29,930 'non-decent' private sector dwellings, a third of the stock, of which 9,500 are occupied by 'vulnerable' residents in receipt of qualifying benefits. The estimated repair cost to achieve the decent standard for these dwellings is £170m. Around a fifth of private sector dwellings have Category 1 health and safety hazards such as 'excess cold', 'trips and falls' and gas and electricity safety issues.

[5] Housing Choices Smarter Solutions Delivery Plan

What are we doing about it?

5.11 The housing market is failing many households. Housing affordability problems, rigid lending criteria, restricted mortgage availability and higher deposits are making it harder for first time buyers to get onto the housing ladder. There remains a shortage of affordable housing to rent and buy to meet our increasing housing needs and support economic growth. Waiting lists are growing; our identified housing needs far exceed the supply of housing options.

5.12 The Council has identified a number of priority commitments, which include;

- Physical regeneration activity in North Prospect, Devonport and Millbay - creating better balanced housing markets;
- Exploring new models of investment – securing institutional investment into new homes delivery;
- Use of the Council's 'ring-fenced' sites to increase and accelerate new homes delivery and quality, including opportunities for self build;
- Help kick start stalled sites and maintain delivery with significantly less grant or no grant at all.

5.13 Work undertaken by the Council supports the delivery of 350 homes annually, with 65 empty homes brought back into use. Performance in this area is currently on target for 2012/13.

5.14 The Neighbourhood Renewal Team work in five of the top seven most deprived neighbourhoods of the city: North Prospect, Devonport, Stonehouse, Barne Barton and Whitleigh. The first three are also neighbourhoods in which there are substantial physical regeneration projects. Whitleigh has recently been chosen as one of the 'Big Local' neighbourhoods with funding of £1m over 10 years to help residents make their communities a better place to live.

5.15 The financial landscape has changed, government funding through the Homes and Communities is significantly less. Plymouth is feeling the effects of the economic downturn, with inertia and lack of confidence in the housing market and reduced development viability. Against this backdrop the delivery of new and affordable homes and regeneration remains a challenge.

6 ENVIRONMENT

Progress against our outcomes

6.1 Plymouth City Council's Environmental Services are a highly visible front line service that provide services to every resident in the city. Performance in this area is measured in the main by customer satisfaction, cost of provision and local, regional and national recognition.

6.2 In 2009/10 Plymouth recycled 31.2 per cent of its waste. This was below the unitary average for percentage of household waste collected but by fewer than 2 per cent. In 2011/12 Plymouth had remained almost static increasing just 0.6 per cent to 31.8 per cent whilst the average recycling rate in this time had increased to 40.1 per cent. In year data for 2012/13 indicates that recycling rates are improving with the current rate at 35.3 per cent

6.3 Bin collection rates have been maintained at 99.9 per cent following the waste rezoning initative undertaken in 2009/10.

6.4 Customer satisfaction is captured for a number of areas within Environmental Services with the most recent satisfaction levels showing improvements in every area. Over 80 per cent of the population are satisfied with refuse collection (compared with 72 per cent in 2009), 70 per cent of the population are satisfied with doorstep recycling (68 per cent in 2009), and over 80 per cent of residents are satisfied with recycling provision in the city (72 per cent in 2009).

6.5 Over the last year the service has been recognised for its excellent provision winning a number of awards including three Green Flag awards for our city's parks, a five star rating for street cleaning, a gold medal for South West in Bloom, 35 neighbourhood awards and a Silver Gilt award in the National Britain in Bloom competition.

6.6 The cost of providing these services is benchmarked with the costs of delivering street cleaning; recycling, trading standards and environmental health services are all lower than the unitary average, with the Public Protection service significantly below the unitary average. The cost of waste disposal has increased significantly recently with the increase in Landfill Allowances and Trading Scheme (LATS) charges set to continue for the foreseeable future.

Inequalities

6.7 There is no evidence to suggest that the services provided differ in quality or reliability geographically, however there are issues with detritus in areas with a high number of transient population located around the inner urban area of the city.

6.8 Recycling and waste minimisation are both performing better in areas of the city that are least deprived with the most deprived areas having significantly lower performance.

What are we doing about it?

6.9 Better usage of depots across the city will allow significant revenue to be generated by leasing parts of the depots to partners in the city. The service has recently re-introduced a capital vehicle replacement programme and is committed to improving revenue generation through services such as trade waste.

6.10 The Council has shown its commitment to improving the assets within the service with a number of commitments including investing in improving open spaces by significantly reducing dog mess through investment in technology and increasing the number of tree surgeons in the city. The increased rate in which street furniture will be refurbished and committing to overhauling the network of ageing public toilets will help support Plymouth's visitor offer.

