








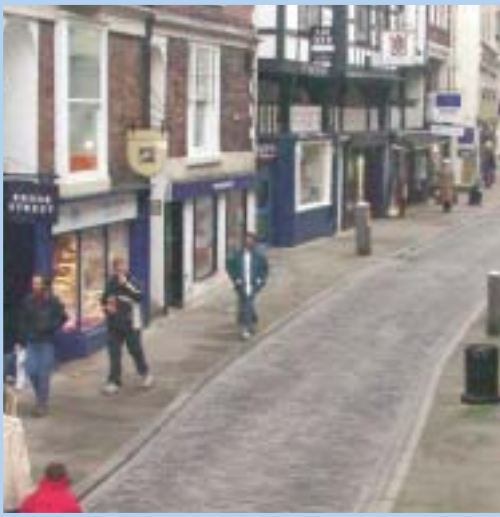

LOCAL ENVIRONMENTAL QUALITY SURVEY OF ENGLAND 2004/05

Local Environmental Quality Survey of England 2004/05

This publication is one of an occasional series of papers researched, written and produced by ENCAMS. It attempts to highlight the issues of local environmental quality and anti-social behaviour.

www.encams.org

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Ministerial Foreword

It gives me great pleasure to introduce the fourth report of the annual Local Environmental Quality Survey of England (LEQSE).

The LEQSE provides a clear picture of the state of our public spaces. It measures quantities of litter, graffiti, flyposting, fly-tipping and dog fouling using consistent and reliable methods so we can see where we are making progress in improving the quality of the local environment and where more effort is needed.

This year's Survey shows that improvements in some areas have continued and the number of sites judged as poor has reduced. However a good deal more needs to be done. The public places great importance on the quality of their local environment. The Clean Neighbourhoods and Environment Act, which received Royal Assent in April, will help local authorities and other land managers achieve further progress. The Act is the result of extensive consultation, and provides local authorities and others with the powers they say they need to tackle problems such as litter, flyposting, fly-tipping and abandoned vehicles. We are working with local authorities to make a real difference. Some of the measures in the Act have already come into force, and we aim to bring most of the others into force next April.

From next year LEQSE will be expanded to provide more detail at the local level.
In December last year the Prime Minister and I published Defra's five-year strategy. That strategy makes it clear that over the next five years we want to make a real difference to the quality of life for all.

Cleaner, safer, greener neighbourhoods will be healthier as well as being more pleasant places to live and will reduce poverty and health inequalities. And we want people to be able to take action themselves locally. That is why in the sustainable development strategy 'Securing the future', Government committed to: *Provide better joined-up public information at a local level both in the form of statistics and through easy to understand mapping services. This will include providing, over the next five years, a consistent and comparable picture of the local environment at the neighbourhood level…*

This will be achieved through the expansion of the LEQSE from next year to provide data at the district level. In order to tackle environmental inequalities we need to have a better understanding of where they exist and what the problems are, and the expanded LEQSE will bring us a step closer to that understanding.

By April next year we will also publish a revised version of the Code of Practice on Litter and Refuse. This along with the powers in the Act will equip Local Authorities and others with the tools they need to make sustained improvements in local environmental quality and I look forward to seeing these over the coming years.

Rt. Hon. Margaret Beckett MP

Secretary of State, Department for Environment, Food and Rural Affairs

Foreword by the Chief Executive of ENCAMS

Funded by Defra, ENCAMS has a role to assist in improving local environmental quality through a range of activities, which includes:

- Targeted campaigning to specific segments of the population to change behaviour
- Delivery of long-term programmes, including the Cleaner Safer Greener Network, Blue Flag and Eco-Schools
- Development of solutions for land managers to assist in improving local environmental quality
- Delivery of the Local Environmental Quality Survey of England to provide robust data and analysis to identify trends over time in the issues that land managers face, assisting Government in establishing what the priorities are.

This is by far one of our largest and most extensive research programmes, where the survey measures and tracks standards in relation to local environmental quality that affects the quality of our daily lives. The survey identifies areas where the problems are the worst, and assists in identifying what or who is causing the problems. The information is increasingly used by local and central Government, and we are especially grateful to the Capital Standards Partners who have allowed us to refer to their outstanding monitoring, which continues to deliver positive change in the Capital. ENCAMS is well aware of the diverse issues that face different areas across England, and this report aims to assist in setting the priorities that areas may wish to review.

This is the fourth year that the Local Environmental Quality Survey of England has been completed, and it provides some exciting information on the trends over time, which is very much the priority of this report this year.

We very much hope that you find the information in this report to be useful, and we are very excited about the opportunity to expand the report into all local authority areas to provide much more detailed local level information. Again, in the hope that this assists in continuing to make the positive change that is happening across England.

Alan Woods OBE

Chief Executive, ENCAMS

Executive Summary

Background to the Survey

ENCAMS developed the protocols used in surveys of Local Environmental Quality over 16 years on consultancy projects at home and overseas. The first annual Local Environmental Quality Survey of England (The Survey) started in April 2001 at the behest of the Government to provide an independent measure of an agreed set of key indicators that would give a reliable and easily understood benchmark of the state of the physical environment. Data from The Survey is used by Government in formulating its emerging Cleaner Safer Greener and Sustainability policies and had a direct effect through the introduction of the suite of Best Value Performance Indicators BV199a, b, c and d.

The Survey measures those aspects of the local environment which impacts on the lives of an area's residents, workers, visitors, investors and other stakeholders – factors they take into account in making a judgement as to the 'quality' of that area. These include:

- Street cleanliness – how much litter, detritus and leaf fall can they see?
- Condition of highway infrastructure – are the roads, channels and footways in a fit state to use, are the drainage channels blocked?
- Environmental crime indicators of graffiti, flyposting and fly-tipping which are directly linked to perceived fear of crime – does that road seem safe to walk down?
- Condition of the street-scene – are signs and road markings clear, have seats been vandalised, is the provision of litter bins adequate?

The Survey uses 12 standard land use classes which are related to the Category Zones in the Code of Practice on Litter and Refuse, but with some amendments based on ENCAMS many years experience of surveying and consultancy. An average of 240 sites is sampled in each local authority and a range of different types of local authority are sampled in each of the nine English Regions, as defined by the Regional Development Agency boundaries, to produce national and regional benchmarks for each indicator.

To create this report, the team of surveyors visited over 12,000 sites in 54 local authorities and collected almost three million fields of information. Now with four complete years of data to work with (and the fifth year's data still being collected), it is now possible to describe national and regional trends with a high degree of confidence.

Overview of Results

1. The small but significant improvements in national cleansing standards detected in the 2002/03 and 2003/04 reports have been maintained in 2004/05. However, the high level picture for last year is one of standstill, but there are individual land use and regional variations.

2. The 2004/05 benchmark results for BV199 (litter and detritus combined) is 19%, an improvement of 3% over 2003/04. The sustained improvements of a few percentage points each year are not yet large enough to show a significant movement in the individual Standard Quality Intervals for litter and detritus, but if the trend continues, we may see some movement next year. Street cleansing standards for the key indicators of litter, detritus and leaf fall have plateaued and remain the same as for the previous year.

3. The improved standards for the cleansing related indicators of weed growth and staining have been maintained and we are pleased to report the key environmental crime indicators of fly-tipping, flyposting and graffiti all remain the same at the maximum possible score at national level.

4. The indicators that comprise the condition of highway infrastructure remain the same as for the previous year, except that Steps and Ramps show a one Standard Quality Interval deterioration.

5. Last year produced good news on the Condition of Litter Bins which improved by one Standard Quality Interval and now only needs to improve by one more point to pass from Unsatisfactory to Satisfactory.

6. Last year the condition of Bus Stops got noticeably worse taking Litter at Bus Stops out of Satisfactory and into Unsatisfactory. Staining at Bus Stops deteriorated by one Standard Quality Interval to remain firmly rooted in Unsatisfactory.

7. Improvements in Landscaping detected over the last two reports have been maintained with Litter on Landscaping remaining just inside Satisfactory and the Maintenance of Landscaping remaining just inside Unsatisfactory.

8. The West Midlands is currently England's cleanest region.

Introduction

The Department for Environment, Food and Rural Affairs commissioned the Local Environmental Quality Survey of England (The Survey) from ENCAMS in 2001 as a means of measuring the quality of the physical environment and how this impacts on the lives of an area's residents, workers, visitors, investors and other stakeholders. Through its 'Cleaner Safer Greener Communities' programme, the Government is aware that issues surrounding the quality of life at neighbourhood and local levels are of prime concern to the community and have far-reaching economic and social effects.

In our report on the Local Environmental Quality Survey of England 2003/2004, the relationship between the environmental crime indicators of graffiti, flyposting and fly-tipping and the general public's fear of crime was established. Similarly, there is general agreement that sustainable development goes hand-in-hand with a high quality environment. The drive to improve the quality of public open spaces through award schemes such as Britain in Bloom, Green Flag Parks and Blue Flag Beaches bears testimony to this. Such awards involve more than Government or local authority commitment, they require the active participation of the communities which use and benefit from quality public spaces. In the case of Blue Flag, there are economic benefits to the traders and service providers through increased patronage, perhaps to the detriment of neighbouring resorts which have not followed the same route.

As well as providing national and regional benchmarks for a wide range of indicators including street cleansing, cleansing-related issues, environmental crime, the condition of signage, highway infrastructure, street furniture and the condition of landscaping, The Survey sets the standard for the Government's suite of Best Value Performance Indicators, BV199 a, b, c and d. It also provides independent verification of how local authorities are performing by providing composite reports from The Survey on the indicators in BV199. In this report, the section dealing with BV199 (and associated charts) has been extended to cover the extended scope of BV199 from April 2005.

With four complete years of data to work with, the theme of this report is change over time and this report includes an additional series of trends charts for each land-use and region to accompany the gauge charts in Appendices C and D. As a result, these sections of the report have been extended.

The Survey does not stand still and has a constantly evolving dynamic. A new feature for 2004/05 is the introduction of a separate assessment of the condition of road markings as they are a prominent feature of the street-scape which merit comment. Another change has been the exclusion of public toilets. There has been a steady decline in the number of public toilets in towns and cities over recent years and as the number of toilets surveyed for this report was statistically insignificant, it seemed an appropriate time to accept the inevitable and delete this category.

Another area in which The Survey methodology is making an impact is in the district version of the Local Environmental Quality Survey in which local authority staff are trained to undertake, interpret and then act upon the diagnostic information contained in the survey reports. The district version of The Survey is a robust methodology which is currently being used by a number of go-ahead local authorities to measure the condition of Business Improvement Districts and Neighbourhood Renewal Areas as well as to undertake borough-wide surveys of industrial cities, metropolitan districts and seaside resorts.

The Department for Environment, Food and Rural Affairs has demonstrated its confidence in The Survey by supporting an extension from April 2006 that will ensure that each local authority in England will be surveyed over a three year period, and provided with its own customised Local Environmental Quality Survey report.

Access to this information will enable local authorities to target their resources more effectively, both to improve Local Environmental Quality to achieve the efficiency targets as set by central government, and assist in delivering data to support the UK Sustainable Development Strategy.

The challenge for Government, local authorities and Non Government Organisations such as ENCAMS in the years ahead is to consolidate the steady improvements so far recorded in the first four reports of the Local Environmental Quality Survey of England and to turn them into long-term, sustainable gains. To achieve this, all parties need to engage in 'joined up' solutions both to plan-out problems through effective co-ordination between those who design our street-scenes and those whose responsibility it is to keep them clean. It will also be achieved by campaigning to change the behaviour of the people who create the litter problem.

Understanding the graphics in this report

The Gauge Charts in this report are measured in Standard Quality Intervals. One Standard Quality Interval represents an interval measured in quality rather than time, over which an observant person can reliably detect that a difference in the standard of a particular aspect of the visible environment (eg the amount of litter present) has occurred. Minute variations of only one or two percent will not be recognisable to the untrained eye, so one Standard Quality Interval represents a noticeable shift in the quality standard.

The scale ranges from +8 Standard Quality Intervals (the highest score possible) to -8 Standard Quality Intervals (the lowest score possible). At the midpoint, the range passes directly from +1 to -1, there is no point zero.

The Standard Quality Intervals are then grouped into clusters of four so that each aspect of Local Environmental Quality has been assessed as either Good, Satisfactory, Unsatisfactory or Poor. These gradings are represented in the Matrix and Gauge Charts by this colour code:

Good (+ 8 to + 5 Standard Quality Intervals) – by Dark Green.

Satisfactory (+4 to +1 Standard Quality Intervals) – by Light Green.

Unsatisfactory (-1 to -4 Standard Quality Intervals) – by Yellow.

Poor (-5 to -8 Standard Quality Intervals) – by Red.

Overview of England 2004 - 2005

The National Picture

See Figure 1: Overall Environmental Condition Indices, Figure 2: Gauge Chart of Environmental Indices and Figure 3: Trends Chart Local Environmental Quality Survey of England Years 1 to 4 All Areas

The small but significant improvements in national cleansing standards detected in the reports of the Local Environmental Quality Survey of England for 2002/2003 and 2003/2004 have been maintained in 2004/2005, but the high level picture for last year is one of standstill. Street cleansing standards for the key indicators of litter, detritus and leaf fall have plateaued and remain the same as for the previous year.

Similarly, the improved standards for the cleansing related indicator of weed growth has been maintained at Satisfactory and the key environmental crime indicators of fly-tipping, flyposting and graffiti all remain the same at +8 Standard Quality Intervals, the highest possible score on this scale.

The indicators that comprise the condition of highway infrastructure remain the same other than the indicator for Steps and Ramps which shows a one Standard Quality Interval deterioration and remains Unsatisfactory. As this is only the second time that The Survey has included this indicator, it is too early to say whether this is a trend. The indicator for Pavement Obstruction remains the only Poor result at national level at -5 Standard Quality Intervals. A new indicator in this suite is for Road Markings which comes in as Unsatisfactory with a score of -2 Standard Quality Intervals, one point lower than the indicator for street signage, from which it was separated to create a separate indicator. Clearly, there is scope for improvement within this section.

There is good news on the Condition of Litter Bins which improved by one point and only needs to improve by one more point to pass from Unsatisfactory to Satisfactory. The Cleanliness of Litter Bins remains Unsatisfactory at -2 Standard Quality Intervals but the Degree of Fill remains Good at +7 Standard Quality Intervals.

Over the last year the condition of Bus Stops has got noticeably worse with a one point drop taking Litter at Bus Stops out of Satisfactory into Unsatisfactory and Staining at Bus Stops deteriorating by one point to remain firmly rooted in Unsatisfactory at -3 Standard Quality Intervals.

The slight improvements in Landscaping detected over the last two reports have been maintained with Litter on Landscaping remaining Satisfactory at +1 Standard Quality Interval and the Maintenance of Landscaping remaining Unsatisfactory at -2 Standard Quality Intervals.

Overall, the picture is a mixed bag with the steady improvements in Cleansing and Cleansing Related Standards gained since the Local Environmental Quality Survey of England Year 1 report being maintained but with a deterioration in the Condition of Highway Infrastructure and the Condition of Bus Stops.

The Future

In November 2005 there will be a major change in the Licensing Laws of England which will open the door to 24 hour drinking. The Survey will be on the lookout for any indication that these changes are having an effect on cleansing standards, although the full situation may not become clear until publication of the report on the Local Environmental Quality Survey of England 2006/2007.

The terrorist attacks in London earlier this year targeted transport infrastructure. Previous attacks resulted in the necessary removal of metal litter bins from underground and railway stations to avoid the potential for shrapnel.
It remains to be seen whether alternative, safe means of disposing of travellers' litter can be found and whether the new situation will have any effect on cleanliness standards at transport interchanges.

