

OUTCOMES MAP

LOCAL AREA AND GETTING AROUND

February 2013: Version 1.0

MAPPING OUTCOMES FOR SOCIAL INVESTMENT

This is one of 13 outcomes maps produced by SROI network in partnership with NPC, Investing for Good and Big Society Capital. Each map examines a particular issue area or domain, and aims to document the relevant outcomes and indicators that are currently being measured by charities, government, academics and practitioners working in this field.

This map is not intended to be prescriptive about what you should measure; instead it aims to be a starting point for social investors, funders, charities and social enterprises thinking about measuring outcomes in this domain. Neither is it intended to be definitive or comprehensive: we plan to develop the maps further in future as we learn more about measurement practice in this area.

If you have any feedback or suggestions for how we could do this, please get in touch with Tris Lumley at NPC by emailing tris.lumley@thinkNPC.org.

Outcomes maps in this series

Housing and essential needs

Education and learning

Employment and training

Physical health

Substance use and addiction

Mental health

Personal and social well-being

Politics, influence and participation

Finance and legal matters

Arts and culture

Crime and public safety

[Local area and getting around](#)

Conservation of the natural environment and climate change

MEASUREMENT FRAMEWORK: LOCAL AREA (PHYSICAL ENVIRONMENT) AND GETTING AROUND

Definition

The local environment can be a determinant of health and wellbeing both in terms of the physical environmental impacts and the perceptions of the environment. People who feel comfortable and are happy in their surroundings are likely to be more resilient to the adverse health effects of deprivation.¹

Context

Different local areas and physical environments present challenges for residents and councils alike. Varying physical environments generate problems that differ depending on whether an area is rural or urban, poor or affluent. Getting around can pose a challenge for those with limited access to personal transport e.g. disabled, older or young people.

The improved local wealth of an area can be as a result of an accelerated growth in existing sectors within the area. Accelerated growth within a sector can provide an increase in the employment of local residents, which in turn can present a decrease in unemployment and the amount of people receiving unemployment benefit. Sectors that are dependent on the local workforce i.e. Bourneville in Birmingham, can have a lasting effect upon the local area. It can present a change in household financial stability and in the local economy as a whole.

Public transport is a necessity for many people within local areas. It acts as a source of mobility for those who either do not have access to or cannot operate personal modes of transportation. Local transport also provides an increase in accessibility for employment opportunities, as well as recreational activities and community resources. For many vulnerable groups such as older people, disabled people and young adults, public transport is a vital lifeline for accessing local facilities, schools and medical services. Environmentally, public transport can offer solutions in the reduction of road congestion, air pollution and energy consumption.

The increase in urban sprawl over the past few decades has meant that access to public transport has become even more essential for many people, most importantly the over 65s and young people. Access to public transport enhances personal freedom for those who do not have the option of personal transport or have difficulties with physical mobility. In some circumstances, accessing public transport is an essential part of a person's everyday life- whether it is commuting to school or work or enabling access to local amenities, such as doctor's surgeries and dentists.

¹ <http://www.lancashire.gov.uk/corporate/web/?siteid=6122&pageid=35499&e=e>

Perceptions of the local area can refer to factors dealing with crime and safety, public services and community activities. According to Ipsos findings, the average satisfaction with local areas across local authorities as a whole in 2009 was 80%².

The indication that residents feel safe in their neighbourhood is an extremely important factor in regards to improved perceptions within the local area. If perceptions of safety remain persistently low even though crime rates had fallen, it can have a devastating effect on a community's sense of safety and can increase stress, anxiety and fear. This can lead to an increase in household costs, for example, choosing a car or taxi instead of public transport and also lead to residents making less use of local amenities, leading to greater economic and social costs for local communities.³

Satisfaction with public services and the overall cleanliness of the local area have been proven to result in an improved perception within the community. According to DEFRA, more people were 'fairly or very satisfied' with certain aspects of life including their local area, in March 2011 compared with 2007.⁴

Improved access to local facilities, such as sports centres, libraries and museums can result in an increase in community cohesion and an improved perception of the local area. Accessing local facilities is imperative for many groups within the local community especially those of a vulnerable capacity, such as older people and disabled people. Local facilities are important for vulnerable groups in regards to healthcare, as well as for socialising and general well being. Increasing social interaction, inclusion and participation, particularly for those living alone helps personal well-being. Issues such as the level of inequality, discrimination, poverty, substance abuse and fear of crime can be quelled if access to amenities and local resources is provided.⁵

An increase in the supply of housing, as well as a reduction in road congestion are two prime examples of the prevention of urban sprawl and thus, the improvement in the efficiency of spatial planning. Due to its role in regulating the development and use of land, spatial planning can make a particularly significant contribution in the reduction of climate change. With the incorporation of reducing climate change into some local area agreements, the rate of carbon emissions in local areas is steadily decreasing.