6.11 The service will soon embark upon a city recycling challenge to renew interest and promote recycling with an aim of recycling 50 per cent of our waste by 2020. There will be an extension of the garden waste service to a further 20,000 properties and a doorstep glass recycling scheme is being trialled in the city with a view to rolling it out citywide.

6.12 Plymouth's long term solution to its waste disposal problem, the Energy from Waste plant, will come into service in 2014/15.

6.13 Financially the service faces some major challenges within the next few years. Significant capital investment is needed in refuse collection, recycling, vehicles and plant and the crematoria to enable the service to continue to provide the levels of service it currently provides.

6.14 Sustainability remains a key driver for many of the Council's services, with consistent progress being made in both corporate and partnership projects. Sustainable development continues to offer the potential to deliver co-operative solutions to a low carbon city. We have an emerging reputation for 'green' thinking, and our consistent approach is now being recognised as 'groundbreaking' in many ways, with national awards for sustainable design and community involvement recognising the progress being made.

6.15 A further award, the SW Carbon Positive Award for best local authority, reflected the partnership approach the Council is taking to reducing its own carbon footprint. Since 2009 Plymouth has reduced its own carbon footprint by 9 per cent. The Council has also encouraged action to reduce the footprints of local public sector partners and over 200 local businesses.

6.16 Collective action also resulted in a consistent reduction in the city's overall and per capita (per person) carbon footprints between 2005 and 2009, with only a slight increase, reflecting the very cold winter of 2010, recorded in the most up to date national estimates. We remain on target to achieve Plymouth's emission reduction target of 20 per cent by the end of 2013.

7 HEALTH

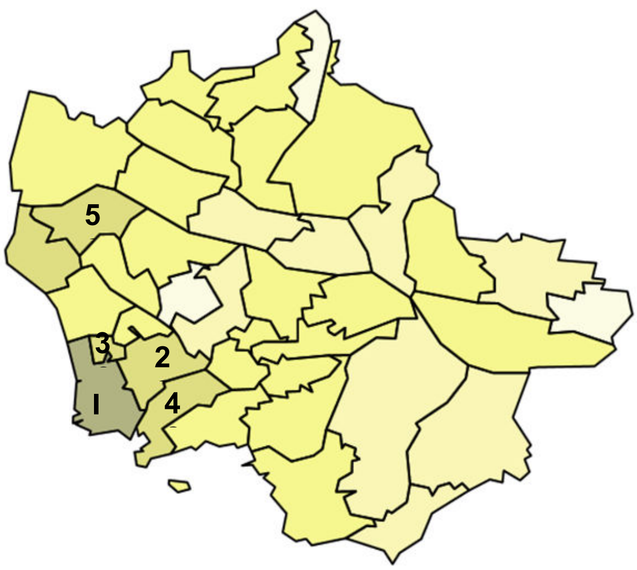
Progress against our outcomes

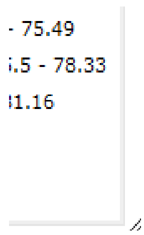
7.1 Although health is improving overall in terms of life expectancy, the health of people in Plymouth is generally poor with the city being significantly worse than the national average in 19 of the 32 comparative health categories, reported in annual health profiles.

7.2 For example, life expectancy (for the period 2008-10) at 77.6 years for men and 82.0 years for women is slightly lower than the England average of 78.6 years for men and 82.6 years for women. Over the last 10 years, all causes of mortality rates have fallen. Early death rates from cancer, heart disease and stroke have fallen, but the latter is worse than the England average at 80.1 per 100,000 population compared to 70.5 per 100,000 population.

7.3 Plymouth has a higher rate of adult smoking than the England average (25.1 per cent compared to 20.7 per cent)[6] and the rate of children and young people who smoke is slightly higher compared to the national average (5 per cent compared to 4 per cent)[7]. The rate of smoking among adults increased in 2012 compared to 2011 but remains lower than 2010 rates. City rates for smoking related deaths are also increasing rising from 222 in 2010 to 234 in 2012, a rate significantly worse than the England average.

Map 4 Life Expectancy (Years) (by neighbourhood)





Neighbourhood. Five lowest rates	Rate (years)
1.Devonport	72.67
2.Stoke	75.81
3.Morice Town	76.08
4.Stonehouse	76.69
5.St Budeaux & Kings Tamerton	77.87

Source: Public Health Life expectancy data, 2008-10

7.4 Rates of smoking in pregnancy have reduced minimally year on year over the past three years. However, Plymouth is still significantly worse than the English average (18.6 per cent compared to 13.7 per cent).