Fig 1 - Overall Environmental Condition Indices

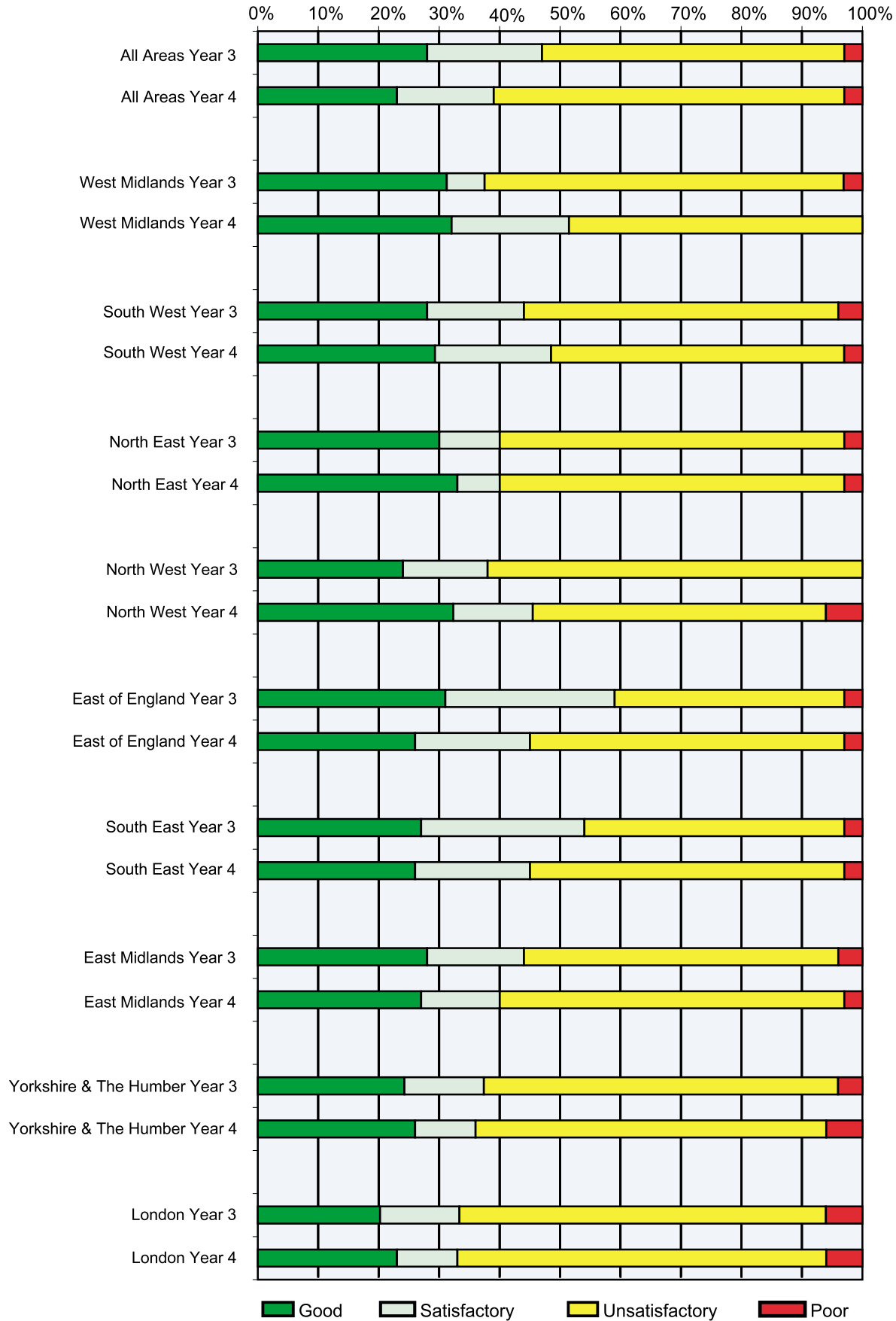
Fig 2 - Gauge Chart of Environmental Indices

	Cleansing Standards	
	Litter	
	Detritus	
	Leaf Fall	
	Cleansing Related	
	Weed Growth	
	Staining	
	Fly-tipping	
	Flyposting	
	Graffiti	
	Highway Infrastructure	
	Paved Areas Obstruction	
	Channel Obstruction	
	Paved Areas Condition	
	Channel Condition	
	Carriageway Condition	
	Steps Condition	
	Road Marking Condition	
	Vehicle Flows	
	Pedestrian Flows	
	Street Furniture	
	Posts and Poles	
	Public Signs	
	Other Street Furniture	
	Buildings/Boundary Structures	
	Litter Bins	
	Cleanliness	
	Condition	
	Degree of Fill	
	Bus Stops etc.	
	Litter	
	Condition	
	Staining	
	Flyposting	
	Graffiti	
	Landscaping	
	Litter	
	Maintenance	

Fig 3 - Trends Chart Years 1 to 4 All Areas

Cleansing Standards	Year 1 2001/02	Year 2 2002/03	Year 3 2003/04	Year 4 2004/05
Litter	-1	-2	-1	-1
Detritus	-3	-3	-2	-2
Leaf Fall	7	7	7	7
Cleansing Related				
Weed Growth	1	2	3	3
Staining	-2	-1	-1	-1
Fly-tipping	8	8	8	8
Flyposting	8	8	8	8
Graffiti	8	8	8	8
Highway Infrastructure				
Paved Areas Obstruction	-5	-5	-5	-5
Channel Obstruction	4	4	4	4
Paved Areas Condition	-3	-3	-2	-2
Channel Condition	-3	-3	-2	-2
Carriageway Condition	-2	-2	-2	-2
Steps Condition	n/a	n/a	-2	-3
Road Marking Condition	n/a	n/a	n/a	-2
Vehicle Flows	n/a	3	5	4
Pedestrian Flows	n/a	7	7	7
Street Furniture				
Posts and Poles	-1	-1	-1	-1
Public Signs	-1	-2	-1	-1
Other Street Furniture	-2	-2	-2	-2
Buildings/Boundary Structures	-1	-1	-1	-1
Litter Bins				
Cleanliness	-2	-2	-2	-2
Condition	-2	-2	-2	-1
Degree of Fill	7	7	7	7
Bus Stops etc.				
Litter	-1	-2	1	-1
Condition	-1	-2	-1	-1
Staining	-3	-3	-2	-3
Flyposting	n/a	n/a	8	8
Graffiti	4	3	4	4
Landscaping				
Litter	-2	-1	1	1
Maintenance	-3	-2	-2	-2

Fig 4 - Variations in Standards Between Regions



Local Environmental Quality Target Index

In order to summarise better the differences in Local Environmental Quality standards, in the Local Environmental Quality Survey of England Year 3 report we introduced the Local Environmental Quality Target Index, which expresses the extent to which each land use achieves an average target standard of +4 Standard Quality Intervals (the minimum standard which we believe ought to be achieved) for each environmental element. To calculate the index, the number of Good and Satisfactory Standard Quality Intervals are first added up (in other words, the total number of dark green and light green blocks). This number is then divided by the maximum score based on the +4 Standard Quality Intervals target, which is then calculated by multiplying the total number of local environmental elements applicable to that land use by four. The resulting number is multiplied by 100 to obtain the percentage of the target achieved. Please note that the data is deliberately unweighted.

As mentioned in the introduction, public toilets, which achieved high Standard Quality Interval scores in the first three Local Environmental Quality Survey of England reports, have now been dropped as the numbers included in the survey have declined to levels where they would no longer be statistically significant. As a result, the Target Index for 2004/05 has been calculated on a different basis from the previous year. Therefore, it is not possible to make a direct comparison between the two years – the exclusion of this small, but high scoring element, would give the false impression of a significant decline in 2004/05.

In order to provide a true comparison, the Target Index by land use for 2003/04 has been recalculated on an identical basis and a comparison of 2004/05 with the revised scores for 2003/04 is set out in the following table (the scores from the Local Environmental Quality Survey of England Year 3 report are in brackets):

Land Use	**Rank 2004/05**	**% TI 2004/05**	**Rank 2003/04**	**% TI 2003/04**
Low Density Private Housing	1 =	62	1	68 (78)
Public Open Space	1 =	62	3 =	65 (65)
Inland Waterways	3	61	3 =	65 (65)
Rural Roads	4	60	2	66 (66)
Industry and Warehousing	5	57	9	59 (59)
Main Roads	6	56	7 =	60 (60)
High Density Housing	7	55	11	53 (53)
Primary Retail and Commercial	8 =	54	10	57 (57)
Other Highways	8 =	54	7 =	60 (60)
Transport Infrastructure	10 =	52	5	62 (62)
Low Density Social Housing	10 =	52	6	61 (61)
Secondary Retail and Commercial	12	50	12	49 (49)
All England Average		56		59 (63)

The effect of the adjustment for public toilets in 2003/04 has been minimal on land uses with only Low Density Private Housing and the all England average showing changes. The rankings are unaffected.

The top scoring land uses (Low Density Private Housing, Rural Roads, Public Open Space and Inland Waterways) have remained in the top four with only a slight re-ordering, and all show a Target Index of 60% or better.

Public Open Space remains in the top echelon and this appears to indicate continuing success for the Government's aim of providing a high quality green space accessible to everyone. The continuing upward trend in the number of Green Flags awarded to parks this year provides collaborative evidence for this.

Secondary Retail and Commercial areas, highlighted in the LEQSE Year 3 report as a serious cause for concern, has raised its Target Index slightly from 49% to 50%. However, our comments in the LEQSE Year 3 report that many Secondary Retail and Commercial areas are in serious economic decline, as revealed by the low levels of local environmental quality, remain true today. Suburban and rural communities which do not have access to adequate local shops and services will have difficulty developing into sustainable communities.

The decline in standards for Low Density Social Housing, down to tenth equal place out of 12, needs to be monitored closely. Some of the economically declining secondary retail and commercial precincts, mentioned above, are located in the larger social housing estates and so the environmental health of the two land uses can often be interlinked.

Local Environmental Quality Target Index For Regions

In order to summarise better the differences in local environmental quality between regions, the Local Environmental Quality Target Index used previously to analyse differences between land uses has also been applied to the regional data to provide a league table of English regions. As with the Target Index for land uses, an average target standard of +4 Standard Quality Intervals has been applied to each environmental element and, again, the data is deliberately unweighted.

As for the Target Index by land use above, the changes brought about by removing public toilets from the Target Index means that it is not possible to make a direct comparison between the two years and so the Target Index by region for 2003/04 has been recalculated on an identical basis and a comparison of 2004/05 with the revised scores for 2003/04 is set out in the following table (the scores and rankings from the LEQSE Year 3 report are in brackets):

Region	Rank 2004/05	% TI 2004/05	Rank 2003/04	% TI 2003/04
West Midlands	1	69	3 (3)	62 (62)
South West	2	65	7 (4 =)	58 (60)
North East	3	62	8 (8)	58 (57)
North West	4	60	5 = (4 =)	59 (60)
East of England	5	59	1 (1)	72 (72)
South East	6 =	58	2 (2)	63 (63)
East Midlands	6 =	58	4 (4 =)	60 (60)
Yorkshire and The Humber	8	54	5 = (7)	59 (58)
London	9	44	9 (9)	46 (43)
All England Average		56		59 (63)

The effect of the adjustment for public toilets in 2003/04 is more noticeable on the Target Index by region with the middle order rankings being rearranged.

The most improved regions in 2004/05 are the West Midlands (first) and the South West (second) with both showing an increase in Target Index of 7%. Only two regions, Yorkshire and The Humber and London, scored lower than the All England Average.

Variations in Standards Between Regions

The Regional Matrix, Gauge Charts and Trends Charts for each of the nine English Regions can be found in Appendix D. The proportions of local environmental elements falling into each of the four overall quality standards of Good, Satisfactory, Unsatisfactory or Poor for the last two years are as follows:

	Good		Satisfactory		Unsatisfactory		Poor	
	Year 3	Year 4	Year 3	Year 4	Year 3	Year 4	Year 3	Year 4
All Areas	28	23	19	16	50	58	3	3
West Midlands	30	33	6	20	57	50	3	0
South West	28	29	16	19	52	48	4	3
North East	30	33	10	7	57	57	3	3
North West	24	32	14	13	62	48	0	6
East of England	31	26	28	19	38	52	3	3
South East	27	26	27	19	43	52	3	3
East Midlands	28	27	16	13	52	57	4	3
Yorkshire and The Humber	24	26	13	10	58	58	4	6
London	20	23	13	10	60	61	6	6

This can also be seen in graphical form in Figure 4.

The Impact of Best Value Performance Indicator BV199

BV199

From April 2003 the Government introduced a new Best Value Performance Indicator (BV199) to measure the effectiveness of street cleansing. From this date, local authorities were required to monitor their own performance in managing litter and detritus and to submit annual returns to the Department for Environment, Food and Rural Affairs and the Office of the Deputy Prime Minister. Litter and detritus were chosen as the key elements encompassing the most visible aspects of street cleanliness. Research has shown that litter is a matter of great concern to most people and that detritus stimulates weed growth which, as well as being unsightly, traps litter and causes damage to the highway infrastructure which has to be repaired sooner than would otherwise be the case. Detritus is also a good indicator of the effectiveness of sweeping regimes.

The information derived from BV199 enables service managers to identify where standards are falling short and so develop targeted service improvement plans. It also informs service managers where standards are already high so that they can switch existing resources to areas where they are more needed. Many factors affect the quality of street sweeping and BV199 can help identify pinch points where the layout of street furniture (eg barriers, benches, bollards and posts) prevents effective sweeping.
If service managers share this information with town planners and street-scene designers, then the effectiveness of street sweeping can be increased. Where changes in street layout are not feasible (eg in a heritage zone), BV199 can help identify locations where a return to manual sweeping may be more effective than mechanical sweeping.

The initial target set by the Government for local authorities was that no more than 30% of sites for which a local authority has the responsibility for cleansing (what is known in official terms as relevant land – this specifically excludes private property and railway land) should be permitted to achieve less than a Satisfactory grade.

This target was derived from the national benchmark for litter and detritus (combined) in the report on the Local Environmental Quality Survey of England 2001/2002.
Following improved national benchmarks of 26% in the report for 2002/03 and of 22% in the report for 2003/04, the target for local authorities was made harder from April 2005 with only 25% of sites now being permitted to achieve less than a Satisfactory grade.

A Success Story

Since the initial target of 30% was set for BV199, we have recorded a steady reduction in the number of Unsatisfactory grades for litter and detritus (combined). The trend has continued in 2004/05, with benchmark results for litter and detritus (combined) at 19%.

The table below shows how the national benchmarks for litter and detritus (combined) have improved, as recorded in the Local Environmental Quality Survey of England:

2001/02	28%
2002/03	26%
2003/04	22%
2004/05	19%

As mentioned above, BV199 represents a combined total for the degree of litter and detritus present on a site. Therefore, in spite of these sustained improvements of a few percentage points per year, these are not yet dramatic enough to show a significant movement in the individual Standard Quality Intervals for litter and detritus in the gauge charts. If this trend continues, we may see some movement in the gauge charts next year. However, the improvement in street cleansing performance achieved by local authorities since the introduction of BV199 should be recognised.

Extension of BV199

Following the initial success of BV199 in reducing the incidence of litter and detritus, the Government has extended the scope of BV199 from April 2005 to include the three environmental crime indicators of fly-tipping, flyposting and graffiti. As described in the Introduction, there is a causal relationship between these indicators and the general public's fear of crime. Tackling these elements will have a direct impact in improving the quality of people's lives, most noticeably in the inner city. In order to give local authorities time to develop strategies to cope with this extension, no specific target has been set for these three indicators in 2005/06.

The original BV199 has been renamed BV199a (litter and detritus) and the new elements are BV199b (graffiti), BV199c (flyposting) and BV199d (fly-tipping).

Next year's report of the Local Environmental Quality Survey of England will include a detailed analysis on how the extended suite of BV199 indicators are progressing. Flyposting and graffiti are to be measured using the same grading methodology as for litter and detritus and local authority surveyors will take readings for all four indicators on the same transects (survey sites), but fly-tipping is to be recorded using the 'Fly-Capture' methodology.

In order to create a baseline for local authorities to compare their performances when the first set of results for extended BV199 are due next year, Appendix E contains detailed analyses of all the BV199 elements by region and individual land uses as calculated from LEQSE data. (Please note that for BV199 Public Open Space and Watersides are combined into a single land use called Recreation.)

Overall Trends in Environmental Quality

Trends in Land Uses

The trends charts for each land use are contained in Appendix C

1. **Primary Retail and Commercial**: as town and city centres are magnets for a wide range of activities, these areas are liable to high levels of littering during both the working day and, increasingly, as a result of the expanding night-time economy. Times when cleansing operations can be carried out effectively are often restricted to the evening or the early hours of the morning due to the sheer volume of pedestrians and traffic. However, the national improvement in litter recorded in the Local Environmental Quality Survey of England Year 3 report was mirrored in this land use and was maintained over the last year. Control of detritus, leaf fall and weed growth is consistently better than the national average, but staining (much of it chewing gum) is consistently much worse. In the Year 1 report, graffiti was recorded as +5 Standard Quality Intervals but it has improved by one point each year to reach the national average of +8 Standard Quality Intervals. Last year, graffiti at bus stops at +6 Standard Quality Intervals has exceeded the national average of +4 Standard Quality Intervals. Paved areas obstruction is, perhaps not surprisingly, slightly worse than the national average, but the condition of the highway infrastructure has largely kept pace with the national average.

2. **Secondary Retail and Commercia**l: after an initial increase in litter by one point recorded in the Local Environmental Quality Survey of England Year 2 report, the amount of litter has steadily been reduced to reach the national average of -1 Standard Quality Interval in 2004/05. Control of weed growth has outperformed the national average each year. Staining is consistently worse than the national average but there was an improvement of one point last year. Graffiti on walls, shop fronts and street furniture at +7 Standard Quality Intervals is only one point below the national average. However, graffiti and staining at bus stops has remained significantly worse. Although signage met the national average, the condition of road markings was one point lower. The condition and degree of fill of litter bins were both one point below the national average.

3. **Public Transport Infrastructure**: as for primary and secondary retail and commercial areas, transport infrastructure, particularly mainline railway stations and bus stations, attracts a heavy footfall and passengers may have to wait before departure. Therefore, these areas are liable to heavy littering and the residues of fast food for much of the day. Litter has kept pace with the national average and has outperformed the national average for detritus and leaf fall. Staining, which started at -5 Standard Quality Intervals has remained worse than the national average but it has steadily improved to -2 Standard Quality Intervals, only one point below the national average. Graffiti started at +5 Standard Quality Intervals, but with a steady improvement of one point each year, it has now achieved the national average.

4. **High Density Housing**: this land use closely follows the national averages for cleanliness, and cleansing related issues. Detritus has remained consistently at one point below the national average but channel obstruction at -2 Standard Quality Intervals (due to the absence of off-road parking) remains massively worse than the national average of +4 Standard Quality Intervals.

5. **Low Density Social Housing**: litter and leaf fall mirror the national average but detritus has remained stubbornly at -3 Standard Quality Intervals whereas the national average has improved to -2 Standard Quality Intervals in the Local Environmental Quality Survey of England Year 3 and Year 4 reports. Although showing a slight improvement last year, control of weed growth remains at two points behind the national average. Staining has remained below the national average by one point for Years 2 and 3. The three environmental crime indicators have consistently kept pace with the national average of +8 Standard Quality Intervals.

6. **Low Density Private Housing**: the owner-occupier suburbs and private housing estates consistently outperform the national average for litter, mirror the national average for detritus but regularly remain one point behind for leaf fall. While control of weed growth has lagged one point behind the national average from Year 2, staining has been maintained at a consistent +1 Standard Quality Interval, but still one point above the national average. The three environmental crime indicators have consistently kept pace with the national average of +8 Standard Quality Intervals. Channel obstruction remains consistently above the national average.

