

		AGENDA ITEM 7
		PSEG/03/16
Committee:	Place Services and Economic Growth Scrutiny Committee	
Date:	21 January 2016	
Report of Call in: Getting Around In Essex – Procurement of New Local Bus Network Forward Plan reference FP/245/09/15		
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Following the Cabinet meeting on 19 November 2015 Councillor Chris Pond called in the decision on 'Getting Around In Essex – Procurement of New Local Bus Network' (Minute 4). In his notice of call in he cited in particular the decision to withdraw the subsidy payment to Transport for London (TFL) with effect from 1 April 2016, and gave six reasons for his action. A copy of his Notification of Call-In form is attached at Appendix A.

In line with the procedure for handling the call in of a decision, an informal meeting was held on 19 November, and a note of that meeting is attached at Appendix B.

On the basis of a formal letter he had received from Councillor Hirst on 24 November, Councillor Pond confirmed that 'Given that Cabinet has made its decision, and in the light of the statement of ECC intent should TFL withdraw or curtail them, I am now prepared to withdraw the call-in.'

Action required by the Committee:

The Committee is invited to note the action taken in this matter.

Notification of Call-in

Decision title and reference number Cabinet Agenda item 5 - Getting Around In Essex – Procurement of New Local Bus Network Forward Plan reference FP/245/09/15	
Cabinet Member responsible Cllr Hirst	Date decision published 19 November 2015
Last day of call in period 24 November 2015	Last day of 10-day period to resolve the call-in
Reasons for Making the Call in <ol style="list-style-type: none"> 1. There has been full consultation on all aspects of proposed saving elsewhere in Essex 2. There was no local consultation at all on the decision to withdraw the grant to TFL in respect of Routes 20 and 167 3. Cabinet was seriously misled by the statement in the Report that this major change “affected two routes in Loughton” as if they were minor town services. These are main trunk routes, connecting the major centres of Ilford and Walthamstow with the three towns of Chigwell, Loughton, and Buckhurst Hill, which together have a population of some 75,000. Some 480 trips a week are made by Route 20 vehicles, and over 200 by the 167, with 1775286 and 1584558 passengers p.a respectively; the total mileage being some 650000 pa 4. If the withdrawal of these routes were to ensue, major disruption would be caused. If commercial replacements were organised, all the benefits of integrated automated ticketing, travel concessions for secondary children, and comprehensive hours of operation would be lost. This would be contrary to ECC policies encouraging modal shift. 5. Serious disruption of travel for schoolchildren would occur, and the Head of Davenant Foundation School in particular has deep-seated concerns, as Route 20 is the main distributor for his pupils. The same concerns have been expressed by the Deputy Principal of Epping Forest College. 6. The decision is likely to affect young and old people disproportionately. No equality assessment of this proposal has been undertaken. 	
Signed: Councillor C Pond	Dated: 19 November 2015

Appendix B

Note of Informal meeting held on 19 November 2015 regarding the Call In of the Cabinet decision on 'Getting Around In Essex – Procurement of New Local Bus Network' Forward Plan reference FP/245/09/15 (Cabinet., Minute 4/ November 2015).

In attendance:

Councillor Chris Pond (Councillor responsible for calling the decision in)
Councillor Simon Walsh, Chairman of Place Services and Economic Growth
Scrutiny Committee
Councillor Roger Hirst, Cabinet Member for Transport, Planning and
Environment

Helen Morris, Head of Commissioning – Connected Essex Infrastructure
Chris Carpenter, Cabinet Advisor
Christine Sharland, Scrutiny Officer

Cllr Walsh welcomed everyone to the informal meeting that had been convened at short notice and in line with the County Council's Call In procedure to consider the aforementioned decision. In particular the call in related to that part of the decision whereby the Cabinet had agreed to withdraw the subsidy payment to Transport for London (TFL) with effect from 1 April 2016

Councillor Pond was then invited to explain the six reasons he had given in his Notification of Call In. By way of background to the particular issue on the TFL subsidy he referred to paragraph 3.14 in the Cabinet report at item 5:

'3.14. The activity to redesign the supported bus network has been completed and is expected to deliver approximately £1.5 million in efficiency savings against the existing budget for the supported bus network. It is intended that these savings will be made from the following activity:

- £586,000 of the projected saving is subject to negotiations with Transport for London over two services in Loughton which in other areas of the county would be run commercially without any subsidy;*
- Through the commercialisation of better performing services it is anticipated savings of £684,000 per year will be realised. However, £380,000 is reliant on school services in Uttlesford. This cannot be realised until September 2016. However, there will be an additional charge to the school transport budget of £50,000 which has been agreed with People Services. This will bring a net saving of £330,000. It should be noted that on ECC supported services ECC sets the fare whereas on*

commercial services these are set by the operator. Passengers may notice different fares if they travel on a commercialised service.

- *The remainder of the savings are intended to come from the tender of a redesigned supported bus network, and are based on efficiencies not service reductions, except where services are already failing the existing value for money assessment of £5 maximum cost per passenger journey.*

He confirmed his belief that the matter of the TFL subsidy should have been treated as a separate matter to the overall changes to the local bus network that had been consulted upon, and clarified his concerns about the withdrawal of the subsidy and the way it appeared to him to have been handled.

In response Councillor Hirst pointed out that the withdrawal of the subsidy did not constitute a change to bus services and that if TFL did decide to make any service changes then it would have to undertake public consultation before doing so. The County Council has been in discussion with TFL about its proposal to withdraw subsidy, and there had been no indication from TFL that it intended to change its services as a result.

Councillor Hirst referred to the reassurances he had given at the earlier Cabinet meeting. He took on board the concerns expressed about the retention of the TFL service routes 20 and 167 if the TFL subsidy is withdrawn, and confirmed the situation would continue to be monitored.

Councillor Hirst referred to the reassurances he had given at the earlier Cabinet meeting. He took on board the concerns expressed about the retention of the TFL service routes 20 and 167 if the TFL subsidy is withdrawn, and confirmed the situation would continue to be monitored. Cllr Pond gave a list of desiderata to guide the County Council should the two routes be adversely affected because of the Decision.

On the basis of the Cabinet Member's explanation and assurance that the situation would be kept under review, Councillor Pond indicated that he would withdraw his call in of the decision to withdraw the County Council's subsidy to TFL subject to the provision of a Statement of Intent by the Cabinet Member.