[6] Plymouth Local Health Profile 2012, Public Health Observatory
[7] Plymouth Child Health Profile 2012, ChiMat

7.5 Alcohol and its impacts are a major problem for the city, not just on health but on other areas such as crime and community safety. Alcohol related hospital admissions have more than doubled since 2001, whilst it has been reported that there have been increases in the numbers of people suffering from advanced liver disease. The rate of alcohol related admissions is predicted to rise by 48.9 per cent by 2019-20. It is estimated that over 670,000 bed days are taken up with alcohol related or alcohol induced illness. Plymouth continues to be significantly worse than the England average for hospital stays for alcohol related harm.

7.6 Rates of teenage pregnancy (under 18) have fallen over the past years but rates are still significantly worse than the England average (45.8 compared to 38.1).

7.7 Breast feeding intentions at delivery are 67 per cent compared to 73.6 per cent nationally. Over the past three years the trend of intention has remained steady, the proportion dropped in 2010 compared to 2009, however it increased again in 2011. The proportion that breastfeed at 6-8 weeks trend is upward, in 2011 37 per cent breastfed at 6-8 weeks compared to 33 per cent in 2009.

7.8 Around a quarter of the city's population is obese, which is the same as the national picture. Childhood obesity at 9.4 per cent of children in reception year aged 4-5 is not significantly different to the national average; while at year 6, (aged 10 -11), it is at 18.8 per cent, also similar to the national picture.

7.9 Male adult obesity stands at 22 per cent, female adult obesity at 24 per cent and it is estimated that obesity rates will double by 2050.

7.10 Children's Social Care caseloads (including child protection, looked after children, children in care) are increasing year on year at a rate of around 10 per cent for each of the last five years.

7.11 The percentage of adults receiving Self Directed Support/Direct Payments is still below the city's comparator group average at 33.9 per cent compared to 42 but performance of this indicator is anticipated to improve significantly in 2012/13. The number of admissions to residential care has fallen from 386 to 310. A national survey has reported that locally, people tend to have an increasingly positive experience of care and support in Plymouth that is higher than that experienced nationally i.e. 70.3 per cent compared to 63 per cent.

7.12 The real challenge facing the city arises as the population changes. For example, it is expected that those aged over 65 with a limiting long term illness will rise from 20,132 in 2010 to 28,960 in 2030; while those in this age group with dementia are predicted to rise from 3,004 to 5,056 over the same period. At the same time there will be an increase of 5,800 people aged 0-14 with the birth rate likely to be highest in the western, more deprived parts of the city.

7.13 Not surprisingly, it is predicted that spending on social care will pass 45 per cent of council budgets by 2019/20 which impacts on all the other areas covered in this report.

Inequalities

7.14 Across the city there are significant health inequalities, particularly linked to deprivation. On an individual neighbourhood basis, the difference in life expectancy between the neighbourhoods with the highest and lowest life expectancy values is 12.8 years for the period 2008-10. Map 4 shows the range of life expectancy across the city's neighbourhoods with the lowest levels of life expectancy located along the western edges. Across a range of indicators, health outcomes for families and individuals living in the most deprived neighbourhoods are less positive than in the more affluent neighbourhoods for breastfeeding initiations, teenage pregnancy, obesity levels and low birth weights among others.

What are we doing about it?

7.15 Health and social care services are facing significant challenges from the implementation of health reforms, welfare reform, the general state of the economy and the changing structure of the population.

7.16 In line with government policy, the focus of the agenda for social care is on strategic 'whole system' transformation aiming to shift resources to spend more on:

- Really good, easy to access information, advice and advocacy to help more people to help themselves;
- Accessible, low level practical help to avoid crisis and maintain independence;
- People able to self-direct their care or support through personal budgets and direct payments to reduce dependence on statutory services and achieve better outcomes for people and their families
- Provision for adapting older /disabled people's homes so they can choose to remain at home.

7.17 The strategy adopted by the Council is fourfold, working with people, communities and partners to invest in:

- Universal services;
- Early intervention and prevention;
- Choice and control;
- Social capital.

7.18 Significant transformation work has already taken place within Adult Social Care, with the Council receiving a national accolade for the progress achieved. This has included a major restructure of staff, systems and processes.

7.19 In Children's Social Care significant work is being undertaken in an effort to reduce caseloads through a number of mechanisms, such as partnership working, pre referral/post service support from universal and specialist services and effective workload management.

7.20 The Council's commitments are firmly embedded in the service's delivery plans for both Adult and Children's Social Care for the future including:

- Introduce a charter for older people's care;
- Offer more support to people to stay in their own homes;

- Make sure that tackling health inequalities is top of the list as powers over Public Health are being moved from the NHS to the Council;
- See improvements in the way patients are discharged from hospital to home.