7. **Industry, Warehousing and Retail Sheds**: initially, littering was significantly worse than the national average, but with a one point improvement in each of the last two years, it has now achieved the national average. An analysis of the proportion of litter items present on sites shows that the incidence of smokers' materials in this land use is higher than the national average. As permitted smoking in the workplace becomes increasingly rare, this suggests that workers are having to step outside to smoke and so the residues which were formerly captured by ashtrays inside the workplace are now being deposited in the street. Employers should discuss with local authorities the provision of bins for smoking and other residues (confectionery, fast food and snack packaging are also prevalent in this land use) to reduce litter. An analysis of the proportionate sources of litter shows that the improvement in the amount of litter in this land use seen in the last year is due to a substantial reduction of commercial wastes (eg packaging materials) from 15% to 10%. This suggests that managers of industrial premises are taking more care in the disposal of commercial wastes.
There has been a sustained reduction in the amount of detritus from -5 Standard Quality Intervals to -3 Standard Quality Intervals which is now only one point below the national average, this is mirrored by a reduction in the incidence of weed growth from -1 Standard Quality Interval to +2 Standard Quality Intervals, which also only lags by one Standard Quality Interval below the national average.

The condition of road markings is one point below the national average.

8. **Main Roads**: cleansing standards are close to the national average with only detritus lagging by one point. Weed growth has shown the biggest improvement with a consistent improvement of one Standard Quality Interval per year to achieve the national average. Channel obstruction continues to score the maximum +8 Standard Quality Intervals, no doubt due to parking restrictions. Street furniture improved slightly last year so that all elements now mirror the national average. However, the incidence of graffiti and staining at bus stops at +2 and -4 Standard Quality Intervals respectively are worse than the national average. Road marking condition at -2 Standard Quality Intervals achieved the first national average for this indicator, but this is an unacceptable outcome for trunk roads and needs to be addressed.
The condition and degree of fill of litter bins were both one point below the national average.

9. **Rural Roads**: in each of the last three years the incidence of litter has been better than the national average by a consistent one point but detritus remains below the national average, although the gap narrowed last year to only one point. Detritus on rural roads is probably the most difficult cleansing element to tackle as frequently these roads are unedged with the road surface abutting mud and clay banks without intervening footways or upstands. In each of the last two years, staining has reduced by one point but it still remains higher than the national average, although the gap is now down to one point.
As for Main Roads above, the condition of road markings achieved the national average of -2 Standard Quality Interval, but this is unsatisfactory for narrow, often twisting lanes where slow moving agricultural machinery can be encountered around the next corner.

10. **Other Highways**: this is a catch-all category which contains a variety of sites from lay-bys, through pedestrian overbridges and tunnels to passages between housing areas. The incidence of litter has undergone a sustained improvement from -4 Standard Quality Intervals in 2001/02 to achieve the national average of -1 Standard Quality Interval for the last two years. Litter on adjacent landscaping and verges which was initially poor has improved from -5 Standard Quality Intervals to -1 Standard Quality Interval, now only one point below the national average. Control of weed growth has also shown a steady improvement and is similarly now only one point below the national average.

11. **Public Open Space**: in each of the last three years control of litter in Public Open Space has been better than the national average for hard surfaces, with the gap now standing at three Standard Quality Intervals. Similarly, the incidence of littering on landscaping is better, but by only one point. Perhaps not surprisingly, given the nature of parks and green spaces, the incidence of leaf fall is slightly worse. The degree of detritus has largely followed the national average, but it is worth pointing out that detritus measurements are only taken on hard surfaces, they would be meaningless on granular paths and on grass. In the report on the Local Environmental Quality Survey of England for 2001/2002 the incidence of graffiti was three Standard Quality Intervals below the national average, but an annual improvement of one point has seen graffiti reach the national average of +8 Standard Quality Intervals. The other environmental crime elements of flyposting and fly-tipping have consistently achieved the maximum +8 Standard Quality Intervals, the same as the national average. Signage remains worse by one point as does the condition of landscaping. The cleanliness and degree of fill of litter bins were both one point above the national average. As measured by the Local Environmental Quality Survey of England for four years, the cleanliness of Public Open Space has improved significantly.

12. **Inland Waterways**: this land use has only been separated from Public Open Space for two years and so it is too early to think in terms of trends. However, as for Public Open Space above, control of litter both on hard surfaces and landscaping is better than the national average. Detritus remains at the national average, but the control of weed growth stays at one point below, mostly due to encroachment onto towpaths from landscaping and the back line. The condition of steps (mainly at locks and canal sides) has improved by one point but it is still one Standard Quality Interval worse than the national average. The condition of landscaping is better than the national average by one point.

Trends by Region

The trends charts for each region are contained in **Appendix D**

1. **West Midlands**: in the report of the Local Environmental Quality Survey of England for 2001/2002, the West Midlands performed worse than the national average in all three cleansing elements, each by one point. After a sustained period of improvement, last year the West Midlands topped the regional rankings and outperformed the national average in all three cleansing elements, each by one point. Control of weed growth outperformed the national average last year by two Standard Quality Intervals and staining by one point. The incidence of litter on landscaping improved from one point below the national average in 2003/04 to one point above in 2004/05. Graffiti has remained at the national average of +8 Standard Quality Intervals but graffiti at bus stops at +7 Standard Quality Intervals outperformed the national average last year by three Standard Quality Intervals. Similarly staining at bus stops at +1 Standard Quality Interval outperformed the national average of -3 Standard Quality Intervals by three points.

2. **South West**: over the last three years, the South West outperformed the national average for litter by one point. Litter at bus stops at +3 Standard Quality Intervals is three points above the national average and litter on landscaping at +2 Standard Quality Intervals is one point above. The three environmental crime indicators have consistently achieved the maximum +8 Standard Quality Intervals and last year graffiti at bus stops also stood at the maximum +8 Standard Quality Intervals, four points above the national average. Bucking the national trend, the control of weed growth had remained static, but last year it improved by one point and is now only one point behind the national average.

3. **North East**: standards for litter and detritus have been the same as the national average for the last three years, but the management of leaf fall remains consistently better by one point. Litter on landscaping is one point below the national average whereas litter at bus stops is one point above. In 2003/04 control of weed growth lagged one point behind the national average but it improved last year to achieve the national average. The three environmental crime indicators have consistently achieved the maximum +8 Standard Quality Intervals and in 2004/05 graffiti at bus stops improved by two points so that it now stands at +6 Standard Quality Intervals, two points above the national average. The condition of paved areas and road markings were both one point lower than the national average but channel obstruction is one point better. Litter bins and the degree of fill are both one point below the national average.

4. **North West**: as with the West Midlands, litter has ranged from an initial one point below the national average in 2001/02 to achieve one point above the national average in 2004/05. Litter on landscaping improved by a consistent one point per year and has now achieved the national average. Litter at bus stops has also fallen for the last two years outperforming the national average by one point last year. Detritus in the North West remains at the national average but the management of leaf fall, for three years at the maximum +8 Standard Quality Intervals, fell last year by two points. The environmental crime indicators have consistently achieved the maximum +8 Standard Quality Intervals and last year saw graffiti at bus stops improve by two points so that it is now higher than the national average by two points.

5. **East of England**: after leading the regional rankings last year, the East of England has slipped to the midpoint. For each of the last three years control of litter outperformed the national average by one point and over the last four years litter on landscaping has outperformed the national average by one point. Detritus has consistently followed the national average but there has been a steady improvement in the management of leaf fall to achieve the maximum + 8 Standard Quality Intervals in 2004/05. Management of leaf fall started at one point below the national average of +7 Standard Quality Intervals in 2001/02 but has shown a steady improvement to achieve the maximum +8 Standard Quality Intervals last year. After two years improvement in the control of weed growth, this slipped by one point in 2004/05 and is now one point below the national average.
The environmental crime indicators have consistently achieved the maximum +8 Standard Quality Intervals but last year graffiti at bus stops declined by three points and now stands at one point below the national average. Although the standard for signage achieved the national average, the condition of road markings was one point lower. The condition and cleanliness of litter bins are both one point above the national average.

6. **South East**: in the report of the Local Environmental Quality Survey of England for 2001/2002, litter in the South East matched the national average, but for the last three years it has remained a consistent one point higher. For two years detritus mirrored the national average, but after a three points improvement in 2003/04, it has slipped back one point to -1 Standard Quality Interval, one point above the national average. Leaf fall, standing for two years at the national average, fell in 2003/04 by two points, but last year recovered the two points to return to the national average. The three environmental crime indicators have consistently achieved the maximum +8 Standard Quality Intervals and last year graffiti at bus stops outperformed the national average by two points. Channel obstruction is consistently worse than the national average, which probably reflects parking difficulties in this region.

7. **East Midlands**: this region closely resembles the All Areas Gauge Chart for 2004/05, with all the cleansing, cleansing related, bus stop and landscaping indicators exactly the same as the national average. Litter and leaf fall have both slipped by one point last year. The East Midlands has followed the national trend over four years in the sustained improvement in the control of weed growth. Channel obstruction at +5 Standard Quality Intervals has improved by one point above the national average whereas the condition of litter bins and degree of fill are both one point below the national average.

8. **Yorkshire and The Humber**: the standard for litter improved last year by one point to reach the national average, but detritus fell back by one point and at -4 Standard Quality Intervals, is now two points worse. This situation is mirrored in the control of weed growth which also declined by one point and so bucks the national trend for improvement in this indicator which, at +1 Standard Quality Interval, is also two points below the national average. This is a clear demonstration of the link between detritus and weed growth (see the report of the Local Environmental Quality Survey of England 2003/2004 page 23 for more information.) Litter on landscaping is one point lower than the national average, but litter at bus stops met the national average. The environmental crime indicators have consistently achieved the maximum +8 Standard Quality Intervals and graffiti at bus stops met the national average of +4 Standard Quality Intervals. Staining is worse than the national average by one point, as are the condition of posts and poles and the condition of road marking. The condition and cleanliness of litter bins are both two points below the national average and the degree of fill, which for three years was better than the national average by one point, has now fallen back to the national average.

9. **London**: remains at the foot of the rankings. In each of the three cleansing indicators London performed worse than the national average by one point and staining remains two points lower. Over the last three years London has shown limited improvement in litter and detritus and the management of leaf fall deteriorated by two points last year. On the positive side, control of weed growth remained one point better than the national average as did the condition of steps. Both the condition and cleanliness of litter bins improved last year, so London's bins now achieve the national average. In 2004/05 channel obstruction was three points worse than the national average. Graffiti at +5 Standard Quality Intervals is three points below the national average with graffiti at bus stops, at -1 Standard Quality Interval, significantly worse. Bus stops generally – their condition, litter, staining and graffiti are all worse than the national average. As London gears up to host the Olympic Games in 2012, considerable improvement in cleansing and cleansing related standards is required to make the region an acceptable showcase for the country.

Trends in Pedestrian/Motorist Litter, Food on the Go and Dog Fouling

The relevant charts are contained in **Appendix F**

The Survey shows that since the Local Environmental Quality Survey of England began, the four principal components of litter deposited by pedestrians and motorists have remained consistent.

Smokers materials were found on 79% of all survey sites in both 2003/04 and 2004/05, a significant increase over the previous two years (63% and 60%). Confectionery packaging appeared on 67% of sites in 2004/05, one per cent higher than in the previous year, but also significantly higher than the 47% in 2001/02 and 52% in 2002/03. The pattern for drinks related litter (both alcoholic and soft) is similar, with a steady increase of 28%, 39%, 62% and 65%. Snack packaging has now steadied at 26% following a rise from 9% in 2001/02 to 29% in 2003/04.

Other trends over the last four years - there has been a significant increase in the incidence of fast food related litter - from 4% in 2001/02 to 22% in 2004/05.

'Food on the Go' is the combination of confectionery, snack packaging, drinks related litter and discarded food and drink - items associated with a lifestyle of eating and drinking while on the move. This has shown a steady increase over the last four years with confectionery and drinks related litter now present on the majority of survey sites (67% and 65% respectively), although a slight drop in snack packaging was recorded.

The benchmark in the Local Environmental Quality Survey of England 2001/2002 showed that dog fouling was present on 10% of survey sites. Following the ENCAMS campaign in 2002, dog fouling was reduced to 8% in 2002/03, it slipped back to 9% in 2003/04, but declined to its lowest level of 6% last year.

APPENDIX A

Scope, Methods and Terms Used for the Annual LEQSE

SURVEY CONTENT

The environmental aspects that contribute to local environmental quality, covered in the survey, are as follows:

a. **Cleanliness**
Litter, detritus and recent leaf and blossom fall.

b. **Cleansing-Related Issues**
Weed growth and staining.

c. **Environmental Crime and Fear of Crime**
Fly-tipping, flyposting and graffiti.

d. **Highway Infrastructure**
Obstruction of paved areas and road channels.
Physical condition of paved areas, road channels, carriageways, steps and ramps.

e. **Traffic Flows**
Pedestrian and vehicular.

f. **Street Furniture**
Highway posts and lampposts.
Public signs.
Other street furniture (seats and benches, railings, bollards etc.).
Visual appearance of adjoining buildings and boundary structures.

g. **Litter Bins**
Cleanliness, condition and degree to which bins are filled.

h. **Wastes Placed Out**
Domestic refuse and commercial wastes.

i. **Landscaping**
Litter, and standard of horticultural maintenance.

j. **Bus/Tram Shelters and Bus Stops**
Litter, condition, staining/grime, graffiti and flyposting.

In addition to the environmental elements that comprise an area, a detailed examination of ENCAMS existing survey databases suggested that local environmental quality is also determined by the land uses that predominate in an area. Twelve types of land use were identified for inclusion in the 2003/04 survey:

a. **Primary Retail and Commercial Areas**

b. **Secondary Retail and Commercial Areas**

c. **Transport Facilities (Railway and Bus Stations)**

d. **High Density Housing Areas**

e. **Low Density Social Housing Areas**

f. **Low Density Private Housing Areas**

g. **Industrial and Warehousing Areas and Retail Sheds**

h. **Main Roads**

i. **Rural Roads**

j. **Other Highways** (formal and informal lay-bys, and rights of way)

k. **Public Open Spaces** (parks and other green spaces)

l. **Watersides** (publicly accessible canal, river, lake, pond and estuary sides)

In addition to accounting for the differing development patterns in housing areas, the survey was also carefully structured to reflect the social and economic ranges that are present. The definitions of each land use used in the survey are set out in Appendix B of this report. Two major land uses have been excluded from the survey, because of resource constraints and for practical reasons of access and safety:

a. **Motorways and Trunk Roads** (including slip roads and interchanges)

b. **Railway Line Sides**

Consequently, some locations that can play a significant role in forming people's opinion of an area are excluded from the current survey. However, the scope and definitions of land uses will be reassessed periodically in the light of experience, changing development patterns and available resources.

SURVEY METHODOLOGY

Each aspect of the local environment included in this study has been assessed as either, 'Good', 'Satisfactory', 'Unsatisfactory' or 'Poor' overall. The criteria on which these judgements have been based are set out below:

a. **'Good'** – of an exceptionally high standard that is unlikely to be maintained in all places, at all times, but should be aimed to be achieved after an area has been serviced or a physical element has been replaced or refurbished.

b. **'Satisfactory'** – the site being surveyed will not be free of the environmental issue that is being reported on – for example, there may be some litter or graffiti present. However, the extent to which it is present is unlikely to be noticed by most people walking or travelling through the survey site, or be regarded as having a significant adverse effect on the quality of the local environment. The aim of management should be that no element in the environment should fall below the lower end of the 'Satisfactory' scale before the next service intervention takes place.

c. **'Unsatisfactory'** – the environmental element in question is present to such a degree that many people will notice it, and some may regard it as worthy of criticism. However, many 'Unsatisfactory' situations are capable of remedy and improvement to a 'Satisfactory' or better standard within current policy and resource frameworks through focused management action.

d. **'Poor'** – the environmental element in question is present to such a degree that few people would fail to notice it, and most people would regard it as a matter for criticism. A 'Poor' assessment is normally a reflection of one or more of the following: a significant mismatch between maintenance requirements and policy and strategic frameworks; the impacts of external factors (for example, very high levels of physical obstruction, or of pedestrian traffic); a lack of co-ordination between responsible agencies; or a fundamental breakdown in service management. For each environmental element, these four broad categories have been divided into four sub-categories using Standard Quality Intervals.

The aim is to show detailed variations in overall environmental quality, and how close the standard of each element is to rising (or falling) to the next category.

SURVEY DESIGN

The Local Environmental Quality Survey of England has been developed with advice from the Audit Commission, the Best Value Inspection Service, the Local Government Association, the Improvement and Development Agency (IDeA), Office of National Statistics (ONS), the Neighbourhood Renewal Unit, and Defra/ODPM (previously DETR and DTLR). The survey is based on a sample of 54 local authority districts, with one-third being replaced each year. There is an average of six districts per region (defined by Regional Development Agency boundaries) with a minimum of five and a maximum of seven, depending on the total number of districts in a region. At the national level, authorities have been selected to form a representative sample. Similarly, at regional level, samples aim to reflect the social, economic and physical environmental characteristics of each Regional Development Agency area. In selecting sample districts, the ODPM Indices of Deprivation (average ward scores) and the ONS Classification of Local Authorities (based on the 1991 census) have been used. The selection basis will be updated to use the 2001 census information when the relevant data sets become available.

Up to 240 standard sample sites are drawn from each district. Within each district, survey sites have been taken from sample wards that are selected at intervals across the range of deprivation present within the district. Local Development Plans and detailed maps are used to help identify main land use classes. Survey sites have been concentrated, as far as possible, within the sample wards to maximise surveying efficiency, while ensuring that they are representative of the range of physical conditions within the ward. Surveyors have discretion to go outside sample wards to meet the target for each land use class, but only if necessary. Surveyors, employed by ENCAMS, are carefully selected and trained, and subjected to continuous quality control procedures.

PRESENTATION OF SURVEY RESULTS

The Local Environmental Quality Survey of England results have been presented in this report at three levels:

Overall Service Quality

Overall service standards have been presented in graphic form, in four broad colour-coded quality categories of ‘Good’ (dark green), ‘Satisfactory’ (light green), ‘Unsatisfactory’ (yellow) and ‘Poor’ (red), for each of the 12 Standard Land Use Classes, and each of the nine English regions.