² <http://www.ipsos.com/public-affairs/sites/www.ipsos.com.public-affairs/files/documents/people-perceptions-place.pdf>

³ <http://www.scotland.gov.uk/About/Performance/scotPerforms/indicators/crimeRate>

⁴ <http://www.defra.gov.uk/statistics/environment/public-attitude/>

⁵ <http://www.wellscotland.info/guidance/tamfs/communities/index.aspx>

Notes about this overview

An outcome is a change that occurs as the result of an activity; it can be positive or negative, intended or unintended. With reference to various existing frameworks, in the table below we have compiled a list of the most commonly measured outcomes in the area of the local area and getting around. In addition, we have made suggestions regarding how these outcomes could be measured and referred to some existing tools for doing so.

Our list is in no way exhaustive, and we also acknowledge that outcomes exist within a chain of events and that some of the outcomes listed in this document will lead to further outcomes. For example, improved local wealth may result in increased community participation and thus a decrease in personal isolation.

Within this framework, there are also many opportunities for outcomes to fit into a chain of events e.g. 'Reduced road distance to key services' can result in a reduced journey time, which leaves more time to complete activities.

Vulnerable groups

- **Young people:**

A recent study by the Scottish government found that young teenagers viewed public transport as being 'exciting' and 'fun' due to the independence of travelling. Public transport is essential for getting to and from school, however in some cases young people feel vulnerable when travelling alone due to other passengers that frequent journeys. Not only are there clear implications for personal safety, but a more important trend has evolved concerning the kind of people young people think they might encounter on public transport.⁶

- **Older people:**

It is speculated that over 65% of older people lived alone in the UK according to research conducted by the Joseph Rowntree Foundation. This is why community ties and access to local facilities are essential.

⁶ <http://www.scotland.gov.uk/Resource/Doc/46932/0029682.pdf>

- **Disabled people:**

According to the Office for Disability Issues, disabled people remain significantly less likely to participate in cultural, leisure and sporting activities. It has also been calculated that around a fifth of disabled people report having difficulties related to their impairment or disability in accessing transport.⁷

Key outcomes

- Increased local wealth (how an area and community has improved economically through development)
- Improved accessibility of local services (the availability of local services to residents within the community)
- Improved local transport network (an improvement in the convenience of public transport for the local community)
- Improved perceptions of local area (an overall improvement of the opinions of the local area relating to community services and amenities)

⁷ <http://odi.dwp.gov.uk/disability-statistics-and-research/disability-facts-and-figures.php#lsca>

Examples of typical interventions

- **Links4Life:** www.community-links.org/local-services/links4life/

This is an innovative and exciting project where employees build a deep value relationship with vulnerable 14-19 year olds and support them on their journey to a positive and sustained outcome of improved educational attainment, employment or improved behaviour or attendance at school.

- **Action For Children:** www.actionforchildren.org.uk

Action for Children provide targeted support to vulnerable and socially excluded young people right across the UK. The organisation's integrated targeted youth support services provide support based upon identified local need. Action for Children works closely with other agencies, helping ensure young people receive full support.

- **Wakefield Family Intervention Project:**

In partnership with YDSS, has allowed young people most in need to become youth club volunteers, youth council members, Youth Opportunity Fund Panel members and achieve substantial awards and accreditation. 95% of young people at the Canal Project are engaged in artwork, music and games. 45% of young people at the Exeter FIP participated in project activities such as fundraising, 'fun-days' or media events.

- **The Age Action Alliance:** www.ageactionalliance.org

This project encapsulates a partnership of organisations from civil society and the public and private sectors, which celebrate the lives of older people and their contribution to society. It works together to improve the lives of the most disadvantaged older people and prevent deprivation in later life. It tackles issues by pooling expertise, sharing resources, communicating ideas and supporting new ways of working to make a real difference to people's lives, enabling older people to act for themselves where they can, or providing support where they cannot.

- **Independent Regional Initiatives:**

There are many local initiatives within the community which offer community activities, as well as local public transport services for those in desperate need. Liverpool Council offers Liverpool Integrated Youth and Play Service- an online service that allows young people to find activities in their local area.