7.21 Following the Health and Social Care Act 2012, the Primary Care Trust (PCT) is part way through transition to new structures. The commissioner/provider functions have already split with Plymouth Community Health Care (PCH) delivering primary health care in Plymouth and Devon and Torbay Cluster overseeing commissioning arrangements.

7.22 On 1 April 2013, Devon will become a Clinical Commissioning Group (CCG), which will be further split into 3 localities. Plymouth will fit into the Western locality. The CCG will require GPs to register their membership, but will lead to clinically led decision making. The arrangement will put GPs at the heart of decision making.

7.23 The Public Health Development Unit is currently in a transition process to become part of the Council. Work is underway to identify which staff will transfer to the local authority. This new arrangement will enable more focussed action on the wider determinants of health.

7.24 The Health Improvement Team is moving to Plymouth Community Healthcare. This will enable them to benefit from the expertise that already exists within that organisation and to carry out additional programmes of work with and in the communities with the greatest needs.

7.25 The Plymouth Hospital Trust is seeking to gain Foundation status.

7.26 From April 2013, the Health and Wellbeing board will provide challenge and oversight for health and social care in the city. Key leaders from the public sector and voluntary and community sector are working together in shadow form to improve the health and wellbeing of the population and reduce health inequalities.

8 INCLUSIVE COMMUNITIES

Progress against our outcomes

8.1 The city's current population is 256,600, with an Office for National Statistics (2011) projection of 271,751 by 2021. This trajectory would not result in Plymouth reaching its target of 300,000 residents by 2026. The projection also indicates an increase in the number of children and older people in the city and a large decrease in the proportion of those aged 40 to 54 representing a large cohort of the working age population who are more likely to be higher wage earners. The population aged over 65 is projected to rise by 6,500 or 16 per cent; while there will be an increase of 5,800 people aged 0-14 with the birth rate likely to be highest in the western parts of the city.

8.2 Around 40,000 students reside in the city, resulting in generally higher percentage of 20-24 year olds nationally. However, once qualified this age group do not stay in the city to work or start their own business.

Table 2: ONS Projected Population for Plymouth in 2021

Age	Population in 2021	Change from 2011	% Change
0-4 yrs.	17,000	**1,600**	**10.4**
5-9 yrs.	16,500	**3,400**	**26.0**
10-14 yrs.	14,700	1,100	8.1
15-19 yrs.	15,600	-1,600	-9.3
20-24 yrs	27,500	**2,900**	**11.8**
25-29 yrs	22,200	**3,200**	**16.8**
30-34 yrs.	17,400	1,800	11.5
35-39 yrs.	15,200	-200	-1.3
40-44 yrs.	13,900	-3,800	-21.5
45-49 yrs.	14,100	-3,500	-19.9
50-54 yrs.	16,500	100	0.6
55-59 yrs.	16,400	**2,400**	**17.1**
60-64 yrs.	14,800	-200	-1.3
65-69 yrs.	12,200	200	1.6
70-74 yrs.	12,800	**3,000**	**30.6**
75-79 yrs.	10,100	**1,900**	**23.2**
80-84 yrs	7,000	**1,000**	**16.7**
85+ yrs	6,100	500	8.9
Total Population	271,800	15,200	5.9

8.3 93.4 per cent of our population are White. 6.6 per cent are Black and Minority Ethnic (BME). The largest communities are Kurdish Iraqi, (3000); Polish speaking migrant workers (2700); Indian (2500); Chinese (2000); Russian speaking migrant workers (1500); and Black African (1,000).

8.4 The Council has 4.1 per cent BME employees and Plymouth NHS 16 per cent. Eight neighbourhoods have a BME population of 15 per cent or more. They are Mutley and Greenbank (30 per cent); East End (20.7 per cent); City Centre (19.8 per cent); Stonehouse (18.8 per cent); Crownhill (17.1 per cent); Derriford (16.0 per cent) and Manadon (15.8). Our Asylum Seeker population is currently less than 200 and make up less than 0.1 per cent of our population. At its peak, there were an estimated 3,500 migrant workers in the city, mainly from Eastern Europe.

8.5 There are 13 Gypsy and Travellers families (21 adults, 22 children) at The Ride (Plymstock). In 2010, we had 44 unauthorised encampments in the city with over 200 children living on them[8].

8.6 According to the 2012 Listening Plymouth survey, 53 per cent of people agreed that their local area is a place where people from different ethnic backgrounds get on well together,

[8] Based on 2010 health visitor survey gathered by Plymouth City Council Social Inclusion Unit, 2010

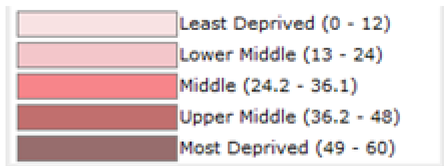
while 58 per cent strongly feel they belong to their local area, a slight increase from 55 per cent in 2009.