Variations in Service Quality

Detailed variations in service standards have also been presented in graphic form (using the same colour coding) for each Standard Land Use Class at a national level and at an overall level for each English region. In this second set of graphs, each of the four broad quality categories of ‘Good’, ‘Satisfactory’, ‘Unsatisfactory’ and ‘Poor’ has been subdivided so as to show more precisely the standard that has been achieved for each environmental element. Importantly, these graphs show clearly how close a particular standard is to rising (or falling) from one quality category to another. ENCAMS practical experience has shown that even an observant person will only notice that a difference in environmental standard has taken place after a minimum interval in standard has occurred. Each subdivision on this second type of graph represents such an interval, and is termed an ‘SQI’ (a Standard Quality Interval) in the text of the report. There are four SQIs in each of the four quality categories. The maximum range in the ‘Satisfactory’ and ‘Good’ categories is from +1 SQI to +8 SQI. Similarly, the maximum range in the ‘Unsatisfactory’ and ‘Poor’ categories is from -1 SQI to -8 SQI.

Sources and Causes of Service Standards

The Local Environmental Quality Survey England also uses a method – called the Proportionate Contribution Protocol – to assess the sources/causes of various local environmental quality problems, and the size of contribution made by each source/cause to the problem in question. This information is vital if managers are to move from a 'palliative cleansing service' – one that simply clears up problems – to a 'systematically managed service', which is one that seeks also to remove or reduce the sources and causes of problems.

Reliability of Survey Results

Elements such as bus shelters and the condition of steps were surveyed only where they occurred on the sample transects. Sometimes the numbers of sites on which the sample is based is relatively low. In some cases no instances were found in some types of land use (eg there were no public toilets recorded in housing or industrial areas, or on main roads, rural roads, other highways or other sites). Where there were no observations, this is indicated by blank spaces in the graphs. Where the number of observations was not felt to be sufficient to draw a firm conclusion, but only to give an indication of the position, this is stated in the text of the report.

DEFINITION OF TERMS USED IN THE REPORT

Standard Quality Interval (SQI) – an interval (measured in terms of quality, rather than time) over which an observant person can reliably detect that a difference in the standard of an aspect of the visible environment has occurred.

Transect/Survey Site – a 50 metre length of road, or a site of similar dimensions within a car park, or within a recreation area, to which the public has access.

Litter – this comprises mainly synthetic materials (such as those related to smoking, consuming food, confectionery or beverages) that are improperly discarded by members of the public whilst sitting, walking or travelling through an area. However, it also includes discrete escapes of material from domestic and commercial waste systems and some organic materials, of which animal faeces was the most important element as far as this study was concerned (see also paragraph e below).

Detritus – comprises sand, dust, grit, decayed leaf and vegetable residues, fragments of plastic, glass and other synthetic materials that have been broken down in a variety of ways.

Flyposting – any printed material and associated remains informally or illegally fixed to any structure. It excludes approved and managed advertising hoardings and flyposting sites, and other valid, legally placed signs and notices. It includes any size of material from small stickers up to large posters – often advertising popular music recordings, concerts and other events.

Graffiti – any informal or illegal marks, drawings or paintings that have been deliberately made by a person or persons on any physical element comprising the outdoor environment, usually with a view to communicating some message or symbol etc to others. Graffiti is contentious if it contains obscene language, sexual content, or is intended to incite racial, political or religious hatred.

Fly-tipping – materials abandoned in unapproved locations in significant quantities. The sources may vary – for example, domestic refuse, bulky household goods, commercial or construction wastes.

Litter Bins – smaller bins (normally 25 – 150 litre capacity) designed to contain litter deposited in them by the general public.

Overflowing Litter Bins – litter bins that are either completely filled to the lip with litter or other solid wastes, or are overfilled, causing materials to escape from the bin.

SOURCES OF SOLID WASTES

The types of solid wastes (including litter) encountered during the survey have been characterised and analysed according to eight standard sources. The sources are defined as follows:

a. **General Litter** – the most common type of litter, mainly deposited by people walking or travelling through public spaces. The materials involved are frequently those that are associated with eating, drinking and smoking.

b. **Domestic Refuse** – items normally found in domestic waste containers.

c. **Commercial Wastes** – materials discarded as waste by all types of businesses, such as retail, catering, commercial, industrial and transport enterprises. Some premises, such as restaurants and hotels, can discard wastes that are similar in type to domestic refuse but are treated differently because of their source and the larger quantities that are normally involved.

d. **Construction Wastes** – materials associated with building and civil engineering projects, and works commissioned by utilities companies.

e. **Animal and Other Faeces** – this included all faecal deposits in public areas, with the exception of human faeces and occurrences of animal faeces that appeared to be associated with veterinary sources.

f. **Clinical Wastes** – a broad, precautionary definition of clinical waste was applied, covering human faeces and all materials which have, or which could have, come into contact with human or animal body fluids; are associated with medical, dental, pharmaceutical or veterinary activities; or materials of similar kinds which may have emanated from domestic or other residential properties. It included discarded nappies and other sanitary products, condoms, and needles and other materials used by drug/solvent abusers.

g. **Putrescible Materials** – included larger animal and bird carcasses and all food wastes found deposited in significant quantities. Small deposits of foodstuffs were included in the 'discarded food and drink' category, and small dead birds and rodents were recorded under 'Other Wastes Occurring as Litter'.

h. **Other Wastes Occurring as Litter** – any other materials that were either peculiar to the location or which could not be allocated accurately to the preceding categories.

APPENDIX B

Land Use Definitions and Gauge Charts

There can be wide variations in characteristics between local authorities – from Inner London, to rural areas. In order to provide benchmarks that all authorities can use for comparison, the Local Environmental Quality Survey of England uses a series of Standard Land Use Classes. These Standard Land Use Classes are related to the Category Zones set out in the Code of Practice on Litter and Refuse (COPL&R), but with some amendments that are based on ENCAMS experience gained from its applied research work for a wide range of local authorities. The following definitions are used to determine the 12 standard Local Environmental Quality Survey of England land use categories.

Primary Retail and Commercial Areas covers town and city centres, as defined in Area Wide Development Plans. Urban tourist 'hotspots' – for example, Durham Cathedral Close – are also included in this category, which normally contain a choice of outlets in many retail and commercial sectors (including national and international brand names), and in terms of the range of public facilities.

Secondary Retail and Commercial Areas covers areas outside town centres, but excludes 'retail shed' developments. Secondary Retail and Commercial Areas have a minimum frontage of 50 metres and include a range of retail and commercial facilities that meet people's routine needs provided mainly by individual businesses, regional chains and occasional national brand names.

Public Transport Infrastructure includes main and other railway stations and bus stations (if applicable). A number of locations are surveyed at each station, to reflect the typical sequence that would be observed by passengers passing through the facilities, from the forecourt to the platform etc.

Higher Density Housing/Mixed Areas includes varying types, for example:

a. terraced housing in inner areas of towns and cities;

b. terraced housing in industrial and post-industrial villages;

c. short terraces, flats and maisonettes with only limited off-street parking.

Such housing areas sometimes include small, individual retail, office, manufacturing, workshop and industry premises. There may be some areas of housing where there is a mixture of on-street and off-street parking. Individual transects are assigned to this category if the proportion of dwellings with off-street parking facilities in terraced areas is 50% or less. Otherwise, they are assigned to one of the two lower density housing categories, as appropriate. 'Off-street parking' may include specially formed parking bays, or areas of hard standing on grassed areas, or within some curtilages.

Lower Density Social Housing Areas includes areas where more than 50% of the properties are provided with off-street garaging/parking, including higher-rise developments with relatively large areas of open space and off-street parking for residents.

Lower Density Private Housing Areas includes:

a. low density private housing within urban areas;

b. low density private housing in rural villages, including commuter villages.

Industry/Warehousing/Retail Sheds includes:

a. low density industrial/warehousing developments;

b. out-of-town non-food retailing;

c. out-of-town food retailing (superstores);

d. science parks containing offices, laboratories and manufacturing processes; to which free public access is permitted.

Main Roads includes stretches of 'A' road in both urban areas and rural areas, except where the roads run through larger settlements in rural areas, and where they run through Primary and Secondary Retail and Commercial Areas and High Density Housing locations within urban areas. The exceptions are High Density Housing Areas where selective demolition has taken place in order to create a wider, often landscaped, main road corridor, and all 'Red Routes' in London. This class can also (if necessary to meet target numbers of transects) include 'B' roads in rural areas where the speed limit is greater than 30mph and where no development abuts directly onto the road.

Rural Roads – comprises highways located outside built-up areas, but excluding 'A' roads. Survey sites are selected in safe locations where there are footways or wide, easily walked verges.

Other Highways includes:

a. formal and informal lay-bys;

b. the first 50 metres of 'BOATS', 'RUPPS'* and bridleways leading from metalled public highways;

c. redundant highway infrastructure still accessible to the public, and stub roads;

d. narrow roads and back alleys within housing areas;

e. dedicated cycleways within both rural and urban areas that are separated from other land use classes and highways trafficked by vehicles.

* 'BOATS' are 'Byways Open to All Traffic';
'RUPPS' are 'Roads Used as Public Paths'.

Public Open Spaces – includes parks and open spaces, country parks, picnic sites and deconsecrated cemeteries above 1,250m^2 in size located on sites that are demarcated from adjacent land uses. Also included are officially named and signed cycle routes and footpaths, including official long-distance trails and local networks.

Watersides – includes all publicly accessible areas adjacent to ponds, lakes, reservoirs, canals, rivers, and estuaries but excludes coastal areas. To be included, watersides must be of sufficient size to have a side with a minimum continuous public access of 50 metres.

APPENDIX C
Local Environmental Quality Standards by Landuse

Gauge Chart for Environmental Indices
Primary Retail/Commercial

	Cleansing Standards
	Litter
	Detritus
	Leaf Fall
	Cleansing Related
	Weed Growth
	Staining
	Fly-tipping
	Flyposting
	Graffiti
	Highway Infrastructure
	Paved Areas Obstruction
	Channel Obstruction
	Paved Areas Condition
	Channel Condition
	Carriageway Condition
	Steps Condition
	Road Marking Condition
	Vehicle Flows
	Pedestrian Flows
	Street Furniture
	Posts and Poles
	Public Signs
	Other Street Furniture
	Buildings/Boundary Structures
	Litter Bins
	Cleanliness
	Condition
	Degree of Fill
	Bus Stops etc.
	Litter
	Condition
	Staining
	Flyposting
	Graffiti
	Landscaping
	Litter
	Maintenance

Key

Good

Satisfactory

Unsatisfactory

Poor

Trends Chart Years 1 to 4
Primary Retail/Commercial

Cleansing Standards	Year 1 2001/02	Year 2 2002/03	Year 3 2003/04	Year 4 2004/05
Litter	-2	-2	-1	-1
Detritus	1	1	3	1
Leaf Fall	8	8	8	8
Cleansing Related				
Weed Growth	4	5	7	6
Staining	-5	-4	-4	-3
Fly-tipping	8	8	8	8
Flyposting	4	5	6	7
Graffiti	5	6	7	8
Highway Infrastructure				
Paved Areas Obstruction	-6	-5	-4	-4
Channel Obstruction	1	1	4	5
Paved Areas Condition	-3	-3	-2	-2
Channel Condition	-3	-3	-3	-2
Carriageway Condition	-3	-3	-2	-2
Steps Condition	n/a	n/a	n/a	-3
Road Marking Condition	n/a	n/a	n/a	-2
Vehicle Flows	n/a	2	2	2
Pedestrian Flows	n/a	-3	-2	1
Street Furniture				
Posts and Poles	-1	-1	-1	-1
Public Signs	-1	-1	-1	-1
Other Street Furniture	-1	-1	-1	-1
Buildings/Boundary Structures	-1	-1	-1	-1
Litter Bins				
Cleanliness	-2	-2	-2	-2
Condition	-1	-1	-1	-1
Degree of Fill	8	8	8	7
Bus Stops etc.				
Litter	-4	-3	-2	-1
Condition	-1	-1	1	-1
Staining	-5	-4	-4	-4
Flyposting	n/a	n/a	6	8
Graffiti	4	2	5	6
Landscaping				
Litter	-1	1	1	-1
Maintenance	-1	1	-1	-2

Gauge Chart of Environmental Indices
Secondary Retail/Commercial

	Cleansing Standards
	Litter
	Detritus
	Leaf Fall
	Cleansing Related
	Weed Growth
	Staining
	Fly-tipping
	Flyposting
	Graffiti
	Highway Infrastructure
	Paved Areas Obstruction
	Channel Obstruction
	Paved Areas Condition
	Channel Condition
	Carriageway Condition
	Steps Condition
	Road Marking Condition
	Vehicle Flows
	Pedestrian Flows
	Street Furniture
	Posts and Poles
	Public Signs
	Other Street Furniture
	Buildings/Boundary Structures
	Litter Bins
	Cleanliness
	Condition
	Degree of Fill
	Bus Stops etc.
	Litter
	Condition
	Staining
	Flyposting
	Graffiti
	Landscaping
	Litter
	Maintenance

Key

- Good
- Satisfactory
- Unsatisfactory
- Poor

Trends Chart Years 1 to 4
Secondary Retail/Commercial

Cleansing Standards	Year 1 2001/02	Year 2 2002/03	Year 3 2003/04	Year 4 2004/05
Litter	-2	-3	-2	-1
Detritus	-2	-2	-1	-1
Leaf Fall	8	8	8	7
Cleansing Related				
Weed Growth	3	3	4	4
Staining	-4	-4	-4	-3
Fly-tipping	8	8	8	8
Flyposting	8	8	8	8
Graffiti	5	5	7	7
Highway Infrastructure				
Paved Areas Obstruction	-5	-5	-4	-4
Channel Obstruction	1	1	1	2
Paved Areas Condition	-3	-3	-2	-2
Channel Condition	-3	-3	-2	-2
Carriageway Condition	-2	-2	-2	-2
Steps Condition	n/a	n/a	-2	-5
Road Marking Condition	n/a	n/a	n/a	-3
Vehicle Flows	n/a	-1	2	2
Pedestrian Flows	n/a	2	3	5
Street Furniture				
Posts and Poles	-1	-1	-2	-1
Public Signs	-2	-2	-2	-1
Other Street Furniture	-2	-2	-2	-2
Buildings/Boundary Structures	-2	-2	-2	-2
Litter Bins				
Cleanliness	-2	-2	-2	-2
Condition	-2	-2	-2	-2
Degree of Fill	-7	7	6	7
Bus Stops etc.				
Litter	-2	-2	-1	-1
Condition	-2	-2	-2	-2
Staining	-4	-4	-3	-6
Flyposting	n/a	n/a	8	8
Graffiti	2	2	3	1
Landscaping				
Litter	-3	-3	1	1
Maintenance	-3	-3	-2	-2

Gauge Chart of Environmental Indices
Public Transport Infrastructure

	Cleansing Standards
	Litter
	Detritus
	Leaf Fall
	Cleansing Related
	Weed Growth
	Staining
	Fly-tipping
	Flyposting
	Graffiti
	Highway Infrastructure
	Paved Areas Obstruction
	Channel Obstruction
	Paved Areas Condition
	Channel Condition
	Carriageway Condition
	Steps Condition
	Road Marking Condition
	Vehicle Flows
	Pedestrian Flows
	Street Furniture
	Posts and Poles
	Public Signs
	Other Street Furniture
	Buildings/Boundary Structures
	Litter Bins
	Cleanliness
	Condition
	Degree of Fill
	Bus Stops etc.
	Litter
	Condition
	Staining
	Flyposting
	Graffiti
	Landscaping
	Litter
	Maintenance

Key

- Good
- Satisfactory
- Unsatisfactory
- Poor

Trends Chart Years 1 to 4
Public Transport Infrastructure

Cleansing Standards	Year 1 2001/02	Year 2 2002/03	Year 3 2003/04	Year 4 2004/05
Litter	-1	-1	1	1
Detritus	-1	1	2	1
Leaf Fall	8	8	8	8
Cleansing Related				
Weed Growth	5	6	7	5
Staining	-5	-4	-2	-2
Fly-tipping	8	8	8	8
Flyposting	8	8	8	8
Graffiti	5	6	7	8
Highway Infrastructure				
Paved Areas Obstruction	-5	-6	-6	-7
Channel Obstruction	1	-2	-2	2
Paved Areas Condition	-1	-1	-1	-1
Channel Condition	-2	-2	-1	-1
Carriageway Condition	-2	-2	-2	-2
Steps Condition	n/a	n/a	-2	-2
Road Marking Condition	n/a	n/a	n/a	-2
Vehicle Flows	n/a	7	7	6
Pedestrian Flows	n/a	5	5	6
Street Furniture				
Posts and Poles	-1	-1	-1	-1
Public Signs	-1	-1	-1	1
Other Street Furniture	-1	-2	-2	-1
Buildings/Boundary Structures	-2	-2	-2	-1
Litter Bins				
Cleanliness	-2	-2	-2	-1
Condition	-2	-1	-1	-1
Degree of Fill	6	7	8	7
Bus Stops etc.				
Litter	n/a	n/a	1	1
Condition	n/a	n/a	1	1
Staining	n/a	n/a	-4	-4
Flyposting	n/a	n/a	8	8
Graffiti	n/a	n/a	3	5
Landscaping				
Litter	-2	-2	-1	-1
Maintenance	-3	-3	-2	-2

Gauge Chart of Environmental Indices
High Density Housing

	Cleansing Standards	
	Litter	
	Detritus	
	Leaf Fall	
	Cleansing Related	
	Weed Growth	
	Staining	
	Fly-tipping	
	Flyposting	
	Graffiti	
	Highway Infrastructure	
	Paved Areas Obstruction	
	Channel Obstruction	
	Paved Areas Condition	
	Channel Condition	
	Carriageway Condition	
	Steps Condition	
	Road Marking Condition	
	Vehicle Flows	
	Pedestrian Flows	
	Street Furniture	
	Posts and Poles	
	Public Signs	
	Other Street Furniture	
	Buildings/Boundary Structures	
	Litter Bins	
	Cleanliness	
	Condition	
	Degree of Fill	
	Bus Stops etc.	
	Litter	
	Condition	
	Staining	
	Flyposting	
	Graffiti	
	Landscaping	
	Litter	
	Maintenance	