Current approaches to measurement

In the UK, measurements relating to the local area and getting around focus on perceptions of the local area, as well as access to public facilities. The National Indicator Set has been used to measure outcomes, including 'increase in the supply of housing' and 'rate of carbon emissions in the local area.'

Regional frameworks and reports have been a valuable point of reference for this framework. Data from *Leicestershire Together*- the Local Strategic Partnership for Leicestershire, the Islington Local Area Framework and the *Perceptions of Lancashire* survey has been used for local measurements and insight.

Data from the Office for National Statistics, DEFRA and the Department of Transport has been used to collect data regarding regional labour market statistics, waste generation, bus accessibility and road congestion statistics.

Multiple assessment tools have been used within this domain, especially regarding the 'Improved access to public transport' and 'Improved perceptions of local area' outcomes. Various tools exist to measure people's perceptions of the local area: the General Household Survey; the English Housing Survey; the Scottish Household survey and the Annual Survey of Hours and Earnings (ASHE).

Key sources

- The Office for National Statistics: <http://www.ons.gov.uk>
 - Regional Labour Market Statistics
 - Road Congestion and Reliability Statistics
 - General Household Survey
 - English Housing Survey
- The Department of Transport: <http://www.dft.gov.uk/>
 - Accessibility Statistics
 - Motor vehicle traffic statistics
 - Quarterly Bus Statistics
- Audit Commission: www.audit-commission.gov.uk/
 - Best Value Performance Indicator Survey
 - National Indicator Set

- The Scottish Government: <http://www.scotland.gov.uk>
 - The Scottish Household Survey
- Leicestershire Together: <http://www.leicestershiretogether.org/>
- Islington Local Area Framework: <http://www.islington.gov.uk>
- Perceptions of Lancashire Survey: http://www.lancashire.gov.uk/office_of_the_chief_executive/lancashireprofile/main/perception.asp

Related outcomes

The Local Area and Getting Around domain and related issues have a strong relationship with a multitude of other outcomes for individuals, and society as a whole. The following outcomes which are covered in other overviews are therefore highly relevant.

- **Related outcome:** Local and National Economic Outcomes (change to)
- **Related outcome:** Housing and Essential Needs
- **Related outcome:** Conservation of the Natural Environment and Climate Change

Key Outcomes	Specific Outcome	Indicators	Existing Measures	Sources & Use	Stakeholders (tagging)	Notes
Improved local wealth	Reduced economic deprivation	Score on Economic Deprivation Index (EDI)	Economic Deprivation Index (EDI) is a deprivation index that has been produced using consistent methodology in order to track Income and Employment deprivation over time. The EDI provides consistent LSOA level scores for the ID Income and ID Employment domains for 2001-2005	EDI score is widely used for planning and resource allocation decisions by local government. Further information and data is available here: http://www.data4n.r.net/resources/deprivation--income/1314/	<ul style="list-style-type: none"> - Individuals - Families - Local Authorities - Communities 	
	Increased local growth in existing sectors	Increased number of businesses and employment in tourism & hospitality, distribution and logistics	Data regarding employment by industry is collected via the Annual Population Survey (ATP) and the Labour Force Survey (LFS). Both contain various questions from which data is compiled to produce Labour Statistics Bulletins published by the Office of National Statistics.	This indicator is included in the Leicestershire Together Outcome Framework and equivalent measures are used by other local governments. The framework is available here: http://www.leicestershiretogether.org/lt_outcome_fra	<ul style="list-style-type: none"> - Individuals - Families - Local Authorities - Employers - Employees 	Leicestershire Together's Outcome Framework for 2012/13 is a set of shared county-wide outcomes that sit alongside the local priorities identified by each of the seven localities in the area.