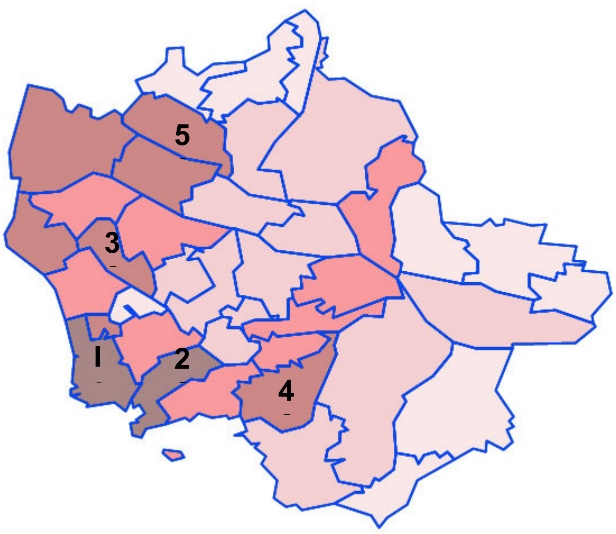
8.7 Overall satisfaction with the local area as a place to live remains the same with 79 per cent of people satisfied. However, those people who feel they can influence decisions in their local area have declined from 24 per cent in 2009 to 19 per cent in 2012. This is someway adrift of most other councils.

Inequalities

8.8 According to the national Index of Deprivation (2010), Plymouth is ranked 72nd most deprived out of 326 districts in England. Although this is a slight improvement on the 2007 index, it still means the city is only just above the bottom 20 per cent of districts in the country. The two areas of the index where Plymouth scores worst, are on income deprivation where it is 56th most deprived, and employment deprivation, where it is 45th most deprived. There is a clear divide between the east and west of the city in deprivation terms. Map 5 identifies the most deprived neighbourhoods which have small areas within them that are in the bottom 3 per cent of the most deprived in the country (small areas of Stonehouse are among the 1 per cent most deprived).

Map 5 Index of Deprivation (2010) by neighbourhood





Neighbourhood. Five highest scores	Score
1.Devonport	60
2.Stonehouse	51.3
3.North Prospect and Weston Mill	42.7
4.East End	42.6
5.Whitleigh	41.3

Source: Department of Communities and Local Government, Indices of Multiple Deprivation 2010

8.9 Plymouth has 11,700 or 22.1 per cent of children living in poverty compared to 21.2 per cent nationally and 16.5 per cent in the South West. 10,380 of which are aged under 16. There are small areas within Devonport, Stonehouse, City Centre, North Prospect and Weston Mill where more than half the children are in poverty.

8.10 There is an increasing number of in-work families that are living close to poverty and accessing services such as the Plymouth Food Bank and debt providers. As at December 2011, over 22,000 families with over 39,000 children were claiming in work tax credits. The data show that families on a low income are spread across the whole city and not just in recognised deprived areas.

8.11 Many areas of welfare reform have been identified as having an impact on Plymouth families and the growing difficulty to manage household finance within an already challenging economic climate which has seen the costs of living rise significantly. Five reforms illustrate the extent of this change including:

- Localisation of Council Tax Benefit;
- Replacement of the Social Fund;
- Housing Benefit/Local Housing Allowance reforms;
- The Benefit Cap;
- Universal Credit.

8.12 When assessing the overall loss of benefit income in the city from 2012-13 some assumptions have to be made about where the cuts will fall and which groups of claimants will have benefits restricted. The table overleaf shows that during this time period the amount of benefit income lost to the city is estimated at between £13 and £27million. This calculation does not include changes associated with Universal Credit, Council Tax Scheme, Social Fund replacement, or other factors like increasing levels of sanctions for those claiming out of work benefits. The calculation is based on current levels of benefit claims and does not take into account any potential rise in claimants due to loss of work etc.

