

OVERVIEW AND SCRUTINY COMMITTEE

MINUTES

Thursday 6 June 2019

PRESENT: Councillors: Blacker (Chair), Anjum, Ball, Conlan, Costigan, D. Crawford, Dhadwal, Driscoll, *Midha* (substitute for Burke), Rice, Rooney, Shaw, Woodroofe and Young.

Officers Present:

Harjeet Bains	- Scrutiny Review Officer
Chris Cole	- Transport Planning Service Manager
Lee Teasdale	- Democratic Services Officer

Other Attendees:

Tony Byrne	- Client Delivery Manager, Crossrail Surface West
Richard Chilton	- Save Ealing's Centre
Dave Corkett	- Project Director, Network Rail
Susan New	- Save Ealing's Centre
Colin Prime	- Head of Crossrail Client Management Team, Network Rail
John Williams	- Deputy Project Director, Crossrail

1. Apologies for Absence
(Agenda Item 1)

Councillor Burke was substituted at the meeting by Councillor Midha

Councillor Alex Stafford tendered his apologies.

Ed Da Silva (Sponsor for Crossrail, Network Rail) also tendered apologies.

2. Urgent Matters
(Agenda Item 2)

There were none.

3. Declarations of Interest
(Agenda Item 3)

There were none.

4. Matters to be Considered in Private
(Agenda Item 4)

There were none.

5. Crossrail Developments in the Borough (Agenda Item 5)

The Chair invited representatives from Network Rail and Crossrail to provide a presentation to the Panel on developments around preparing the borough for the commencement of Crossrail services.

The officers acknowledged and shared the concerns expressed by residents and local representatives about the continued delays to the full commencement of Crossrail services.

A new leadership team and an updated work programme were now in place. A new funding package had been agreed with sponsors and a robust logical linked plan was also in place. There was now more confidence in the revised opening date window for 'Stage 3' - the new window being the six months between September 2020 and March 2021.

There were four major tasks which required completion in advance of Stage 3. These were:

- Software testing to integrate the train operating system with three different signalling systems.
- Installing and testing vital station systems with Central Operating Section stations.
- Completing the installation of the equipment in the tunnels and test communication systems.
- Testing many thousands of miles to ensure the highest levels of safety and reliability.

It was expected that Stage 5a would be operational from December 2019. The introduction of this stage (which would run from Reading to Paddington Station) would see the introduction of 17% extra seating capacity, and a significant 85% rise in capacity overall due to the introduction of the new Bombardier 345 trains.

Station Works

Station works were underway at Southall, West Ealing, Ealing Broadway and Acton Main Line stations. Many major works had taken place between Christmas 2018 and Spring 2019, including the installations of foundations for the Southall footbridge, the West Ealing footbridge, the new staircase at Ealing Broadway and the Acton Main Line footbridge.

Main works procurement was underway having been substantially delayed from original timescale ambitions. Contracts were now in place and the contractors mobilised. The contracts to build and upgrade six ticket halls between the Acton Main Line and West Drayton had been split into two packages. The contract for West Drayton, Hayes & Harlington and Southall had been awarded to 'Hochtief' on 21 December 2018 and the contract for West Ealing, Ealing Broadway and Acton Main

Line were awarded to 'Graham' on 12 April 2019. The substantial completion of all stations was expected by December 2020.

It was noted that there had been issues around the canopy at Ealing Broadway. A re-design had been undertaken and this was being reviewed with the contractor to ensure that it would not compromise the December 2020 completion date.

Public Realm

Chris Cole (Transport Planning Service Manager) stated that the station works needed to be fully in place before the significant urban realm amendments could be introduced. Concerns had been raised that the Transport for London (TfL) funding for complimentary measures had a finite date of March 2020, TfL had been made aware of the situation as it stood, and the Leader (Councillor Julian Bell) had made representations on the situation to ensure that the funding remained available beyond that date.

Design plans were going to be consulted on in June 2019. More detail would be provided as it became available and would be published on the website. Relevant ward councillors and key stakeholders would also be made fully aware of all the details.

There was a full awareness of concerns regarding the bridge deck at Ealing Broadway Station, and it was acknowledged that traffic management would be an issue. The highways team and contractors were aware of these issues and experienced in broaching them.

Questions

Councillor Ball asked for more detail on the Greenford Branch service reductions.

Chris Cole advised that the branch did not provide a direct service to Central London anymore, but the frequency of services to West Ealing to connect to other services would not reduce. The franchise was due to go out to competition next year.

Councillor Woodroffe asked for further understanding of why the Reading to Paddington element would be in operation ahead of the Heathrow to Paddington element.