		<p>Number of businesses operating in specified industries</p>	<p>The Inter-Departmental Business Register (IDBR) is a comprehensive list of UK businesses based on three administrative sources: traders registered for VAT purposes with HMRC, employers operating a PAYE scheme and incorporated businesses registered at Companies House. Data from this register can be used to monitor the number of businesses operating in a specific industry.</p>	<p>network_2012-13.pdf</p> <p>Labour Market statistics are available from the Office of National Statistics here:</p> <p>http://www.ons.gov.uk/ons/publications/all-releases.html?definition=tcm:77-21589</p>		
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	Improved household financial stability	Proportion of households that are managing well or very well financially (self-reported)	<p>The Scottish Household Survey includes the following question:</p> <p>"Taking everything together, which of the phrases on this card best describes how you and your household are managing financially these days?"</p> <ul style="list-style-type: none"> - Manage very well - Manage quite well - Get by alright - Don't manage very well - Have some financial difficulties - Are in deep financial difficulty 	<p>Further information about the Scottish Household Survey, including data, is available here:</p> <p>http://www.scotland.gov.uk/Topics/Statistics/16002</p>	<ul style="list-style-type: none"> - Individuals - Families - Local Authorities - Employers - Employees 	<p>This indicator is a subjective, perception-based measure and can be influenced by factors such as media coverage and differing personal views. Whilst not a comprehensive measure of quality or improvement and susceptible to greater fluctuations, perception measures can complement more quantitative outcome indicators</p>
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		<p>Median earnings (£s) for residents living in the local authority area who are employed</p>	<p>Data on earnings are collected via the Annual Survey of Hours and Earnings (ASHE). The ASHE is based on a 1 per cent sample of employees, information on whose earnings and hours is obtained from employers. The survey does not cover self-employed.</p> <p>These figures show the median earnings in pounds for employees living in the area who are on adult rates of pay.</p>	<p>Further information on the Annual Survey of Hours and Earnings (ASHE), including data, is available here:</p> <p>http://www.ons.gov.uk/ons/rel/ashe/annual-survey-of-hours-and-earnings/ashe-results-2011/ashe-statistical-bulletin-2011.html</p>	<ul style="list-style-type: none"> - Individuals - Families - Local Authorities - Employers - Employees 	<p>Areas with a lot of workforce migration may want to use earnings of workforce as well as or instead of earnings of residents.</p> <p>Inflation / deflation should be considered when monitoring change and/or setting targets.</p> <p>Data relating to self-employed residents is not included.</p>
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		<p>Median earnings (£s) for workforce based in the local authority area</p>	<p>Data on earnings are collected via the Annual Survey of Hours and Earnings (ASHE). The ASHE is based on a 1 per cent sample of employees, information on whose earnings and hours is obtained from employers. The survey does not cover self-employed.</p> <p>These figures show the median earnings in pounds for employees whose workplace is in the area who are on adults rates of pay.</p>	<p>Further information on the Annual Survey of Hours and Earnings (ASHE), including data, is available here:</p> <p>http://www.ons.gov.uk/ons/rel/ashe/annual-survey-of-hours-and-earnings/ashe-results-2011/ashe-statistical-bulletin-2011.html</p>	<ul style="list-style-type: none"> - Individuals - Families - Local Authorities - Employers - Employees 	<p>Areas with a lot of workforce migration may want to use earnings of workforce as well as or instead of earnings of residents.</p> <p>Inflation / deflation should be considered when monitoring change and/or setting targets.</p>
		<p>Number of people receiving benefits by region</p>	<p>The ONS collates Regional Labour Market Statistics from various sources, including claimant count rates by region from October 2012</p>	<p>Data is available from the ONS website:</p> <p>http://www.ons.gov.uk/ons/dcp171778_286516.pdf</p>	<ul style="list-style-type: none"> - Individuals - Families - Local Authorities 	

		Percentage change of working age people in employment	Data is collected via the Annual Population Survey and can be broken down by Local Authority District, County Authority and Government Office Region	<p>This was a national indicator prior to deletion in Jan 2011 (NI 151)</p> <p>It is widely used to measure the economic stability/growth of local areas. For example, the Department of Communities and Local Government suggests it as an indicator of 'Sustainable economic development'.</p> <p>Data is available here:</p> <p>http://data.gov.uk/dataset/ni_151_-_employment_rate</p>	<ul style="list-style-type: none"> - Individuals - Families - Local Authorities 	This is the proportion of the working age population (16-59 for females and 16-64 for males) who are in employment according to the International Labour Organisation (ILO) definition.
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Improved accessibility of local services (links to decreased feelings of isolation and a greater sense of community)	Reduced journey times to key local services	<p>Average minimum travel time across seven key local services:</p> <ul style="list-style-type: none"> - Employment - Primary school - Secondary school - Further education - GP - Hospital - Food store - Town centre 	The Department of Transport compiles and publishes various 'accessibility statistics' – a small area measure of the availability of transport to key services for the populations who use them	<p>Data, as well as information on how 'accessibility statistics' are derived, are available here:</p> <p>http://assets.dft.gov.uk/statistics/releases/accessibility-2011/accessibility-statistics-2011.pdf</p>	<ul style="list-style-type: none"> - Individuals - Older people - Local Authorities - Rural communities 	
		Proportion of users with 'reasonable' access to key services by public transport/walking			These statistics are widely used in local service planning by local authorities	
	Reduced road distance to key services	Road distances to nearest General Practice (GP) premises, primary schools, post offices and supermarket/convenience stores	Various methods of measurement are available	This indicator is used by the Department of Communities and Local Government. Data is available through the Data for Neighbourhoods and Regeneration Portal (Data4NR)	<ul style="list-style-type: none"> - Individuals - Older people - Local Authorities - Rural communities 	