Table 3: Anticipated impact of welfare reforms

Welfare change	Numbers Affected	Individual income reduction weekly	Individual income reduction annual	Citywide income reduction annual
New calculation (30th percentile)	6000+ claimants	Average £14.75	Average £766.8	£4,600,800.00
Reduction 5 to 4 bed	30 families	£115.38	£5,999.76	£179,992.80
Incapacity Benefit (IB) to Job Seekers Allowance (JSA)	4255	Average £16.50	Average £858.00	£3,650,790.00
short term low	1418	£3.80	£197.60	£280,196.80
short term high	1418	£17.55	£912.60	£1,294,066.80
long term basic	1419	£28.15	£1,463.80	£2,077,132.20
IB to other/no benefits	3928	Unknown	unknown	potentially £3,370,224.00
Universal Credit	unknown	Unknown	unknown	Unknown
Disability Living Allowance (DLA) removed	2,600 (20%)	Average £49.95	Average £2,597.40	£6,753,240.00
Highest	867	£77.45	£4,027.40	£3,491,755.80
Middle	866	£51.85	£2,696.20	£2,334,909.20
Lowest	867	£20.55	£1,068.60	£926,476.20
Benefit Cap	149 families	n/a	n/a	£1,411,800.00
lose up to £50	75 families	£50	£3,750	£195,000
lose £50 - £100	27 families	£100	£5,200	£270,400
lose £101 - £150	24 families	£150	£7,800	£405,600
lose over £150	21 families	Est. £200	£10,400	£540,800
Council Tax Scheme	18,957 working age	Unknown	unknown	unknown
Social Fund replacement	6880 successful applicants	Unknown	unknown	Unknown
Totals				£20,678,170.40[9]

What are we doing about it?

8.13 The Council has been working closely with communities to improve cohesion particularly on the western side of the city, Honicknowle, Ernesettle, Barne Barton, North Prospect and St. Budeaux through multicultural events such as World on the Green and engagement with schools. Work with Gypsies and Travellers is on-going with a view to pursuing sites at Broadley Park in the north west of the city and Efford.

[9] Based on averages where applicable. Minimum £13 million – Maximum £27 million

8.14 The most prevalent concerns of residents raised through neighbourhood meetings relate to On Street Parking - in part because of the length of time it has taken to undertake the parking review instigated in September 2010. The Council has been monitoring progress through the Growth and Prosperity Overview and Scrutiny Panel.

8.15 The Council is currently leading on the development of a city wide strategy and action plan to tackle child poverty by April 2013. This process will be overseen by a cross party child poverty working group who aim to provide greater visibility and accountability and promote tackling child poverty as everybody's business.

8.16 The Council is also working closely with Credit Unions to promote their services and stop the success of loan sharks and pay day loan companies with high interest rate repayments that can create a cycle of debt.

8.17 The need to improve the infrastructure and capacity in the Community and Voluntary Sector (CVS) is still recognised, as is the importance of developing more social enterprises and mutual businesses. The Council has acknowledged the importance of this sector through the creation of the Portfolio for Cooperatives and Community Development. Since April 2010, Community and Social Action Plymouth (CASAP) has received funding from the Partnership (£90,000 for FY12/13) administered to Plymouth Guild as the accountable body. CASAP has historically been the vehicle through which the Council and Partnership engage with the CVS.

8.18 The Council is also exploring the idea of Libraries as community hubs delivering additional services from the community for the community such as benefits advice. There also plans to create a new community economic development trust in the north of the city as well as seeking to develop more mutual companies.

8.19 The first Plymouth Report highlighted the absence of a resource plan that would look at total spend, assets and the deployment of staff across the public and voluntary sectors and indeed relevant parts of the private sector. It was recognised that much good partnership work had taken place and that there were areas of growing co-operation in, for example, shared workforce development programmes.

8.20 The intervening two years, however, have seen public agencies in particular focus in on their own budgetary problems and efficiency targets while the city's Plymouth 2020 Partnership has been reconfigured, albeit slowly. The new focus is on stronger implementation boards around growth, health & wellbeing and culture at a top tier level.

8.21 There has also been some movement on shared services, the better use of accommodation and understanding of investment in the city. The need to improve capacity in the voluntary and community sector, highlighted in 2010, is still recognised, as is the importance of developing more social enterprises and mutual businesses.

8.22 There is a Welfare Reform Strategic group which is leading in raising Council staff awareness around the imminent reforms. Third Tier managers have already received training on the reforms, and will be asked shortly to explain what they have done and the implementation that they have actioned as a result of training on welfare reforms. Another round of training is taking place for front line staff to prepare them for the changes. In addition to this, an alliance has been formed with Routeways and Citizen Advice Bureau to provide advice and guidance to members of the public affected. In addition to this, work has been conducted with Plymouth credit unions to help people budget and plan for welfare reforms specifically the use of 'jam jar' accounts.

8.23 However, all of this work will need to pick up pace significantly if the city is to meet the challenges highlighted in this report and make significant inroads in achieving its highly aspirational vision. At a time when we are living through a recession and operating against the background of austerity, the most effective marshalling of collective resources has never been more important.