Key

Good

Satisfactory

Unsatisfactory

Poor

Trends Chart Years 1 to 4
High Density Housing

Cleansing Standards	Year 1 2001/02	Year 2 2002/03	Year 3 2003/04	Year 4 2004/05
Litter	-1	-2	-1	-1
Detritus	-4	-4	-3	-3
Leaf Fall	7	7	7	7
Cleansing Related				
Weed Growth	-1	-1	1	2
Staining	-2	-2	-1	-1
Fly-tipping	8	8	8	8
Flyposting	8	8	8	8
Graffiti	8	8	8	8
Highway Infrastructure				
Paved Areas Obstruction	-4	-4	-3	-3
Channel Obstruction	-2	-2	-2	-2
Paved Areas Condition	-3	-3	-3	-2
Channel Condition	-3	-3	-2	-2
Carriageway Condition	-2	-2	-3	-2
Steps Condition	n/a	n/a	n/a	n/a
Road Marking Condition	n/a	n/a	n/a	-2
Vehicle Flows	n/a	4	6	6
Pedestrian Flows	n/a	7	8	7
Street Furniture				
Posts and Poles	-1	-1	-1	-1
Public Signs	-2	-2	-2	-1
Other Street Furniture	-2	-2	-2	-2
Buildings/Boundary Structures	-1	-1	-1	-1
Litter Bins				
Cleanliness	-1	-2	-2	-2
Condition	-1	-1	-2	-2
Degree of Fill	5	7	4	8
Bus Stops etc.				
Litter	n/a	n/a	n/a	n/a
Condition	n/a	n/a	n/a	n/a
Staining	n/a	n/a	n/a	n/a
Flyposting	n/a	n/a	n/a	n/a
Graffiti	n/a	n/a	n/a	n/a
Landscaping				
Litter	-2	-1	1	1
Maintenance	-3	-2	-2	-2

Gauge Chart of Environmental Indices
Low Density Social Housing

	Cleansing Standards
	Litter
	Detritus
	Leaf Fall
	Cleansing Related
	Weed Growth
	Staining
	Fly-tipping
	Flyposting
	Graffiti
	Highway Infrastructure
	Paved Areas Obstruction
	Channel Obstruction
	Paved Areas Condition
	Channel Condition
	Carriageway Condition
	Steps Condition
	Road Marking Condition
	Vehicle Flows
	Pedestrian Flows
	Street Furniture
	Posts and Poles
	Public Signs
	Other Street Furniture
	Buildings/Boundary Structures
	Litter Bins
	Cleanliness
	Condition
	Degree of Fill
	Bus Stops etc.
	Litter
	Condition
	Staining
	Flyposting
	Graffiti
	Landscaping
	Litter
	Maintenance

Trends Chart Years 1 to 4
Low Density Social Housing

Cleansing Standards	Year 1 2001/02	Year 2 2002/03	Year 3 2003/04	Year 4 2004/05
Litter	-1	-2	-1	-1
Detritus	-3	-3	-3	-3
Leaf Fall	7	7	7	7
Cleansing Related				
Weed Growth	-2	-1	-1	1
Staining	-2	-2	-2	-1
Fly-tipping	8	8	8	8
Flyposting	8	8	8	8
Graffiti	8	8	8	8
Highway Infrastructure				
Paved Areas Obstruction	-4	-5	-5	-5
Channel Obstruction	3	3	4	4
Paved Areas Condition	-3	-3	-3	-3
Channel Condition	-4	-3	-2	-2
Carriageway Condition	-3	-3	-3	-2
Steps Condition	n/a	n/a	n/a	n/a
Road Marking Condition	n/a	n/a	n/a	-2
Vehicle Flows	n/a	7	7	7
Pedestrian Flows	n/a	8	8	8
Street Furniture				
Posts and Poles	-1	-1	-1	-1
Public Signs	-2	-2	-2	-2
Other Street Furniture	-1	-2	-1	-2
Buildings/Boundary Structures	-1	-1	-2	-1
Litter Bins				
Cleanliness	-2	-2	n/a	-1
Condition	-2	-1	n/a	-2
Degree of Fill	6	8	n/a	8
Bus Stops etc.				
Litter	n/a	n/a	n/a	n/a
Condition	n/a	n/a	n/a	n/a
Staining	n/a	n/a	n/a	n/a
Flyposting	n/a	n/a	n/a	n/a
Graffiti	n/a	n/a	n/a	n/a
Landscaping				
Litter	-1	-1	1	1
Maintenance	-3	-3	-2	-2

Gauge Chart of Environmental Indices
Low Density Private Housing

	Cleansing Standards	
	Litter	
	Detritus	
	Leaf Fall	
	Cleansing Related	
	Weed Growth	
	Staining	
	Fly-tipping	
	Flyposting	
	Graffiti	
	Highway Infrastructure	
	Paved Areas Obstruction	
	Channel Obstruction	
	Paved Areas Condition	
	Channel Condition	
	Carriageway Condition	
	Steps Condition	
	Road Marking Condition	
	Vehicle Flows	
	Pedestrian Flows	
	Street Furniture	
	Posts and Poles	
	Public Signs	
	Other Street Furniture	
	Buildings/Boundary Structures	
	Litter Bins	
	Cleanliness	
	Condition	
	Degree of Fill	
	Bus Stops etc.	
	Litter	
	Condition	
	Staining	
	Flyposting	
	Graffiti	
	Landscaping	
	Litter	
	Maintenance	

Key

Good

Satisfactory

Unsatisfactory

Poor

Trends Chart Years 1 to 4
Low Density Private Housing

Cleansing Standards	Year 1 2001/02	Year 2 2002/03	Year 3 2003/04	Year 4 2004/05
Litter	1	2	2	1
Detritus	-3	-3	-2	-2
Leaf Fall	6	6	6	6
Cleansing Related				
Weed Growth	1	1	2	2
Staining	1	1	1	1
Fly-tipping	8	8	8	8
Flyposting	8	8	8	8
Graffiti	8	8	8	8
Highway Infrastructure				
Paved Areas Obstruction	-5	-5	-5	-4
Channel Obstruction	5	6	6	5
Paved Areas Condition	-2	-2	-2	-2
Channel Condition	-3	-3	-2	-2
Carriageway Condition	-2	-2	-2	-2
Steps Condition	n/a	n/a	n/a	n/a
Road Marking Condition	n/a	n/a	n/a	-2
Vehicle Flows	n/a	7	7	7
Pedestrian Flows	n/a	8	8	8
Street Furniture				
Posts and Poles	-1	-1	-1	-1
Public Signs	-1	-1	-1	-1
Other Street Furniture	-1	-1	-2	-1
Buildings/Boundary Structures	1	1	n/a	-1
Litter Bins				
Cleanliness	n/a	n/a	n/a	-1
Condition	n/a	n/a	n/a	-1
Degree of Fill	n/a	n/a	n/a	6
Bus Stops etc.				
Litter	n/a	n/a	n/a	n/a
Condition	n/a	n/a	n/a	n/a
Staining	n/a	n/a	n/a	n/a
Flyposting	n/a	n/a	n/a	n/a
Graffiti	n/a	n/a	n/a	n/a
Landscaping				
Litter	1	2	3	2
Maintenance	-2	-2	-1	-2

Gauge Chart of Environmental Indices
Industry/Warehousing and Retail Sheds

	Cleansing Standards	
	Litter	
	Detritus	
	Leaf Fall	
	Cleansing Related	
	Weed Growth	
	Staining	
	Fly-tipping	
	Flyposting	
	Graffiti	
	Highway Infrastructure	
	Paved Areas Obstruction	
	Channel Obstruction	
	Paved Areas Condition	
	Channel Condition	
	Carriageway Condition	
	Steps Condition	
	Road Marking Condition	
	Vehicle Flows	
	Pedestrian Flows	
	Street Furniture	
	Posts and Poles	
	Public Signs	
	Other Street Furniture	
	Buildings/Boundary Structures	
	Litter Bins	
	Cleanliness	
	Condition	
	Degree of Fill	
	Bus Stops etc.	
	Litter	
	Condition	
	Staining	
	Flyposting	
	Graffiti	
	Landscaping	
	Litter	
	Maintenance	

Key

- Good
- Satisfactory
- Unsatisfactory
- Poor

Trends Chart Years 1 to 4
Industry/Warehousing and Retail Sheds

Cleansing Standards	Year 1 2001/02	Year 2 2002/03	Year 3 2003/04	Year 4 2004/05
Litter	-3	-3	-2	-1
Detritus	-5	-4	-3	-3
Leaf Fall	8	8	8	8
Cleansing Related				
Weed Growth	-1	1	2	2
Staining	-2	-2	-1	-1
Fly-tipping	8	8	8	8
Flyposting	8	8	8	8
Graffiti	8	8	8	8
Highway Infrastructure				
Paved Areas Obstruction	-6	-6	-6	-6
Channel Obstruction	3	4	5	4
Paved Areas Condition	-3	-3	-3	-2
Channel Condition	-2	-2	-2	-2
Carriageway Condition	-2	-2	-2	-2
Steps Condition	n/a	n/a	n/a	n/a
Road Marking Condition	n/a	n/a	n/a	-3
Vehicle Flows	n/a	3	4	4
Pedestrian Flows	n/a	8	8	8
Street Furniture				
Posts and Poles	-1	-1	-1	-1
Public Signs	-1	-1	-1	-1
Other Street Furniture	-2	-1	-2	-1
Buildings/Boundary Structures	-2	-2	-1	-1
Litter Bins				
Cleanliness	-2	-1	-2	-2
Condition	-1	-1	-1	-2
Degree of Fill	7	7	6	7
Bus Stops etc.				
Litter	n/a	n/a	n/a	n/a
Condition	n/a	n/a	n/a	n/a
Staining	n/a	n/a	n/a	n/a
Flyposting	n/a	n/a	n/a	n/a
Graffiti	n/a	n/a	n/a	n/a
Landscaping				
Litter	-3	-3	-2	-1
Maintenance	-4	-3	-2	-2

Gauge Chart of Environmental Indices
Main Roads

	Cleansing Standards	
	Litter	
	Detritus	
	Leaf Fall	
	Cleansing Related	
	Weed Growth	
	Staining	
	Fly-tipping	
	Flyposting	
	Graffiti	
	Highway Infrastructure	
	Paved Areas Obstruction	
	Channel Obstruction	
	Paved Areas Condition	
	Channel Condition	
	Carriageway Condition	
	Steps Condition	
	Road Marking Condition	
	Vehicle Flows	
	Pedestrian Flows	
	Street Furniture	
	Posts and Poles	
	Public Signs	
	Other Street Furniture	
	Buildings/Boundary Structures	
	Litter Bins	
	Cleanliness	
	Condition	
	Degree of Fill	
	Bus Stops etc.	
	Litter	
	Condition	
	Staining	
	Flyposting	
	Graffiti	
	Landscaping	
	Litter	
	Maintenance	

Key

- Good
- Satisfactory
- Unsatisfactory
- Poor

Trends Chart Years 1 to 4
Main Roads

Cleansing Standards	Year 1 2001/02	Year 2 2002/03	Year 3 2003/04	Year 4 2004/05
Litter	-2	-2	-1	-1
Detritus	-4	-3	-3	-3
Leaf Fall	7	7	6	7
Cleansing Related				
Weed Growth	-1	1	2	3
Staining	2	2	1	1
Fly-tipping	8	8	8	8
Flyposting	8	8	8	8
Graffiti	8	8	8	8
Highway Infrastructure				
Paved Areas Obstruction	-6	-5	-5	-5
Channel Obstruction	8	8	8	8
Paved Areas Condition	-2	-2	-2	-2
Channel Condition	-1	-1	-1	-1
Carriageway Condition	-1	-1	-1	-1
Steps Condition	n/a	n/a	n/a	n/a
Road Marking Condition	n/a	n/a	n/a	-2
Vehicle Flows	n/a	-5	-3	-1
Pedestrian Flows	n/a	8	8	8
Street Furniture				
Posts and Poles	-1	-1	-1	-1
Public Signs	-1	-1	-2	-1
Other Street Furniture	-2	-2	-2	-2
Buildings/Boundary Structures	-1	-1	-1	-1
Litter Bins				
Cleanliness	n/a	n/a	-3	-2
Condition	n/a	n/a	-1	-2
Degree of Fill	n/a	n/a	8	6
Bus Stops etc.				
Litter	n/a	n/a	1	-1
Condition	n/a	n/a	-1	-1
Staining	n/a	n/a	-1	-4
Flyposting	n/a	n/a	8	8
Graffiti	n/a	n/a	4	2
Landscaping				
Litter	-2	-3	-2	-1
Maintenance	-3	-3	-2	-2

Gauge Chart of Environmental Indices
Rural Roads

	Cleansing Standards
	Litter
	Detritus
	Leaf Fall
	Cleansing Related
	Weed Growth
	Staining
	Fly-tipping
	Flyposting
	Graffiti
	Highway Infrastructure
	Paved Areas Obstruction
	Channel Obstruction
	Paved Areas Condition
	Channel Condition
	Carriageway Condition
	Steps Condition
	Road Marking Condition
	Vehicle Flows
	Pedestrian Flows
	Street Furniture
	Posts and Poles
	Public Signs
	Other Street Furniture
	Buildings/Boundary Structures
	Litter Bins
	Cleanliness
	Condition
	Degree of Fill
	Bus Stops etc.
	Litter
	Condition
	Staining
	Flyposting
	Graffiti
	Landscaping
	Litter
	Maintenance

Key

Good

Satisfactory

Unsatisfactory

Poor

Trends Chart Years 1 to 4
Rural Roads

Cleansing Standards	Year 1 2001/02	Year 2 2002/03	Year 3 2003/04	Year 4 2004/05
Litter	-1	-1	1	1
Detritus	-5	-4	-5	-3
Leaf Fall	7	7	5	6
Cleansing Related				
Weed Growth	-1	2	3	3
Staining	3	3	2	1
Fly-tipping	8	8	8	8
Flyposting	8	8	8	8
Graffiti	8	8	8	8
Highway Infrastructure				
Paved Areas Obstruction	-6	-6	-5	-6
Channel Obstruction	8	8	6	6
Paved Areas Condition	-5	-3	-3	-2
Channel Condition	-3	-3	-3	-2
Carriageway Condition	-2	-2	-2	-2
Steps Condition	n/a	n/a	n/a	n/a
Road Marking Condition	n/a	n/a	n/a	-2
Vehicle Flows	n/a	3	5	4
Pedestrian Flows	n/a	8	8	8
Street Furniture				
Posts and Poles	-1	-1	-1	-1
Public Signs	-1	-2	-2	-1
Other Street Furniture	-2	-3	-4	-2
Buildings/Boundary Structures	1	-1	-2	-1
Litter Bins				
Cleanliness	n/a	n/a	n/a	-1
Condition	n/a	n/a	n/a	-2
Degree of Fill	n/a	n/a	n/a	6
Bus Stops etc.				
Litter	n/a	n/a	n/a	n/a
Condition	n/a	n/a	n/a	n/a
Staining	n/a	n/a	n/a	n/a
Flyposting	n/a	n/a	n/a	n/a
Graffiti	n/a	n/a	n/a	n/a
Landscaping				
Litter	-1	-1	1	1
Maintenance	-3	-3	-2	-2

Gauge Chart of Environmental Indices
Other Highways

	Cleansing Standards
	Litter
	Detritus
	Leaf Fall
	Cleansing Related
	Weed Growth
	Staining
	Fly-tipping
	Flyposting
	Graffiti
	Highway Infrastructure
	Paved Areas Obstruction
	Channel Obstruction
	Paved Areas Condition
	Channel Condition
	Carriageway Condition
	Steps Condition
	Road Marking Condition
	Vehicle Flows
	Pedestrian Flows
	Street Furniture
	Posts and Poles
	Public Signs
	Other Street Furniture
	Buildings/Boundary Structures
	Litter Bins
	Cleanliness
	Condition
	Degree of Fill
	Bus Stops etc.
	Litter
	Condition
	Staining
	Flyposting
	Graffiti
	Landscaping
	Litter
	Maintenance

Key

- Good
- Satisfactory
- Unsatisfactory
- Poor

Trends Chart Years 1 to 4
Other Highways

Cleansing Standards	Year 1 2001/02	Year 2 2002/03	Year 3 2003/04	Year 4 2004/05
Litter	-4	-3	-1	-1
Detritus	-7	-6	-5	-3
Leaf Fall	5	7	5	6
Cleansing Related				
Weed Growth	-2	-1	-1	2
Staining	-1	1	2	-1
Fly-tipping	7	7	8	8
Flyposting	8	8	8	8
Graffiti	8	8	8	7
Highway Infrastructure				
Paved Areas Obstruction	-6	-6	-5	-5
Channel Obstruction	6	6	4	4
Paved Areas Condition	3	-3	-3	-2
Channel Condition	-2	-3	-2	-2
Carriageway Condition	5	-5	-5	-3
Steps Condition	n/a	n/a	n/a	-1
Road Marking Condition	n/a	n/a	n/a	-2
Vehicle Flows	n/a	6	8	7
Pedestrian Flows	n/a	8	8	8
Street Furniture				
Posts and Poles	-2	-2	-2	-1
Public Signs	-2	-3	-2	-2
Other Street Furniture	-3	-2	-2	-2
Buildings/Boundary Structures	-2	-2	-2	-1
Litter Bins				
Cleanliness	-3	-2	-3	-2
Condition	-4	-2	-2	-1
Degree of Fill	3	7	-7	6
Bus Stops etc.				
Litter	n/a	n/a	n/a	n/a
Condition	n/a	n/a	n/a	n/a
Staining	n/a	n/a	n/a	n/a
Flyposting	n/a	n/a	n/a	n/a
Graffiti	n/a	n/a	n/a	n/a
Landscaping				
Litter	-5	-3	-1	-1
Maintenance	-5	-4	-3	-2