	<p>Improved access to key services within rural communities</p>	<p>Availability of services at Output Area level</p>	<p>Using Ordnance Survey ITN data, the availability of services at Output Area level is calculated</p>	<p>Service availability and accessibility has been a key rural policy issue for many years. In order to monitor changing levels of service availability, this indicator combines datasets that show where outlets of particular services can be found, with postcode level information on the distribution of households to calculate average distance of households within an Output Area from key services.</p>	<ul style="list-style-type: none"> - Individuals - Older people - Local Authorities - Rural communities 	<p>Data is based on road distances rather than straight-line crow flies distances. The analysis has been undertaken using the national accessibility model. This model was developed for Department for Transport in 2006 to calculate national core accessibility indicators and has been further refined and developed since then.</p>
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Improved local transport network	Improved access to public transport	Proportion of working age people with access to employment by public transport	This indicator is calculated by The Department for Transport (DfT) and weights the basic travel time to employment with a "deterrence factor" (which reflects people's willingness to make long journeys to access employment, e.g. the further away the employment location, the less likely an individual would be to travel to it).	This was a national indicator prior to deletion in Jan 2011 (NI 176) Information on the accessibility of sites of employment to the economically active population by public transport, walking and cycling to enable local authorities to direct interventions (transport and planning measures related to both economic and residential sites) to encourage economic growth and reduce social exclusion	<ul style="list-style-type: none"> - Individuals - Local Authorities - Rural communities 	This indicator measures the percentage of people of working age (aged 16 to 74 years) living within the catchment area of a location with more than 500 jobs by public transport and/or walking. Data is available through the Department of Transport.
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	Improved access to public transport for disabled people	Proportion of disabled people citing 'difficulty in using public transport' as a main problem facing the area they live in	<p>A survey conducted for the Disabled Persons Transport Advisory Committee (DPTAC) included the following question:</p> <p>"What do you see as the main problems facing the area you live in?"</p> <p>This was asked as an open question and responses relating to 'difficulty using public transport' recorded</p>	<p>Further information and data is available through the DPTAC website:</p> <p>www.dptac.independent.gov.uk/pubs/research/apt/rtf/apt.rtf</p>	<ul style="list-style-type: none"> - Disabled people - Local Authorities 	
		Number of disability friendly buses	Number of accessible or low floor buses used as Public Service Vehicles, England outside London	<p>'Green Light for Better Buses', Department for Transport:</p> <p>https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3617/green-light-for-buses.pdf</p>	<ul style="list-style-type: none"> - Disabled people - Local Authorities 	
	Improved access to public transport for older people	Proportion of eligible older people with concessionary travel pass	This data is collected via the National Travel Survey by the Department for Transport	<p>Data is available here:</p> <p>https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/35738/nts2011-01.pdf</p>	<ul style="list-style-type: none"> - Older people - Local Authorities 	