9 CRIME AND COMMUNITY SAFETY

Progress against our outcomes

9.1 The draft Crime and Community Safety strategic assessment for 2012 outlines four key priority themes for the city. These are:

- Domestic/ Family and Sexual Abuse,
- Reducing Re-offending,
- Anti-Social Behaviour (ASB) and
- Alcohol/ Violence and the night time economy.

9.2 These same priorities have also been adopted at a peninsula level as outlined in the draft Peninsula Strategic Assessment.

9.3 Levels of overall crime increased in 2011/12 by 679 crimes (+3 per cent) driven by acquisitive crime (non-domestic burglary and other thefts) and serious acquisitive crime (dwelling burglary). Overall, however, Plymouth has relatively low crime rates for a large urban area and is 5th best out of 15 for overall crime levels in its Home Office national comparator group (Plymouth overall crime rate is 81.7 crimes/1000 population compared to a family group average of 91.1/1000 population). Whilst we benchmark well in overall crime and for serious acquisitive crime (2nd best in our family group for 2011/12) we perform less favourably in the areas of violent crime and criminal damage (12th best of 15 and above the family group average in both cases). There are big gaps in our knowledge on how we compare to other areas for domestic abuse and ASB with no benchmarking data available.

9.4 The trend for domestic abuse incidents resulting in a recorded crime and non-crime incidents has been steady for a number of years, although peaks in recording have been seen, often driven by specific occasions such as the Christmas holiday period or international football championships.

9.5 In 2011/12 the number of domestic abuse crimes fell by 39, equating to a 2 per cent drop. Performance in 2012/13 has caused some concern with levels of domestic related violence with injury showing a 17 per cent (+31 crimes) increase at the end of June 2012.

9.6 ASB in Plymouth has seen dramatic reductions over a number of years; further reductions in 2011/12 are in part due to improvements in recording of crimes during ASB incidents bought about by an inspection by Her Majesty's Inspectorate of Constabulary in autumn 2011. We have consistently over achieved against the ASB level 2 reduction target. As a result the target has been reset for 2012/13 taking into account the new recording standards.

9.7 ASB, and in particular the focus on supporting the most vulnerable victims and victims of hate crime remains a city priority supported by a Council commitment to improve the way the Council deals with ASB and recognising hate crime as a priority. Plymouth 2020 has a partnership indicator that focuses on hate crime incidents and the satisfaction of victims. In 2011/12 there were 578 incidents reported to the police or Council, these incidents relate to racist, disablist, homophobic or faith incidents. The satisfaction rate among victims is over 92 per cent. The numbers of incidents reported and satisfaction rates are both achieving targets set.

9.8 ASB has consistently been a priority for the public, in particular in relation to inconsiderate parking, speeding vehicles and littering.

9.9 Long term trends show a decrease in the adult offender population within Plymouth, falling from 3,652 in 2006/10 to 3,151 in 2010. The proportion of those who reoffend rose year on year between 2006 and 2009, before falling slightly in 2010 – however, the trend is increasing. Acquisitive crime (in particular domestic burglary, non-domestic burglary and petty theft offences) increased in 2011/12 missing our reduction target. Domestic burglary for example increased by 198 crimes (+22 per cent) prompting a considerable partnership response which has resulted in improved performance in 2012/13. Improvement has meant that so far this year we are on target to achieve this year's reduction target.

Inequalities

9.10 Levels of crime are higher in more deprived neighbourhoods although there are other influencing factors. Levels of public based violence are most influenced by the evening and night time economy whilst levels of ASB are also highest in these areas, namely neighbourhoods of City Centre, Stonehouse and Greenbank and University. 3358 ASB incidents (23 per cent of city total) in 2011/12 occurred across these three neighbourhoods.

9.11 Domestic abuse violent crime reporting is considerably higher in our most deprived neighbourhoods with reporting highest in Morice Town, Stonehouse, City Centre, Devonport and Barne Barton. The ten most deprived neighbourhoods[11] in Plymouth accounted for 770 of domestic related crimes (45 per cent of the city total in 2011/12).

9.12 Domestic Burglary has persistently been centred on the neighbourhood of Greenbank & University and surrounding neighbourhoods, driven by a mixture of a high volume of vulnerable multi-occupancy residences and students. Greenbank and University, Mutley, Mount Gould and East End accounted for a quarter of domestic burglary in 2011/12. Vehicle related theft and non-domestic burglaries tend to be more spread out but higher in deprived areas.

[10] 12mths ending June (each year)

[11] Devonport, Stonehouse, North Prospect & Weston Mill, East End, Whitleigh, Morice Town, Barne Barton, Honicknowle, Ernesettle and Ham & Pennycross.

What are we doing about it?