Gauge Chart of Environmental Indices
Public Open Space

	Cleansing Standards
	Litter
	Detritus
	Leaf Fall
	Cleansing Related
	Weed Growth
	Staining
	Fly-tipping
	Flyposting
	Graffiti
	Highway Infrastructure
	Paved Areas Obstruction
	Channel Obstruction
	Paved Areas Condition
	Channel Condition
	Carriageway Condition
	Steps Condition
	Road Marking Condition
	Vehicle Flows
	Pedestrian Flows
	Street Furniture
	Posts and Poles
	Public Signs
	Other Street Furniture
	Buildings/Boundary Structures
	Litter Bins
	Cleanliness
	Condition
	Degree of Fill
	Bus Stops etc.
	Litter
	Condition
	Staining
	Flyposting
	Graffiti
	Landscaping
	Litter
	Maintenance

Key

Good

Satisfactory

Unsatisfactory

Poor

Trends Chart Years 1 to 4
Public Open Space

Cleansing Standards	Year 1 2001/02	Year 2 2002/03	Year 3 2003/04	Year 4 2004/05
Litter	-1	1	1	2
Detritus	-3	-2	-2	-2
Leaf Fall	5	7	6	6
Cleansing Related				
Weed Growth	-1	2	2	2
Staining	1	3	3	1
Fly-tipping	8	8	8	8
Flyposting	8	8	8	8
Graffiti	5	6	7	8
Highway Infrastructure				
Paved Areas Obstruction	-6	-7	-7	-6
Channel Obstruction	4	5	3	4
Paved Areas Condition	-2	-3	-2	-2
Channel Condition	-2	-4	-2	-2
Carriageway Condition	-3	-5	-3	-2
Steps Condition	n/a	n/a	n/a	n/a
Road Marking Condition	n/a	n/a	n/a	-3
Vehicle Flows	n/a	8	8	6
Pedestrian Flows	n/a	8	8	8
Street Furniture				
Posts and Poles	-1	-1	-1	-1
Public Signs	-3	-2	-2	-2
Other Street Furniture	-2	-2	-2	-2
Buildings/Boundary Structures	-1	-1	-2	-1
Litter Bins				
Cleanliness	-2	-2	-2	-1
Condition	-2	-2	-3	-1
Degree of Fill	7	7	7	8
Bus Stops etc.				
Litter	n/a	n/a	n/a	-1
Condition	n/a	n/a	n/a	-1
Staining	n/a	n/a	n/a	-2
Flyposting	n/a	n/a	n/a	8
Graffiti	n/a	n/a	n/a	4
Landscaping				
Litter	-1	1	1	2
Maintenance	-2	-1	-1	-1

Gauge Chart of Environmental Indices
Inland Waterways

	Cleansing Standards
	Litter
	Detritus
	Leaf Fall
	Cleansing Related
	Weed Growth
	Staining
	Fly-tipping
	Flyposting
	Graffiti
	Highway Infrastructure
	Paved Areas Obstruction
	Channel Obstruction
	Paved Areas Condition
	Channel Condition
	Carriageway Condition
	Steps Condition
	Road Marking Condition
	Vehicle Flows
	Pedestrian Flows
	Street Furniture
	Posts and Poles
	Public Signs
	Other Street Furniture
	Buildings/Boundary Structures
	Litter Bins
	Cleanliness
	Condition
	Degree of Fill
	Bus Stops etc.
	Litter
	Condition
	Staining
	Flyposting
	Graffiti
	Landscaping
	Litter
	Maintenance

Key

- Good
- Satisfactory
- Unsatisfactory
- Poor

Trends Chart Years 3 to 4
Inland Waterways

Cleansing Standards	Year 3 2003/04	Year 4 2004/05
Litter	2	1
Detritus	-2	-2
Leaf Fall	5	7
Cleansing Related		
Weed Growth	1	2
Staining	4	1
Fly-tipping	8	8
Flyposting	8	8
Graffiti	8	8
Highway Infrastructure		
Paved Areas Obstruction	-6	-6
Channel Obstruction	3	4
Paved Areas Condition	-2	-2
Channel Condition	-3	-2
Carriageway Condition	-3	-2
Steps Condition	-4	-3
Road Marking Condition	n/a	-2
Vehicle Flows	8	6
Pedestrian Flows	8	8
Street Furniture		
Posts and Poles	-1	-1
Public Signs	-1	-1
Other Street Furniture	-2	-2
Buildings/Boundary Structures	-1	-1
Litter Bins		
Cleanliness	-2	-2
Condition	-2	-2
Degree of Fill	7	7
Bus Stops etc.		
Litter	n/a	n/a
Condition	n/a	n/a
Staining	n/a	n/a
Flyposting	n/a	n/a
Graffiti	n/a	n/a
Landscaping		
Litter	3	3
Maintenance	-1	-1

APPENDIX D
Local Environmental Quality Standards by Region

Overall Environmental Condition Indices

Key

- Poor
- Unsatisfactory
- Satisfactory
- Good

Gauge Chart of Environmental Indices
West Midlands

	Cleansing Standards
	Litter
	Detritus
	Leaf Fall
	Cleansing Related
	Weed Growth
	Staining
	Fly-tipping
	Flyposting
	Graffiti
	Highway Infrastructure
	Paved Areas Obstruction
	Channel Obstruction
	Paved Areas Condition
	Channel Condition
	Carriageway Condition
	Steps Condition
	Road Marking Condition
	Vehicle Flows
	Pedestrian Flows
	Street Furniture
	Posts and Poles
	Public Signs
	Other Street Furniture
	Buildings/Boundary Structures
	Litter Bins
	Cleanliness
	Condition
	Degree of Fill
	Bus Stops etc.
	Litter
	Condition
	Staining
	Flyposting
	Graffiti
	Landscaping
	Litter
	Maintenance

Key

- Good
- Satisfactory
- Unsatisfactory
- Poor

Trends Chart Years 1 to 4
West Midlands

Cleansing Standards	Year 1 2001/02	Year 2 2002/03	Year 3 2003/04	Year 4 2004/05
Litter	-2	-2	-1	1
Detritus	-4	-3	-2	-1
Leaf Fall	6	6	7	8
Cleansing Related				
Weed Growth	-1	1	3	5
Staining	-2	-2	-1	1
Fly-tipping	8	8	8	8
Flyposting	8	8	8	8
Graffiti	8	7	8	8
Highway Infrastructure				
Paved Areas Obstruction	-5	-5	-5	-4
Channel Obstruction	4	4	5	4
Paved Areas Condition	-2	-2	-2	-2
Channel Condition	-2	-2	-2	-2
Carriageway Condition	-2	-2	-2	-2
Steps Condition	n/a	n/a	-3	n/a
Road Marking Condition	n/a	n/a	n/a	-2
Vehicle Flows	n/a	4	5	5
Pedestrian Flows	n/a	7	8	8
Street Furniture				
Posts and Poles	-1	-1	-1	-1
Public Signs	-2	-2	-1	-1
Other Street Furniture	-1	-2	-2	-1
Buildings/Boundary Structures	-1	-1	-1	-1
Litter Bins				
Cleanliness	-2	-2	-4	-1
Condition	-2	-1	-2	-1
Degree of Fill	6	8	7	8
Bus Stops etc.				
Litter	-1	-2	1	1
Condition	-2	-1	-1	-2
Staining	-3	-2	-3	1
Flyposting	n/a	n/a	8	8
Graffiti	4	1	6	7
Landscaping				
Litter	-2	-1	-1	2
Maintenance	-3	-3	-2	-2

Gauge Chart of Environmental Indices
South West

	Cleansing Standards
	Litter
	Detritus
	Leaf Fall
	Cleansing Related
	Weed Growth
	Staining
	Fly-tipping
	Flyposting
	Graffiti
	Highway Infrastructure
	Paved Areas Obstruction
	Channel Obstruction
	Paved Areas Condition
	Channel Condition
	Carriageway Condition
	Steps Condition
	Road Marking Condition
	Vehicle Flows
	Pedestrian Flows
	Street Furniture
	Posts and Poles
	Public Signs
	Other Street Furniture
	Buildings/Boundary Structures
	Litter Bins
	Cleanliness
	Condition
	Degree of Fill
	Bus Stops etc.
	Litter
	Condition
	Staining
	Flyposting
	Graffiti
	Landscaping
	Litter
	Maintenance

Trends Chart Years 1 to 4
South West

Cleansing Standards	Year 1 2001/02	Year 2 2002/03	Year 3 2003/04	Year 4 2004/05
Litter	-1	-1	1	1
Detritus	-3	-3	-2	-1
Leaf Fall	8	7	7	6
Cleansing Related				
Weed Growth	1	1	1	2
Staining	-1	1	-1	-1
Fly-tipping	8	8	8	8
Flyposting	8	8	8	8
Graffiti	8	8	8	8
Highway Infrastructure				
Paved Areas Obstruction	-5	-5	-5	-5
Channel Obstruction	4	5	4	5
Paved Areas Condition	-2	-2	-2	-1
Channel Condition	-1	-3	-2	-1
Carriageway Condition	-1	-2	-2	-2
Steps Condition	n/a	n/a	-1	-3
Road Marking Condition	n/a	n/a	n/a	-2
Vehicle Flows	n/a	3	5	4
Pedestrian Flows	n/a	7	8	8
Street Furniture				
Posts and Poles	-1	-1	-1	-1
Public Signs	-1	-2	-1	-1
Other Street Furniture	-1	-2	-2	-2
Buildings/Boundary Structures	-1	-1	-1	-1
Litter Bins				
Cleanliness	-2	-1	-2	-1
Condition	-1	-1	-2	-1
Degree of Fill	8	8	7	8
Bus Stops etc.				
Litter	-1	n/a	n/a	3
Condition	-1	n/a	n/a	-2
Staining	-3	n/a	n/a	2
Flyposting	n/a	n/a	n/a	8
Graffiti	7	n/a	n/a	8
Landscaping				
Litter	-1	1	1	2
Maintenance	-2	-2	-2	-2

Gauge Chart of Environmental Indices
North East

	Cleansing Standards
	Litter
	Detritus
	Leaf Fall
	Cleansing Related
	Weed Growth
	Staining
	Fly-tipping
	Flyposting
	Graffiti
	Highway Infrastructure
	Paved Areas Obstruction
	Channel Obstruction
	Paved Areas Condition
	Channel Condition
	Carriageway Condition
	Steps Condition
	Road Marking Condition
	Vehicle Flows
	Pedestrian Flows
	Street Furniture
	Posts and Poles
	Public Signs
	Other Street Furniture
	Buildings/Boundary Structures
	Litter Bins
	Cleanliness
	Condition
	Degree of Fill
	Bus Stops etc.
	Litter
	Condition
	Staining
	Flyposting
	Graffiti
	Landscaping
	Litter
	Maintenance

Trends Chart Years 1 to 4
North East

Cleansing Standards	Year 1 2001/02	Year 2 2002/03	Year 3 2003/04	Year 4 2004/05
Litter	-1	-2	-1	-1
Detritus	-3	-1	-2	-2
Leaf Fall	5	8	8	8
Cleansing Related				
Weed Growth	1	2	2	3
Staining	-1	-1	-1	-1
Fly-tipping	8	8	8	8
Flyposting	8	8	8	8
Graffiti	7	8	8	8
Highway Infrastructure				
Paved Areas Obstruction	-5	-5	-5	-5
Channel Obstruction	5	6	6	5
Paved Areas Condition	-3	-3	-2	-3
Channel Condition	-3	-3	-2	-2
Carriageway Condition	-2	-2	-2	-2
Steps Condition	n/a	n/a	-3	n/a
Road Marking Condition	n/a	n/a	n/a	-3
Vehicle Flows	n/a	3	5	5
Pedestrian Flows	n/a	8	7	7
Street Furniture				
Posts and Poles	-1	-1	-1	-1
Public Signs	-2	-2	-2	-2
Other Street Furniture	-2	n/a	-2	-2
Buildings/Boundary Structures	-2	-1	-1	-1
Litter Bins				
Cleanliness	-2	-3	-2	-2
Condition	-2	-3	-1	-2
Degree of Fill	8	7	6	6
Bus Stops etc.				
Litter	-2	n/a	1	1
Condition	-2	n/a	-3	-2
Staining	-3	n/a	-3	-3
Flyposting	n/a	n/a	8	8
Graffiti	4	n/a	1	6
Landscaping				
Litter	-2	-2	-1	-1
Maintenance	-3	-3	-2	-2

Gauge Chart of Environmental Indices
North West

	Cleansing Standards	
	Litter	
	Detritus	
	Leaf Fall	
	Cleansing Related	
	Weed Growth	
	Staining	
	Fly-tipping	
	Flyposting	
	Graffiti	
	Highway Infrastructure	
	Paved Areas Obstruction	
	Channel Obstruction	
	Paved Areas Condition	
	Channel Condition	
	Carriageway Condition	
	Steps Condition	
	Road Marking Condition	
	Vehicle Flows	
	Pedestrian Flows	
	Street Furniture	
	Posts and Poles	
	Public Signs	
	Other Street Furniture	
	Buildings/Boundary Structures	
	Litter Bins	
	Cleanliness	
	Condition	
	Degree of Fill	
	Bus Stops etc.	
	Litter	
	Condition	
	Staining	
	Flyposting	
	Graffiti	
	Landscaping	
	Litter	
	Maintenance	

Key

Good

Satisfactory

Unsatisfactory

Poor

Trends Chart Years 1 to 4
North West

Cleansing Standards	Year 1 2001/02	Year 2 2002/03	Year 3 2003/04	Year 4 2004/05
Litter	-2	-2	-1	1
Detritus	-3	-2	-2	-2
Leaf Fall	8	8	8	6
Cleansing Related				
Weed Growth	-1	2	3	3
Staining	-2	-2	-1	-1
Fly-tipping	8	8	8	8
Flyposting	8	8	8	8
Graffiti	8	8	8	8
Highway Infrastructure				
Paved Areas Obstruction	-6	-4	-4	-5
Channel Obstruction	4	5	4	5
Paved Areas Condition	-3	-2	-3	-3
Channel Condition	-3	-2	-2	-2
Carriageway Condition	-2	-2	-2	-2
Steps Condition	n/a	n/a	n/a	-5
Road Marking Condition	n/a	n/a	n/a	-2
Vehicle Flows	n/a	3	4	5
Pedestrian Flows	n/a	7	7	8
Street Furniture				
Posts and Poles	-1	-1	-1	-1
Public Signs	-1	-2	-2	-2
Other Street Furniture	-1	-1	-2	-2
Buildings/Boundary Structures	-2	-1	-2	-1
Litter Bins				
Cleanliness	-2	-2	-2	-2
Condition	-1	-2	-2	-2
Degree of Fill	5	7	7	6
Bus Stops etc.				
Litter	-1	-2	-1	1
Condition	-2	-1	-2	-1
Staining	-3	-3	-3	-3
Flyposting	n/a	n/a	8	8
Graffiti	4	4	4	6
Landscaping				
Litter	-3	-2	-1	1
Maintenance	-2	-3	-2	-2

Gauge Chart of Environmental Indices
East of England

	Cleansing Standards
	Litter
	Detritus
	Leaf Fall
	Cleansing Related
	Weed Growth
	Staining
	Fly-tipping
	Flyposting
	Graffiti
	Highway Infrastructure
	Paved Areas Obstruction
	Channel Obstruction
	Paved Areas Condition
	Channel Condition
	Carriageway Condition
	Steps Condition
	Road Marking Condition
	Vehicle Flows
	Pedestrian Flows
	Street Furniture
	Posts and Poles
	Public Signs
	Other Street Furniture
	Buildings/Boundary Structures
	Litter Bins
	Cleanliness
	Condition
	Degree of Fill
	Bus Stops etc.
	Litter
	Condition
	Staining
	Flyposting
	Graffiti
	Landscaping
	Litter
	Maintenance

Trends Chart Years 1 to 4
East of England

Cleansing Standards	Year 1 2001/02	Year 2 2002/03	Year 3 2003/04	Year 4 2004/05
Litter	-1	-1	1	1
Detritus	-3	-3	-2	-2
Leaf Fall	6	7	7	8
Cleansing Related				
Weed Growth	-1	2	3	2
Staining	-2	-1	2	-1
Fly-tipping	8	8	8	8
Flyposting	8	8	8	8
Graffiti	8	8	8	8
Highway Infrastructure				
Paved Areas Obstruction	-6	-5	-5	-5
Channel Obstruction	4	4	4	4
Paved Areas Condition	-3	-3	-1	-1
Channel Condition	-3	-3	-1	-2
Carriageway Condition	-2	-2	-2	-2
Steps Condition	n/a	n/a	n/a	-3
Road Marking Condition	n/a	n/a	n/a	-3
Vehicle Flows	n/a	4	6	5
Pedestrian Flows	n/a	7	8	8
Street Furniture				
Posts and Poles	-1	-1	-1	-1
Public Signs	-1	-1	-1	-1
Other Street Furniture	-1	-1	1	-1
Buildings/Boundary Structures	-1	-1	-1	-1
Litter Bins				
Cleanliness	-2	-2	-1	-1
Condition	-2	-2	-1	1
Degree of Fill	8	7	8	7
Bus Stops etc.				
Litter	1	-1	-2	-1
Condition	-1	-1	-1	-1
Staining	-3	-2	-2	-3
Flyposting	n/a	n/a	7	8
Graffiti	5	5	6	3
Landscaping				
Litter	-1	-1	2	2
Maintenance	-2	-2	-1	-1