	<p>Increased use of public transport relative to other forms of transport</p>	<p>Proportion of journeys to work made by public or active transport</p>	<p>Data is taken from the Scottish Household Survey. The National Transport Survey provides equivalent data for England.</p>	<p>This indicator is used by organisations wishing to encourage a shift away from car usage to reduce congestion and improve health by reducing harmful emissions and improving air quality. It is a national indicator for Scotland:</p> <p>http://www.scotland.gov.uk/About/Performance/scotPerforms/indicator/transport</p>	<ul style="list-style-type: none"> - Older people - Local Authorities - Health services 	
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	Improved efficiency of local transport	Average journey time per mile during the morning peak	This data is compiled and reported by The Department of Transport	<p>This was a national indicator (NI 167) before deletion in Jan 2011. It is still used by organisations aiming to reduce congestion as it impacts quality of life and has significant economic implications. Further information, including on the methodology employed, is available here:</p> <p>http://www.audit-commission.gov.uk/performance-information/performance-data-collections-and-guidance/nis/Pages/NI167Congestion%E2%80%93averagejourneytimepermileduringthemorningpeak.aspx</p>	<ul style="list-style-type: none"> - Individuals - Local Authorities - Health services 	
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		Proportion of principle roads where maintenance should be considered	Data is available through the Data for Neighbourhoods and Regeneration Portal (Data4NR)	This was a national indicator (NI 168) before deletion in Jan 2011	<ul style="list-style-type: none"> - Individuals - Local Authorities - Health services 	This The indicator measures the percentage of the local authority's A-road and M-road network where maintenance should be considered
Improved perceptions of local area	Improved overall/general perceptions of local area	Percentage of adult residents describing their neighbourhood as a 'very good' place to live in Scotland	<p>The Scottish Household Survey includes the following question:</p> <p>"Thinking about your neighbourhood, how would you rate it as a place to live?"</p> <p>The number of respondents who answered 'very good' is recorded.</p>	<p>Further information and data are available from the Scottish Government:</p> <p>http://www.scotland.gov.uk/Topics/Statistics/16002</p>	<ul style="list-style-type: none"> - Individuals - Communities - Local Authorities 	This indicator is a subjective, perception-based measure and can be influenced by factors such as media coverage and differing personal views. Whilst not a comprehensive measure of quality or improvement and susceptible to greater fluctuations, perception measures can complement more quantitative outcome indicators.
		Overall/general satisfaction with local area	Data is collected via the Place Survey and is published by the Office of National Statistics (ONS).	This was a national indicator (NI 005) before deletion in Jan 2011. Providing authorities and service deliverers with a baseline of local satisfaction which will help them identify and address the sorts of issues affecting how residents feel about their local area.	<ul style="list-style-type: none"> - Individuals - Communities - Local Authorities 	

			<p>The English Housing Survey includes the following question:</p> <p>“How satisfied are you with this area as a place to live?”</p> <ul style="list-style-type: none"> - Very satisfied - Fairly satisfied - Neither satisfied nor dissatisfied - Fairly dissatisfied - Very dissatisfied 	<p>The English Housing Survey questionnaire is available here:</p> <p>https://www.gov.uk/government/publications/english-housing-survey-2008-to-2009-onwards-questionnaire</p>	<ul style="list-style-type: none"> - Individuals - Communities - Local Authorities 	
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	Improved perception of local dealing/drug use in neighbourhoods	Proportion of residents saying drug misuse or dealing is common in the neighbourhood they live	<p>The Scottish Household Survey contains the following question:</p> <p>"How common would you say [drug misuse or dealing] is in this neighbourhood?"</p> <ul style="list-style-type: none"> - very common - fairly common - not very common - not at all common - don't know <p>The indicator measures the number of those who answer very common and fairly common to this question.</p>	<p>Further information and data are available from the Scottish Government:</p> <p>http://www.scotland.gov.uk/Topics/Statistics/16002</p>	<ul style="list-style-type: none"> - Individuals - Local Authorities - Health services 	<p>This indicator is a subjective, perception-based measure of neighbourhood problems. It is not always necessary to have direct personal experience of some issues to know or perceive that they are a particular problem in an area. For drug misuse or dealing, this might involve a small number of people in an area directly,</p>
	Improved perceptions of safety in local area	Percentage of adult residents saying they feel safe when they are alone in their home at night	<p>The Scottish Household Survey monitors the number of people answering 'safe' or 'fairly safe' to the following question:</p> <p>How safe do you feel when you are alone in your home at night?"</p>	<p>Further information and data are available from the Scottish Government:</p> <p>http://www.scotland.gov.uk/Topics/Statistics/16002</p>	<ul style="list-style-type: none"> - Individuals - Local Authorities - Health services 	

		Percentage of adult residents saying they feel safe when they are walking alone in their neighbourhood after dark	<p>The Scottish Household Survey monitors the number of people answering 'safe' or 'fairly safe' to the following question:</p> <p>"How safe do you feel walking alone in your neighbourhood after dark"</p>	<p>Further information and data are available from the Scottish Government:</p> <p>http://www.scotland.gov.uk/Topics/Statistics/16002</p>	<ul style="list-style-type: none"> - Individuals - Local Authorities - Health services 	
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