9.13 Crime and Community Safety priorities are overseen currently by the Safe and Strong strategic board chaired by the Plymouth Police Commander. Responsible to Safe and Strong, are six multi-agency delivery groups covering Domestic Abuse, ASB and Criminal Damage, Violence, Reducing re-offending, Drug and Alcohol Action Team Commissioning group and Preventing Violent Extremism. Each group has action plans based on priorities and has the responsibility of driving the partnership response to key issues facing each area. The Social Inclusion Unit oversees hate crime issues and November 2012 sees the launch of the new Hate Crime action plan for Plymouth.

9.14 The Police Reform and Social Responsibility Act 2011 has brought about significant changes for policing, particularly the introduction of Police and Crime Commissioners (PCC) and the abolition of Police Authorities. These changes present risks to Community Safety Partnerships (CSPs), not least of which is the passporting of funding streams from 2013/14 to the PCC that were previously provided by the Home Office directly to CSPs. This will also be the case for smaller funding streams formerly provided directly to the Youth Offending Service and Drug and Alcohol Action Teams (DAATs). PCCs will have a duty to consult victims of crime when developing and setting their crime and police plans, and in the future, they will also have the power and budget to determine local victims' services.

9.15 There are, however, also opportunities as PCCs have a statutory duty to work with community safety partners, criminal justice agencies and the voluntary sector to help deliver what's important, locally. It will be vital, therefore, for the Community Safety Partnership to seek and secure a strong relationship and dialogue with the PCC for Devon and Cornwall as soon as they are elected, an ambition reinforced by a manifesto pledge by the current Plymouth administration. The Commissioner will be overseen by a new Police and Crime Panel, which for Devon and Cornwall is being hosted by Plymouth, and which primarily consists of representatives from all 13 Local Authorities and two independent (non-councillor) members.

9.16 Across the partnership there is a focus on supporting victims of crime and other community safety issues, particularly Anti-Social behaviour. As a Council, we fund or part fund both victim and perpetrator services that cover areas of domestic abuse, sexual offences, ASB and serious acquisitive crime (Turnaround). Further details on what we as a city are doing to tackle crime and community safety issues can be found in the 2012 Crime Strategic Assessment.

9.17 In 2012/13 the city is showing improvement across a range of crime types and for crime in general there are concerns that the full impact of welfare reform has yet to be realised, with fears that dropping incomes and financial pressures will impact negatively on levels of crime, particularly acquisitive crime, violence and domestic abuse.

9.18 ASB is one of the key issues in the Families with a Future programme, which locally is in its infancy. It is as yet unknown how the programme will impact on existing service provision in terms of resources and targeting.

10 CONCLUSION

10.1 We have stressed that this interim report is far from exhaustive and based on a less than full range of data. Its principle source is the Joint Strategic Needs Assessment and it should be viewed as a high level summary of the mass of needs analysis that form or feed into that document. The report does, however, cover the key issues and we can draw out some pointers for the future, which is the object of this report.

10.2 Under Delivering Growth, the evidence tends to point to the importance of key strategic 'interventions' that can bring in and create jobs, particularly for young people, and by implication expand the economically active population of the city and make it more likely that Plymouth attains the critical mass to be an attractive city region centre. The need to provide the necessary road and related infrastructure to ensure job and infrastructure led growth is achieved as a priority. The delivery of required housing units and provision of suitable jobs are key for the city's future prosperity and investment.

10.3 Under Raising Aspirations, the evidence tends to point to the need to significantly improve educational attainment and skills levels at the higher end, so that Plymouth can become an internationally competitive city; whilst maintaining, and expanding, the focus on Plymouth as a destination for major events.

10.4 Under Reducing Inequalities, the evidence tends to point in the direction of: early intervention, particularly to improve outcomes for potentially disadvantaged children; strong preventative programmes to address health inequalities and the growing needs of an elderly population; multi-disciplinary approaches to alcohol abuse, given its impact on people's lives and public resources; and significant improvements in the availability and quality of housing.

10.5 Under Provide Value for Communities, the lack of evidence leads to a focus on much stronger co-operation, with a shared resources plan based on a sound evidence base, so that the city knows what is being spent and where and how efficiently and effectively resources are being used. Far more needs to be done to share assets, strategically manage land disposals, combine or align budgets, align staff and avoid unnecessary duplication across the sectors and within agencies.

10.6 The future is very challenging, but the city has a clear vision, a set of shared priorities and a strong track record of delivery in many areas as a base. It now needs to refine its focus into much more targeted and managed programmes to deliver against its four priorities.

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The figures in this report are drawn from the wealth of data collected for the JSNA and are the latest available at the time of writing.