Gauge Chart of Environmental Indices
South East

	Cleansing Standards
	Litter
	Detritus
	Leaf Fall
	Cleansing Related
	Weed Growth
	Staining
	Fly-tipping
	Flyposting
	Graffiti
	Highway Infrastructure
	Paved Areas Obstruction
	Channel Obstruction
	Paved Areas Condition
	Channel Condition
	Carriageway Condition
	Steps Condition
	Road Marking Condition
	Vehicle Flows
	Pedestrian Flows
	Street Furniture
	Posts and Poles
	Public Signs
	Other Street Furniture
	Buildings/Boundary Structures
	Litter Bins
	Cleanliness
	Condition
	Degree of Fill
	Bus Stops etc.
	Litter
	Condition
	Staining
	Flyposting
	Graffiti
	Landscaping
	Litter
	Maintenance

Trends Chart Years 1 to 4
South East

Cleansing Standards	Year 1 2001/02	Year 2 2002/03	Year 3 2003/04	Year 4 2004/05
Litter	-1	-1	1	1
Detritus	-3	-3	1	-1
Leaf Fall	7	7	5	7
Cleansing Related				
Weed Growth	1	2	4	3
Staining	-1	-1	1	-1
Fly-tipping	8	8	8	8
Flyposting	8	8	8	8
Graffiti	8	8	8	8
Highway Infrastructure				
Paved Areas Obstruction	-6	-6	-5	-5
Channel Obstruction	2	3	3	3
Paved Areas Condition	-2	-2	-2	-2
Channel Condition	-3	-3	-2	-1
Carriageway Condition	-2	-2	-2	-2
Steps Condition	n/a	n/a	-2	-1
Road Marking Condition	n/a	n/a	n/a	-2
Vehicle Flows	n/a	4	4	4
Pedestrian Flows	n/a	8	7	7
Street Furniture				
Posts and Poles	-1	-1	-1	-1
Public Signs	-2	-1	-1	-1
Other Street Furniture	-2	-1	-1	-1
Buildings/Boundary Structures	-1	-1	-1	-1
Litter Bins				
Cleanliness	-2	-1	-1	-1
Condition	-1	-1	-1	-1
Degree of Fill	4	6	8	8
Bus Stops etc.				
Litter	-1	-1	2	1
Condition	-2	-2	-1	-1
Staining	-4	-2	-1	-2
Flyposting	n/a	n/a	8	6
Graffiti	6	4	6	6
Landscaping				
Litter	-1	-1	2	2
Maintenance	-2	-2	-1	-1

Gauge Chart of Environmental Indices
East Midlands

	Cleansing Standards
	Litter
	Detritus
	Leaf Fall
	Cleansing Related
	Weed Growth
	Staining
	Fly-tipping
	Flyposting
	Graffiti
	Highway Infrastructure
	Paved Areas Obstruction
	Channel Obstruction
	Paved Areas Condition
	Channel Condition
	Carriageway Condition
	Steps Condition
	Road Marking Condition
	Vehicle Flows
	Pedestrian Flows
	Street Furniture
	Posts and Poles
	Public Signs
	Other Street Furniture
	Buildings/Boundary Structures
	Litter Bins
	Cleanliness
	Condition
	Degree of Fill
	Bus Stops etc.
	Litter
	Condition
	Staining
	Flyposting
	Graffiti
	Landscaping
	Litter
	Maintenance

Trends Chart Years 1 to 4
East Midlands

Cleansing Standards	Year 1 2001/02	Year 2 2002/03	Year 3 2003/04	Year 4 2004/05
Litter	-1	-2	1	-1
Detritus	-3	-2	-2	-2
Leaf Fall	8	8	8	7
Cleansing Related				
Weed Growth	1	2	3	3
Staining	-1	-2	-1	-1
Fly-tipping	8	8	8	8
Flyposting	8	8	8	8
Graffiti	8	8	8	8
Highway Infrastructure				
Paved Areas Obstruction	-5	-5	-5	-5
Channel Obstruction	5	4	4	5
Paved Areas Condition	-3	-3	-2	-2
Channel Condition	-3	-2	-2	-2
Carriageway Condition	-2	-2	-2	-2
Steps Condition	n/a	n/a	-1	n/a
Road Marking Condition	n/a	n/a	n/a	-2
Vehicle Flows	n/a	3	5	4
Pedestrian Flows	n/a	6	8	7
Street Furniture				
Posts and Poles	-1	-1	-1	-1
Public Signs	-2	-2	-1	-1
Other Street Furniture	-2	-2	-2	-1
Buildings/Boundary Structures	-2	-2	-1	-1
Litter Bins				
Cleanliness	-2	-3	-2	-2
Condition	-2	-2	-2	-2
Degree of Fill	8	8	6	6
Bus Stops etc.				
Litter	1	-2	n/a	-1
Condition	-2	-3	n/a	-1
Staining	-2	-4	n/a	-3
Flyposting	n/a	n/a	n/a	8
Graffiti	4	5	n/a	4
Landscaping				
Litter	-2	-2	1	1
Maintenance	-3	-3	-1	-2

Gauge Chart of Environmental Indices
Yorkshire and The Humber

	Cleansing Standards
Litter	
Detritus	
Leaf Fall	
	Cleansing Related
Weed Growth	
Staining	
Fly-tipping	
Flyposting	
Graffiti	
	Highway Infrastructure
Paved Areas Obstruction	
Channel Obstruction	
Paved Areas Condition	
Channel Condition	
Carriageway Condition	
Steps Condition	
Road Marking Condition	
Vehicle Flows	
Pedestrian Flows	
	Street Furniture
Posts and Poles	
Public Signs	
Other Street Furniture	
Buildings/Boundary Structures	
	Litter Bins
Cleanliness	
Condition	
Degree of Fill	
	Bus Stops etc.
Litter	
Condition	
Staining	
Flyposting	
Graffiti	
	Landscaping
Litter	
Maintenance	

Trends Chart Years 1 to 4
Yorkshire and The Humber

Cleansing Standards	Year 1 2001/02	Year 2 2002/03	Year 3 2003/04	Year 4 2004/05
Litter	-1	-2	-2	-1
Detritus	-3	-2	-3	-4
Leaf Fall	7	6	7	7
Cleansing Related				
Weed Growth	1	2	2	1
Staining	-1	-2	-2	-2
Fly-tipping	8	8	8	8
Flyposting	8	8	8	8
Graffiti	8	8	8	8
Highway Infrastructure				
Paved Areas Obstruction	-6	-5	-5	-5
Channel Obstruction	4	3	4	5
Paved Areas Condition	-3	-2	-3	-3
Channel Condition	-3	-3	-3	-3
Carriageway Condition	-2	-2	-2	-3
Steps Condition	n/a	n/a	n/a	-5
Road Marking Condition	n/a	n/a	n/a	-3
Vehicle Flows	n/a	3	4	4
Pedestrian Flows	n/a	7	8	7
Street Furniture				
Posts and Poles	-1	-1	-1	-1
Public Signs	-1	-1	-2	-2
Other Street Furniture	-2	-1	-2	-2
Buildings/Boundary Structures	-1	-1	-2	-2
Litter Bins				
Cleanliness	-2	-1	-3	-4
Condition	-1	-1	-2	-3
Degree of Fill	8	8	8	7
Bus Stops etc.				
Litter	-1	-2	n/a	-1
Condition	-1	-2	n/a	-2
Staining	-1	-2	n/a	-3
Flyposting	n/a	n/a	n/a	8
Graffiti	6	5	n/a	4
Landscaping				
Litter	-1	-1	-1	-1
Maintenance	-3	-2	-3	-3

Gauge Chart of Environmental Indices
London

	Cleansing Standards	
	Litter	
	Detritus	
	Leaf Fall	
	Cleansing Related	
	Weed Growth	
	Staining	
	Fly-tipping	
	Flyposting	
	Graffiti	
	Highway Infrastructure	
	Paved Areas Obstruction	
	Channel Obstruction	
	Paved Areas Condition	
	Channel Condition	
	Carriageway Condition	
	Steps Condition	
	Road Marking Condition	
	Vehicle Flows	
	Pedestrian Flows	
	Street Furniture	
	Posts and Poles	
	Public Signs	
	Other Street Furniture	
	Buildings/Boundary Structures	
	Litter Bins	
	Cleanliness	
	Condition	
	Degree of Fill	
	Bus Stops etc.	
	Litter	
	Condition	
	Staining	
	Flyposting	
	Graffiti	
	Landscaping	
	Litter	
	Maintenance	

Trends Chart Years 2 to 4
London

Cleansing Standards	Year 2 2002/03	Year 3 2003/04	Year 4 2004/05
Litter	-2	-2	-2
Detritus	-3	-3	-3
Leaf Fall	7	8	6
Cleansing Related			
Weed Growth	4	4	4
Staining	-3	-3	-3
Fly-tipping	8	8	8
Flyposting	8	8	8
Graffiti	5	3	5
Highway Infrastructure			
Paved Areas Obstruction	-6	-5	-5
Channel Obstruction	-1	1	1
Paved Areas Condition	-3	-3	-2
Channel Condition	-3	-2	-2
Carriageway Condition	-2	-3	-2
Steps Condition	n/a	-2	-1
Road Marking Condition	n/a	n/a	-2
Vehicle Flows	1	3	3
Pedestrian Flows	4	5	5
Street Furniture			
Posts and Poles	-1	-1	-1
Public Signs	-1	-1	-1
Other Street Furniture	-2	-2	-2
Buildings/Boundary Structures	-2	-1	-1
Litter Bins			
Cleanliness	-2	-3	-2
Condition	-3	-2	-1
Degree of Fill	8	7	7
Bus Stops etc..			
Litter	-3	-3	-2
Condition	-1	-1	-1
Staining	-6	-6	-7
Flyposting	n/a	8	8
Graffiti	-3	-3	-1
Landscaping			
Litter	-2	-2	-1
Maintenance	-2	-3	-2

No Gauge Chart was produced for London in LEQSE Year 1


NEEDLE DISPOSAL
POINT


BOND

APPENDIX E
Best Value Performance Indicator 199

BV199 Table Year 4 All Areas

LEQSE Class	Litter	Detritus	Combined	Graffiti	Fly-tipping	Flyposting
All Areas	11%	29%	19%	4%	2%	1%
Primary Retail/Commercial	13%	10%	11%	2%	1%	4%
Secondary Retail/Commercial	14%	21%	17%	7%	2%	4%
High Density Housing	12%	32%	22%	3%	2%	1%
Low Density Social Housing	10%	30%	20%	3%	1%	0%
Low Density Private Housing	4%	27%	15%	3%	1%	0%
Industry etc	16%	35%	25%	2%	2%	0%
Main Roads	10%	34%	22%	2%	1%	1%
Rural Roads	8%	41%	23%	1%	3%	0%
Other Highways	19%	36%	27%	13%	5%	0%
Recreation	8%	24%	14%	5%	2%	0%

BV199 Table Year 4 West Midlands

LEQSE Class	Litter	Detritus	Combined	Graffiti	Fly-tipping	Flyposting
All Areas	14%	25%	19%	3%	2%	0%
Primary Retail/Commercial	13%	6%	10%	1%	0%	0%
Secondary Retail/Commercial	6%	16%	11%	1%	3%	0%
High Density Housing	15%	24%	19%	3%	1%	0%
Low Density Social Housing	19%	25%	22%	3%	1%	0%
Low Density Private Housing	8%	19%	13%	0%	1%	0%
Industry etc	8%	19%	13%	0%	1%	0%
Main Roads	13%	28%	20%	2%	2%	3%
Rural Roads	11%	40%	25%	1%	2%	0%
Other Highways	18%	29%	23%	11%	2%	0%
Recreation	10%	29%	17%	2%	2%	0%

Please note that below All Areas level the samples are relatively small and so the figures for the individual land uses should be treated with caution and may not be statistically significant

BV199 Table Year 4 South West

LEQSE Class	Litter	Detritus	Combined	Graffiti	Fly-tipping	Flyposting
All Areas	6%	22%	13%	2%	1%	0%
Primary Retail/Commercial	6%	6%	6%	2%	0%	2%
Secondary Retail/Commercial	5%	12%	8%	2%	1%	1%
High Density Housing	8%	36%	21%	1%	4%	1%
Low Density Social Housing	4%	28%	15%	2%	1%	0%
Low Density Private Housing	5%	23%	13%	4%	0%	0%
Industry etc	13%	18%	15%	2%	0%	0%
Main Roads	4%	31%	16%	0%	0%	0%
Rural Roads	2%	24%	12%	3%	2%	0%
Other Highways	8%	28%	17%	3%	3%	0%
Recreation	4%	15%	9%	5%	2%	1%

BV199 Table Year 4 North East

LEQSE Class	Litter	Detritus	Combined	Graffiti	Fly-tipping	Flyposting
All Areas	16%	24%	20%	3%	2%	0%
Primary Retail/Commercial	20%	16%	18%	4%	1%	1%
Secondary Retail/Commercial	14%	17%	16%	11%	1%	0%
High Density Housing	13%	18%	15%	0%	1%	0%
Low Density Social Housing	13%	21%	17%	2%	1%	0%
Low Density Private Housing	6%	23%	14%	0%	0%	0%
Industry etc	19%	39%	29%	0%	1%	1%
Main Roads	14%	25%	20%	5%	1%	0%
Rural Roads	17%	32%	24%	1%	5%	0%
Other Highways	36%	30%	33%	4%	7%	0%
Recreation	7%	18%	11%	3%	1%	0%

BV199 Table Year 4 North West

LEQSE Class	Litter	Detritus	Combined	Graffiti	Fly-tipping	Flyposting
All Areas	10%	24%	16%	5%	1%	2%
Primary Retail/Commercial	16%	9%	13%	4%	0%	5%
Secondary Retail/Commercial	13%	23%	18%	14%	3%	8%
High Density Housing	10%	31%	20%	4%	2%	4%
Low Density Social Housing	10%	24%	16%	8%	1%	0%
Low Density Private Housing	1%	15%	8%	6%	1%	0%
Industry etc	12%	27%	19%	0%	0%	0%
Main Roads	10%	30%	19%	4%	1%	0%
Rural Roads	3%	32%	17%	1%	1%	0%
Other Highways	11%	31%	20%	7%	4%	1%
Recreation	12%	13%	12%	5%	0%	0%

BV199 Table Year 4 East of England

LEQSE Class	Litter	Detritus	Combined	Graffiti	Fly-tipping	Flyposting
All Areas	5%	31%	17%	1%	2%	1%
Primary Retail/Commercial	5%	13%	9%	0%	1%	2%
Secondary Retail/Commercial	7%	25%	16%	3%	2%	3%
High Density Housing	6%	32%	19%	2%	3%	1%
Low Density Social Housing	3%	34%	18%	0%	0%	0%
Low Density Private Housing	2%	29%	15%	1%	1%	0%
Industry etc	8%	33%	19%	1%	1%	0%
Main Roads	3%	35%	19%	2%	1%	1%
Rural Roads	5%	48%	25%	0%	4%	0%
Other Highways	11%	34%	21%	2%	3%	0%
Recreation	2%	33%	13%	2%	1%	0%

BV199 Table Year 4 South East

LEQSE Class	Litter	Detritus	Combined	Graffiti	Fly-tipping	Flyposting
All Areas	7%	28%	17%	3%	2%	1%
Primary Retail/Commercial	9%	5%	7%	1%	1%	6%
Secondary Retail/Commercial	10%	17%	13%	4%	3%	2%
High Density Housing	8%	26%	17%	1%	2%	0%
Low Density Social Housing	6%	31%	18%	5%	1%	0%
Low Density Private Housing	4%	26%	15%	8%	1%	0%
Industry etc	9%	29%	19%	1%	3%	0%
Main Roads	6%	35%	21%	2%	0%	0%
Rural Roads	4%	57%	30%	0%	2%	0%
Other Highways	6%	31%	16%	4%	4%	0%
Recreation	3%	27%	11%	8%	2%	0%

BV199 Table Year 4 East Midlands

LEQSE Class	Litter	Detritus	Combined	Graffiti	Fly-tipping	Flyposting
All Areas	8%	27%	17%	3%	2%	1%
Primary Retail/Commercial	7%	11%	9%	1%	1%	1%
Secondary Retail/Commercial	13%	26%	19%	6%	1%	3%
High Density Housing	11%	31%	21%	6%	2%	1%
Low Density Social Housing	9%	23%	15%	0%	0%	0%
Low Density Private Housing	3%	14%	8%	0%	0%	0%
Industry etc	5%	25%	15%	2%	2%	1%
Main Roads	13%	41%	26%	0%	3%	0%
Rural Roads	10%	44%	26%	0%	2%	0%
Other Highways	8%	39%	22%	8%	2%	0%
Recreation	7%	21%	11%	4%	3%	0%

