

Scrutiny committee recommendation & request tracking

Item 5B

Date	Topic	Responsible officer	Scrutiny request	Progress	Outcome
20 June 2013	Q4 performance; satisfaction measures	Roger Denton	There had previously been, circulated to scrutiny a document showing how each of the performance measures within the corporate plan were calculated. Following the discussion on satisfaction measures scrutiny requested that this document be re circulated.	Completed	C:\\Sfil2\\Shared folders\\Information management\\Research service\\Performance\\Corporate Plan KPIs 2012-13\\CP 2012-13 Pls methods.xls
20 June 2013	Q4 performance; Reducing the number of people killed or seriously injured on our roads	Joanne Deverick	That a note be circulated outlining the legislative context regarding the aspiration of 20 mph limits throughout the city	Completed	<p>Legally there are two ways by which the speed on a road can be restricted to 20 mph; either through a 20 mph zone or a 20 mph speed limit.</p> <p>20 mph zones require traffic calming measures (e.g. speed humps or chicanes) or repeater speed limit signing and/or roundel road markings at regular intervals, so that no point within a zone is more than 50 m from such a feature. There must be at least one physical traffic calming measure within the zone. In addition, the beginning and end of a zone is indicated by a terminal sign. Zones usually cover a number of roads and are designed to be self enforcing.</p> <p>20 mph limits are signed at the beginning and end with terminal signs and within the area there must be a repeater sign every 400 m. They do not require traffic calming. 20 mph limits are</p>

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	Q4 performance; Reducing the number of people killed or seriously injured on our roads (continued)				<p>normally applied to individual or small numbers of roads but are increasingly being applied to larger areas. 20 mph limits should only be introduced where the average speed of traffic in the street(s) to which it is to be applied to is below 24 mph.</p> <p>20 mph speed limits generally result in a reduction of no more than 1mph in average speeds. This is understood to be the reason for the 24 mph criterion, i.e. that speeds need to be close to the intended 20 mph limit.</p> <p>When introducing a 20 mph speed limit there should be no expectation on the police to increase their enforcement regime in the area.</p> <p>The Department for Transport issued revised its guidance on setting speeds limits in January 2013. The document is available online at:</p> <p>https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/63975/circular-01-2013.pdf.</p> <p>Paragraphs 79 to 103 are directly relevant to the 20 mph issue. The circular claims to have made it easier and more cost effective for councils to introduce 20 mph zones and limits. However other than accepting repeater signs as a feature that can be used in 20 mph zones, it is not clear where the savings could be made when introducing 20 mph signed only limits.</p>

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20 June 2013	Integrated transport budget	Andy Watt	To appraise Members of changes to the Local Transport Plan integrated transport budget available to the County Council and, via the agency agreement, within the city, arising due to changes in Government expenditure since 2010	To be completed Briefing note expected October	
20 June 2013	Q4 performance; Recycling rates	Adrian Akester	To ensure minimal contamination with recycling, that it be looked into, to use local estate agents to disseminate information on local recycling practices to private tenants	Completed	<p>Previously, local estate agents have not been enthusiastic in promoting the waste and recycling service. However, the council is very active in promoting recycling and private tenants are just as likely as homeowners to come into contact with our communications.</p> <p>In carrying out a door knocking exercise, over 12,000 properties have now been visited since March 2012, many will be tenanted. Through this exercise many residents have been encouraged to participate in food, glass and blue-bin recycling. If no one is home, information is left for the householder. Each year we carry out a targeted door knocking programme aimed at the city's student population and as part of this we participate in the UEA annual housing fair. This is also useful for getting the messages across to the land lords, many of whom also let properties to non-student tenants. We also run articles in 'Concrete' which is the university's own newspaper and a regular feature in the student pocket guide.</p> <p>Also, recycling information is always included in the tenants handbook and recycling features have been included in many issues of the</p>

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	Q4 performance; Recycling rates (continued)				council's citizen magazine. We also provide a link to the waste and recycling web pages via the front page of the council's website.
18 July 2013	Switch & save	Richard Willson	That the department of energy and climate change 'new definition of fuel poverty' be circulated to members of the scrutiny committee as soon as possible	Completed	<p>New definition of fuel poverty;</p> <p>'The definition of fuel poverty that will be adopted finds a household to be fuel poor if it is below the income poverty threshold (i.e. has an income below 60% of the median once energy costs have been taken account of) and if it has energy costs that are higher than the typical (median) household. This new indicator of fuel poverty also includes a fuel poverty gap, which is the difference between a fuel poor household's energy costs and what they would need to be in order for that household to no longer be fuel poor. This provides a measure of the depth of fuel poverty that a household is experiencing'. (Published 9 July 2013 - Department of Energy and climate change)</p> <p>The department of energy and climate change 'new definition of fuel poverty'</p> <p>https://www.gov.uk/government/news/davey-determined-to-tackle-scourge-of-fuel-poverty</p>
18 July 2013	Work programme – Lgss, benefits performance	Anton Bull	Circulate an update of the progress position on the performance and targets, and that this be circulated to scrutiny members before August	Completed	This is now available on e-councillor

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18 July 2013	Switch & save	Anton Bull	To circulate the switch & save - original contract tender document to scrutiny members	Completed	This is now available on e-councillor
18 July 2013	Switch & save	Richard Wilson	Investigate ways of capturing rates of take up in different demographic groups and consider appropriate targets to benchmark the success of the third tranche	Completed	As part of the on-line participant sign up you are now asked to respond to questions that identify people's demographic group. This information is treated as confidential and is anonymous. The council is now bench marking its performance against the other Norfolk councils as well as other authorities that are running collective switch over schemes.
18 July 2013	Work programme – 20 MPH limits	Steve Goddard and Andy Watt	For the scrutiny work programme to include a progress report on the work being undertaken regarding 20 MPH limits and cycle city ambition (Autumn 2013)	To be completed	
26 Sept 2013	Revenues and benefits benchmarking	Steve Goddard	That the issue of benchmarking against the council's close comparators be looked at by officers to help inform future target setting for the service run by LGSS	To be completed	

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