Officers advised that the Heathrow branch off was a more complicated section of track which would require the introduction of a whole new signalling system that would need to be integrated.

Councillor Woodroffe noted that the new trains had lots more room for people standing up. Would this have an impact for disabled passengers?

It was advised that the new Bombardier carriages were very open and spacious and should make it easier for people with disabilities, as well as a number of other different customer groups.

Councillor Daniel Crawford stated that it was important to highlight where good work had already taken place, and with this in mind, complimented the work undertaken at

Acton Mainline Station which had seen some great improvements to the station, with an increased frequency of trains stopping there and increasingly visible staffing. However, he did express a note of caution that increased space on the new trains would lead to more people on platforms and potential crowding issues.

A member of the public sought reassurance on the level of training provided to drivers ahead of the launch of new stages. It was assured that a full comprehensive training programme was in place.

Richard Chilton (Save Ealing's Centre) asked if an agreed Southall work programme was now published. It was advised that the work programme had been prepared but had not been published yet. Mr Chilton stated that it was important to publish this timetable to try and help in restoring public confidence in the project.

Councillor Ball expressed concern that the owners of Villiers House, which was attached to Ealing Broadway, would not be able to come to an agreement on the re-design of the Ealing Broadway canopy. Chris Cole advised that a verbal tri-partite agreement had been reached between the Council, Villiers House and Crossrail, with Crossrail agreeing to pay for the canopy. Ealing Ltd (the owners of Villiers House) would be willing to pay additional funding to improve the Villiers House entrance (subject to planning consents), in return Ealing Ltd would get access to the existing entrance space for disabled access to Villiers House. Conversations were ongoing to seek to make Villiers House a much nicer building.

Councillor Young asked why the original design had not been progressed.

It was advised that the original design had proved too expensive to progress, so a new design had been brought forward for consultation and was now the agreed working design.

Susan New (Save Ealing's Centre) expressed that many residents had concerns about the design process. The original issues around the canopy dated back to 2014 and it was concerning that the process had taken nearly five years to produce a viable alternative.

Richard Chilton asked if any further consultation would take place with the public before the planning exercise around the canopy and whether it would be built after December 2020.

It was advised that work was taking place to ensure that the integrated programme was in-line with the end date of December 2020. Additional feedback would have to be given on any arrangements for further public consultation.

Councillor Daniel Crawford expressed disappointment that the previous amount of consultation provided around designs at Ealing Broadway was no longer evident. Keeping the public informed was key and would lead to less antagonism around the process.

Officers stated that they too were frustrated by the process as they sought pride in what was being delivered, also like residents, wanting to see a public realm to be proud of.

Committee Members expressed regret that the retail options at Ealing Broadway Station had been removed so early in the process.

Councillor Ball expressed concern about peak time capacity doubling at Ealing Broadway. At present commuters avoided using the Paddington mainline in the morning mainly due to a lack of seats.

It was advised that tracking of pedestrian modelling took place to ensure the best possible fit, the new Bombardier trains would provide more space, but commuters would need to make more use of the full platforms.

Councillor Young asked about the cost savings being found and if this would have an impact on the reinstatement of Haven Green.

It was advised that a commitment remained in place to fully restore Haven Green, and that funding for this was ringfenced. The figure for this funding could be fed back to the Committee

Councillor Driscoll asked about accessibility at Ealing Broadway. Would every line be step free accessible?

It was advised that Network Rail only held responsibility for the step free access to the GWR/Elizabeth Line platforms. Chris Cole stated that TfL did not currently have plans for making the Central and District lines fully accessible. However, once the installation of step free access by Network Rail was complete, this would in turn allow for step free access to all underground platforms with the part exception of Platform 9 on the District Line.

Susan New stated that such actions were disappointing for those with disabilities, and that public transport operators should be working together on accessibility issues and not be looking to deflect responsibility.

It was stated that the new Crossrail 345 trains would reduce the stepping distances on platforms to an extent.

A member of the public expressed concern about the lack of a drop off point at the redesigned Ealing Broadway. This would have an impact on people with luggage heading towards Heathrow, etc.

Chris Cole stated that unfortunately there was simply a lack of road space available, and that the zig zag lines outside of the Station were statutory. There was also the risk that such provision would just be abused by those who did not need it for a particular purpose. This issue had been considered from many angles and it was felt the best hope was that the current level of bus space could be rationalised in agreement with TfL.

Councillor Costigan referred to the knock-on effect upon bus services as far as Northolt. Whilst there was a proposal around increasing the E10 route, some 427 route connectivity would be lost. Would the Crossrail delays have an impact upon the bus route changes?