BV199 Table Year 4 Yorkshire and The Humber

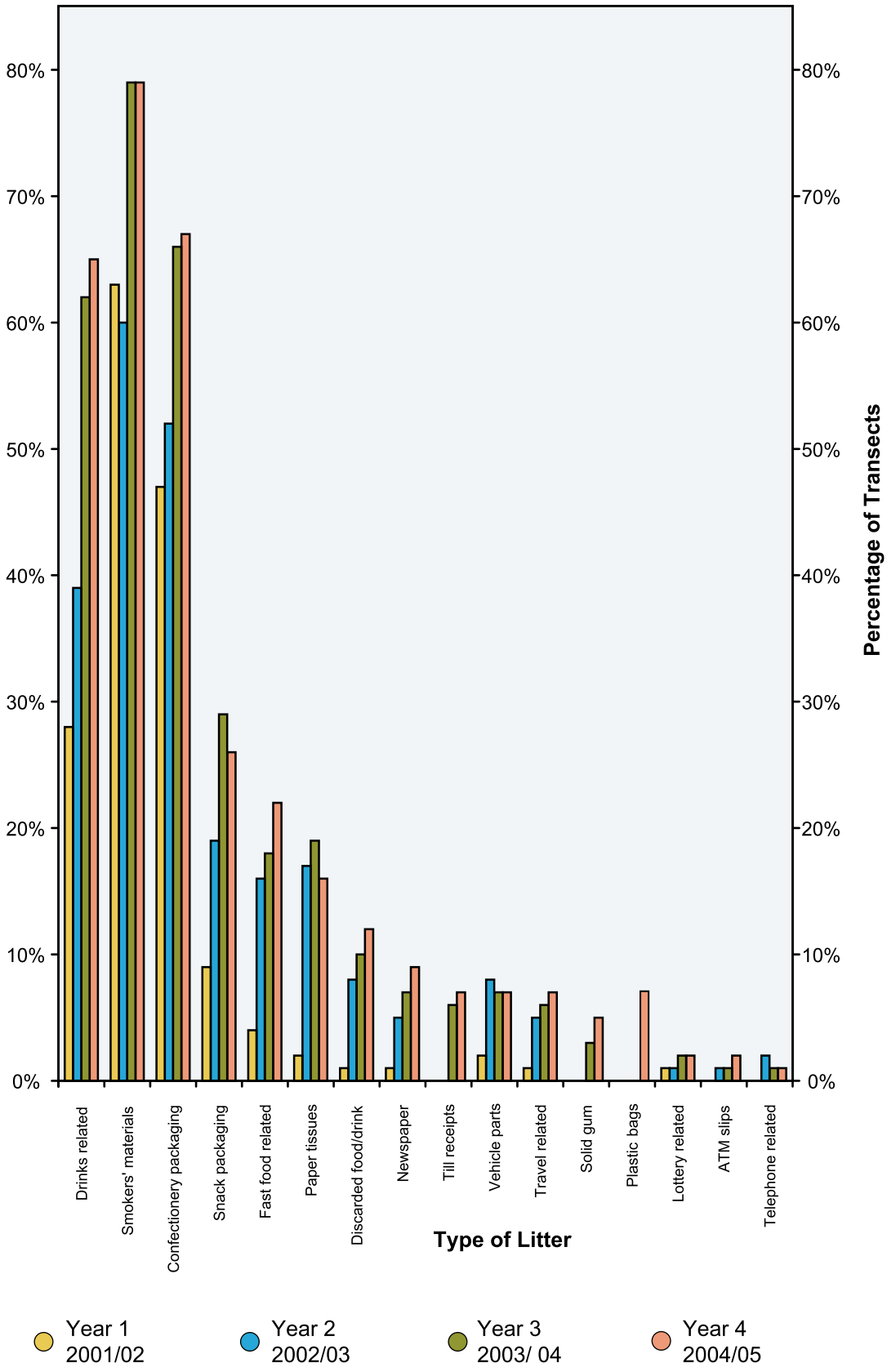
LEQSE Class	Litter	Detritus	Combined	Graffiti	Fly-tipping	Flyposting
All Areas	20%	44%	31%	4%	2%	1%
Primary Retail/Commercial	19%	14%	17%	4%	1%	4%
Secondary Retail/Commercial	32%	40%	36%	7%	1%	0%
High Density Housing	11%	39%	25%	1%	0%	0%
Low Density Social Housing	21%	54%	37%	2%	1%	0%
Low Density Private Housing	5%	48%	26%	3%	1%	0%
Industry etc	29%	50%	39%	1%	0%	0%
Main Roads	21%	49%	35%	0%	0%	1%
Rural Roads	13%	52%	32%	0%	2%	1%
Other Highways	39%	62%	49%	15%	12%	0%
Recreation	13%	38%	21%	5%	3%	0%

BV199 Table Year 4 All London

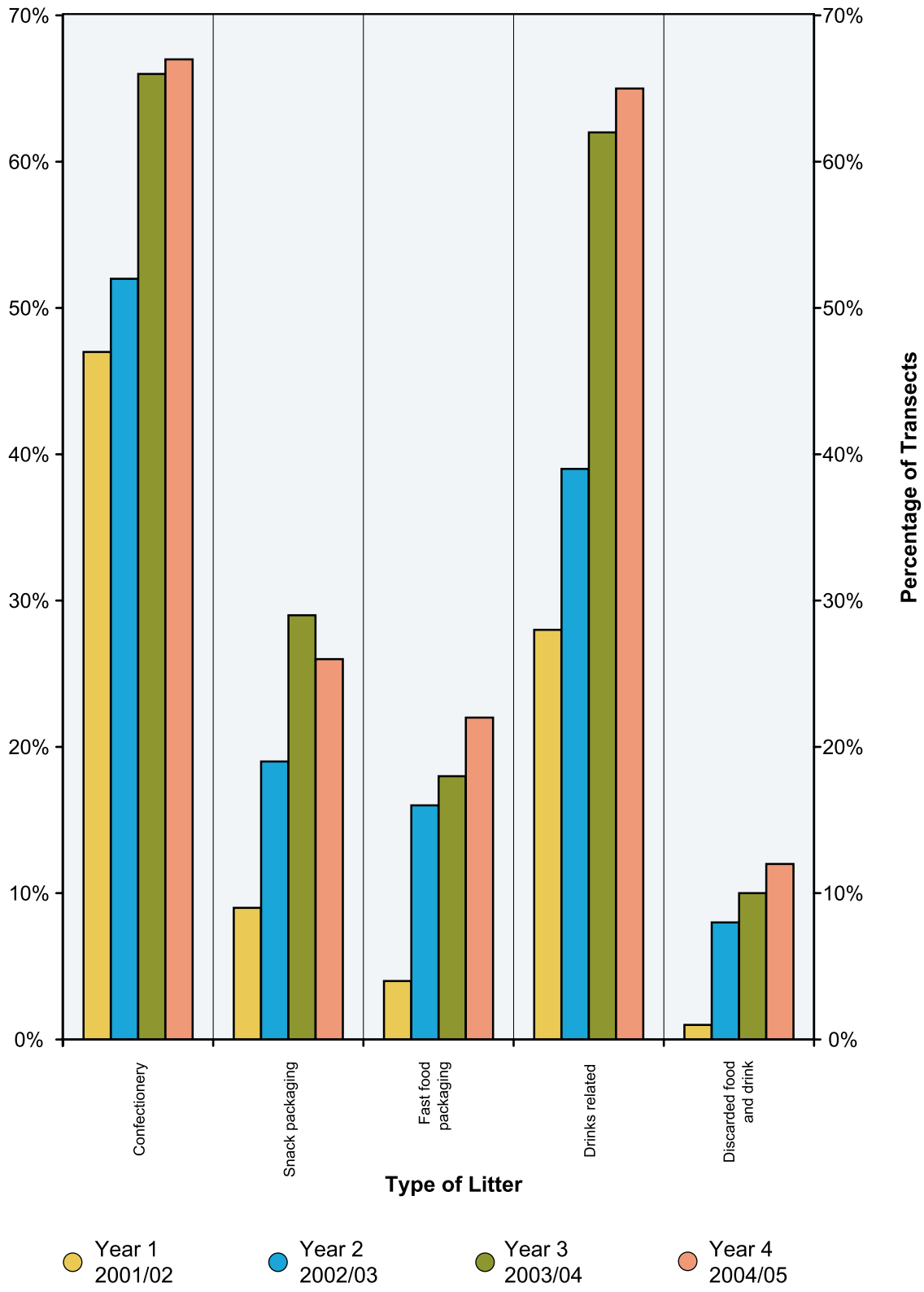
LEQSE Class	Litter	Detritus	Combined	Graffiti	Fly-tipping	Flyposting
All Areas	22%	36%	29%	15%	3%	4%
Primary Retail/Commercial	24%	9%	17%	7%	2%	13%
Secondary Retail/Commercial	28%	15%	21%	19%	1%	13%
High Density Housing	23%	48%	36%	6%	0%	1%
Low Density Social Housing	15%	35%	25%	10%	6%	0%
Low Density Private Housing	7%	47%	27%	6%	0%	0%
Industry etc	33%	61%	47%	12%	9%	2%
Main Roads	15%	31%	23%	4%	1%	2%
Rural Roads	N/A	N/A	N/A	N/A	N/A	N/A
Other Highways	39%	45%	42%	53%	7%	1%
Recreation	15%	35%	22%	13%	2%	0%

APPENDIX F
Key Environmental Elements

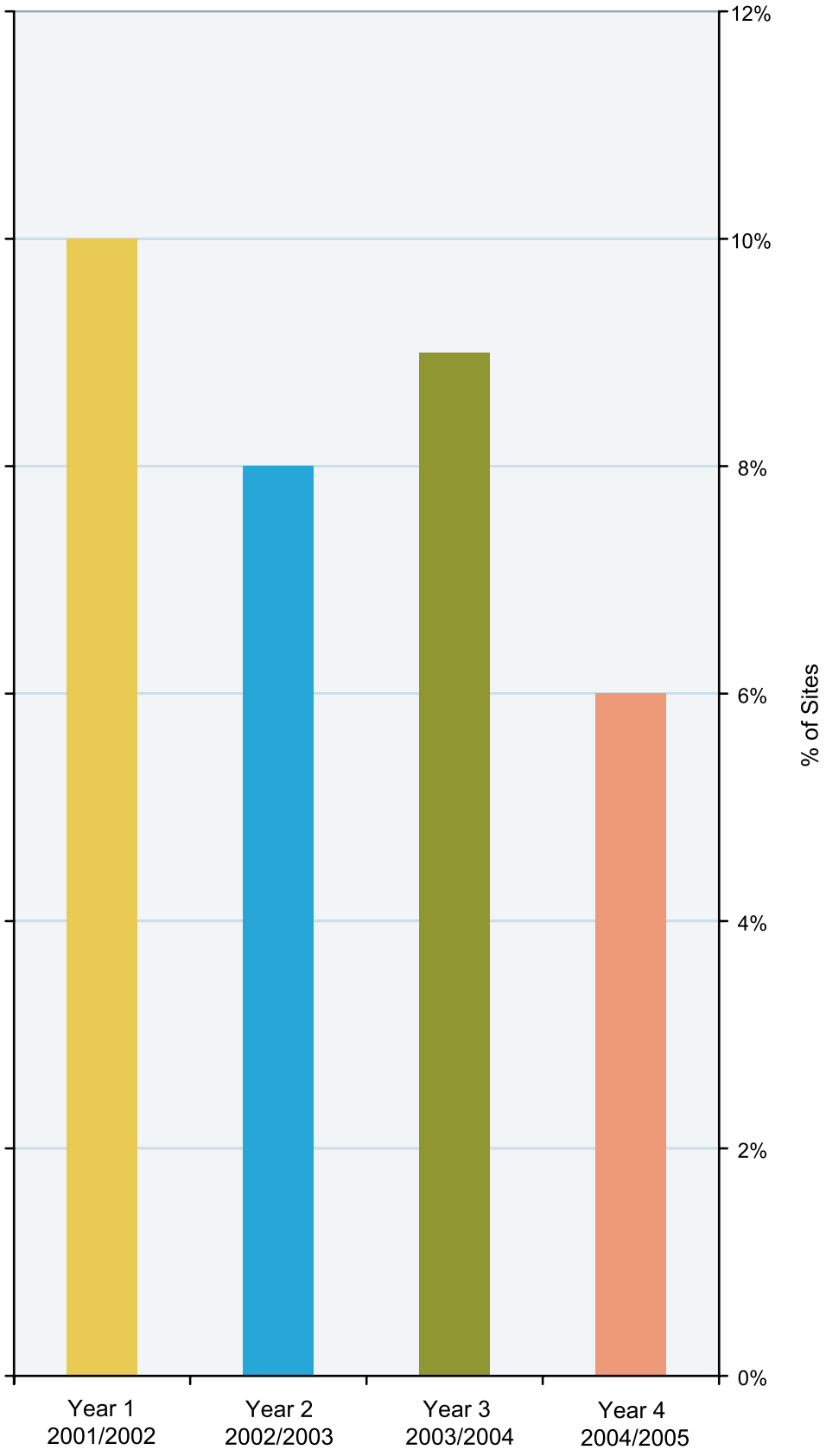
Trends - Incidence of main components of Pedestrian/Motorist Litter



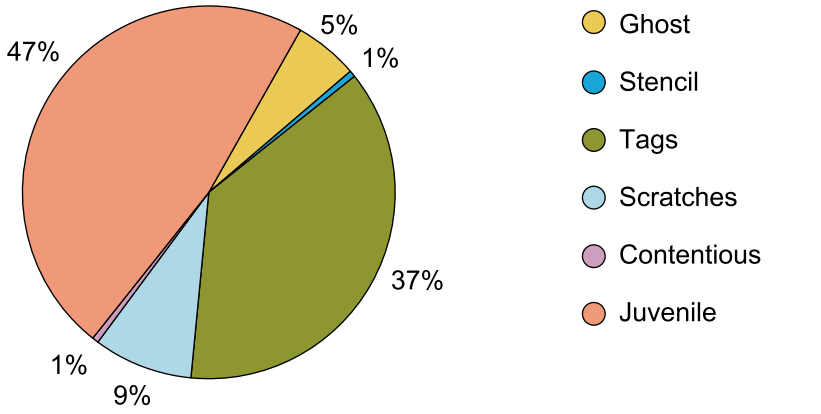
Changes in the incidence of 'food on the go' 2001/05



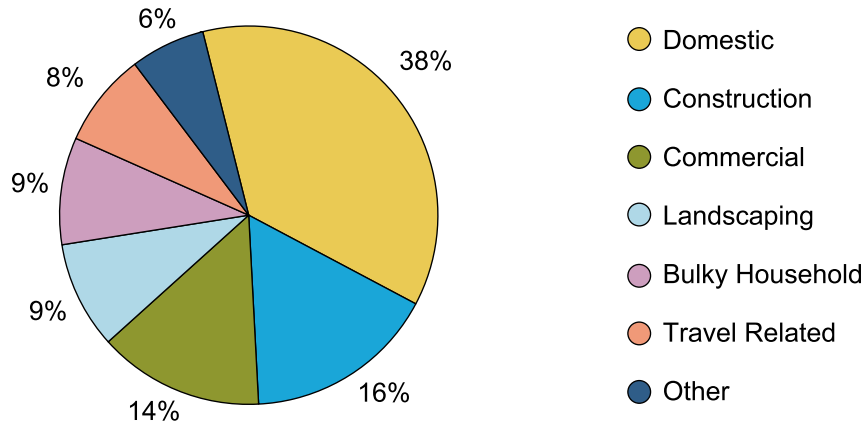
Incidence of Dog Fouling



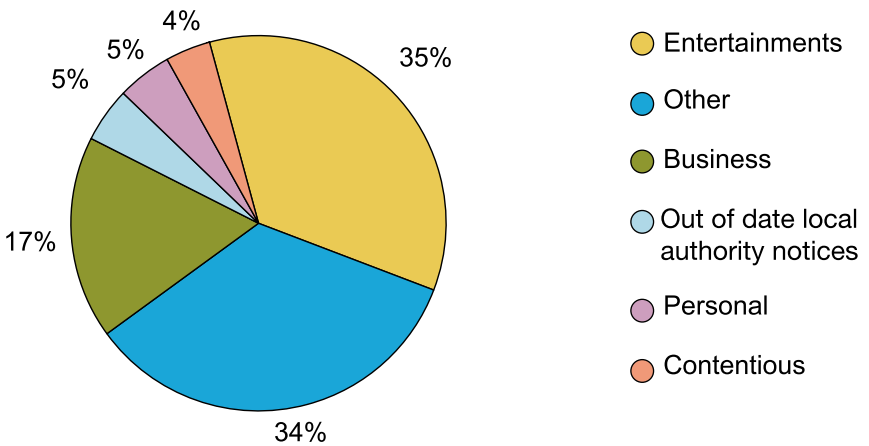
Proportional Sources of Graffiti



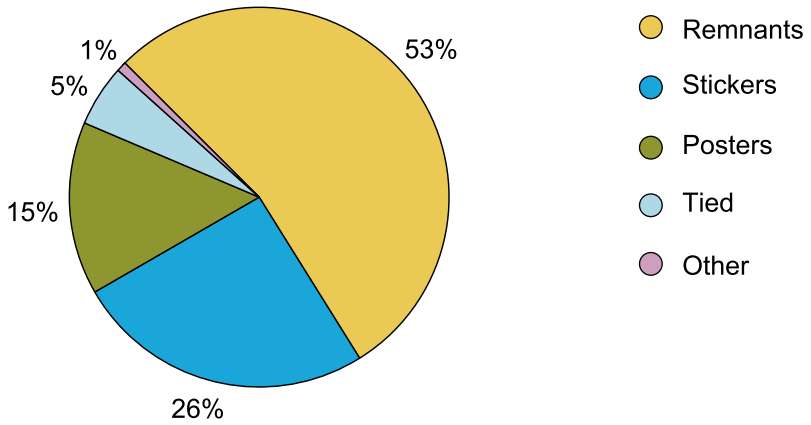
Proportional Sources of Fly-tipping



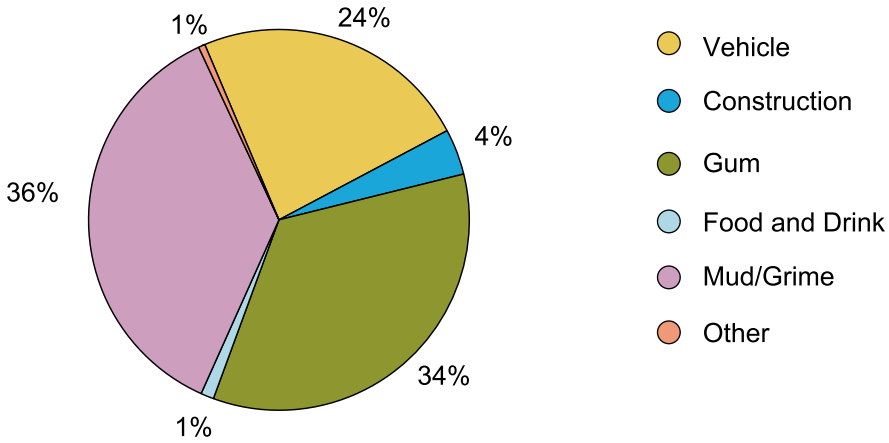
Proportional Sources of Flyposting



Proportional Forms of Flyposting



Proportional Sources of Staining



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