It was advised that the vast majority of bus route decisions had been deferred to tie up with the introduction of Crossrail. It had been suggested that some changes should not be brought in day one, but instead the impact of Crossrail upon the routes should be studied first. Lobbying was taking place with TfL regarding this.

Councillor Costigan expressed concern about what appeared to be a lack of female representation at the higher level of management over the Crossrail project. It was advised that there were women in managerial positions within the organisation, however it was granted that it did not look good when none of these were in attendance. It was acknowledged that this was an area that needed improvement.

Councillor Daniel Crawford stated that it was important that the Committee continued to monitor the finalisation and implementation of Crossrail as it was clear from the comments about accessibility that some things were being 'left off the menu' and that the presented service seemed to be slipping away from the original vision for the service.

The Chair thanked the Crossrail and Network Rail representatives for their input and drew the item to a close.

Resolved: That

- (i) the presentation on Crossrail developments in the Borough be received;
- (ii) information on any further intended public consultation around the redesign of Ealing Broadway Station be fed back to the Committee when available;
- (iii) the ring-fenced funding figure for the restoration of Haven Green be fed back to the Committee; and
- (iv) the Committee's commitment to the monitoring of the finalisation and implementation process for Crossrail be continued.

6. Statutory Guidance on Overview and Scrutiny in Local and Combined Authorities
(Agenda Item 6)

The Chair introduced a report containing the statutory guidance on overview and scrutiny in local government published by the Ministry of Housing, Communities and Local Government. This paper had previously been circulated to the Committee Members for comment. Discussion was invited on the contents.

Questions

Councillor Costigan made reference to the recommendation about better communication of the role of scrutiny to the public, stating that this was something Ealing should consider.

Councillor Daniel Crawford agreed, stating that there needed to be more ways to promote the work done by scrutiny than simply the methods currently used. Could

there be a rationale for taking some meetings around the borough to help promote scrutiny?

Councillor Young stated that taking meetings around the borough had been attempted in the past and it had been found that it ended up disadvantaging more potential attendees by not being centrally based.

Reference was made to holding regular meetings with the executive, could scrutiny benefit from having arrangements made on a more formal basis around this?

Councillor Rooney suggested that holding scrutiny training session alongside the scrutiny conference each year could be helpful.

Councillor Daniel Crawford stated that there always needed to be consideration of where co-option may add value to a panel.

It was agreed that Ealing usually had no issues in arranging for external witnesses to provide evidence and insight to panels.

Councillor Shaw stated that the guidance provided a good chance to review the authority's scrutiny against best practice. For example, lessons could be learnt from the guidance to avoid explicitly political call-ins.

Councillor Young stated that post-decision scrutiny often proved to be very important, as projects could often turn out differently to what had been initially expected.

The Chair suggested that it may be helpful to look at how scrutiny operates in councils with large majorities. He stated that some of the points raised could be taken up with the new Head of Democratic Services, particularly around forming a more formal protocol for the relationship with the executive and improving communications in engaging the public on the scrutiny process.

Resolved: That

- (i) the Statutory Guidance on Overview and Scrutiny in Local and Combined Authorities be noted; and
- (ii) committee member suggestions be taken up by the Chair and the Head of Democratic Services.

7. Final Reports of Scrutiny Review Panels 1, 2 and 3 2018-2019
(Agenda Item 7)

The final reports of Scrutiny Panel 1 (Housing), 2 (Knife Crime and Youth Engagement) and 3 (Air Quality) were considered by the Committee.

Panel Members suggested that recommendation 18 of the Housing Panel on pepper potting should not be dismissed and it was asked that this be taken back to officers.

With regards to recommendation 15 of the Air Quality report, Councillor Young noted that the Panel had wanted this to include Haven Green, this would need to be

reworded to read '*Ealing Council should ask the Greater London Authority to extend the low emission bus zone in Ealing Broadway/Haven Green*'.

With regards to recommendation 24 of the Air Quality report, Councillor Dhadwal stated that the health of residents was more important than the limits of the resources available, and that this should not cost that much.

Resolved: That subject to the amendments suggested by Committee Members, the Scrutiny Review Panel 1,2 & 3 reports be agreed.

8. The Work of the Panels
(Agenda Item 8)

No meetings of the Panels for 2019-2020 had taken place to date.

9. OSC Work Programme
(Agenda Item 9)

Resolved: That the work programme be noted by the Committee.

10. Date of Next Meeting
(Agenda Item 10)

The next meeting of the Committee would be held on Thursday 11 July 2019.

Councillor Josh Blacker, Chair.

The meeting ended at 9:45pm.
