

Report to Overview & Scrutiny Committee

Date of meeting: 28 February 2017



Subject: Scrutiny of External Organisations - Central Line Services and Infrastructure

Officer contact for further information: S. Tautz (01992) 564180

Democratic Services Officer: A. Hendry (01992) 564246

Recommendations/Decisions Required:

That the Committee note further information received from Transport for London, in respect of recent scrutiny of local Central Line services and infrastructure.

1. (Director of Governance) At its meeting on 19 December 2016, the Committee raised concerns in respect of aspects of local Central Line services and infrastructure, with representatives of Transport for London (TfL).

2. At the meeting, TfL undertook to provide further information on a number of matters raised by the Committee. These issues and the response of TfL, are as follows:

- (a) **The development of opportunities for Epping Forest District Council to engage with TfL in relation to local Central Line services and infrastructure on an ongoing basis, particularly given the high number of London Underground stations within the district when compared with adjoining London Boroughs, with whom TfL appear to have established a structured approach to formal consultation and engagement**

TfL is currently transforming its organisational structure. The issue of a more explicitly structured and resourced approach by TfL to all its engagement with the non-GLA authorities is being considered as part of the transformation work which is expected to be complete later this year. As an interim arrangement Mark Hart be willing in his role as Stakeholder Engagement Manager for the Central Line, to act as a point of contact for transport matters.

- (b) **Arrangements for the sale of Oyster cards at local outlets in the CM16 post code area and the perceived 'restriction' on the sale of Oyster at multiple outlets**

We have a fixed number of Oyster issuing devices, which are allocated to a network of up to 4,000 Oyster Ticket Stops throughout Greater London to enable customers to top-up Oyster cards and purchase ticketing products. A requirement for a minimum number of Oyster Ticket Stops has been identified in each of approximately 250 post code areas to provide appropriate coverage, based on a number of factors including (but not limited to) population, number and location of bus routes and whether there are alternative Oyster issuing facilities nearby. The network is managed by Oyster Sales Service on our behalf.

Applications for an Oyster Ticket Stop agency will be considered taking all the above factors into account. Any interested vendors should contact Oyster Sales Service: ossapplicants@cubic.com; 0330 111 1100.

(c) The current condition of the Central Line track between Epping and Loughton Stations and the very 'rough' ride experienced by passengers on this stretch of the line

We apologise to any customers whose journeys are not satisfactory. We have a robust inspection and maintenance regime on London Underground where our tracks are regularly inspected to ensure that they are in optimum condition and customers can enjoy the best journeys possible. Any maintenance work identified following inspection will be undertaken as a matter of priority.

The Central Line is currently subject to a programme of rail tamping on the East end of the line. Track tamping is done using a specially equipped train that adjusts the stone ballast and gives better support to the track (sleepers and rails). This work began in November and is expected to complete by early spring, the Epping to Loughton section will be tamped from the middle of February and customers should notice an improvement as a result.

(d) The allocation of funding from the Mayor of London for the provision of step-free access to platform level at London Underground stations, and whether the award of funding for access works at specific stations is subject to match-funding from the relevant local authority or elsewhere

In general, the new programme will still need to optimise partnership and funding contribution opportunities but this is no longer the main drive for defining the pace of and selection of which step free schemes to progress. We no longer need match funding in order to progress a scheme, but we will gladly accept contributions where they exist.

With regard to Buckhurst Hill, Essex County Council has stated that it would contribute £10k towards the feasibility study at Buckhurst Hill and we will be taking them up on that offer. We will share the Buckhurst Hill feasibility study with the local authority when it is finished (probably February 2017).

3. The Committee may wish to add further scrutiny of local Transport for London services, to its work programme for 2017/18.

Resource Implications:

The recommendations of this report seek to enable scrutiny activity to more effectively meet work programme requirements.

Legal and Governance Implications:

The Council's constitution sets out rules for the management of its overview and scrutiny responsibilities. Although external organisations are not generally required by legislation to attend before the Overview and Scrutiny Committee, it is hoped that most would be willing to engage constructively with the Council's scrutiny activity when invited to do so.

Safer, Cleaner, Greener Implications:

There are no implications arising from the recommendations of this report in respect of the Council's commitment to the Climate Local Agreement, the corporate Safer, Cleaner, Greener initiative, or any crime and disorder issues within the district.

Consultation Undertaken:

The scrutiny of a number of overarching themes and specific issues of local Central Line services and infrastructure were identified by the Committee at its meeting on 19 July 2016.

Background Papers:

None

Impact Assessments:

Risk Management

The Council's constitution sets out rules for the management of its overview and scrutiny responsibilities.

Equality:

There are no equality implications arising from the recommendations of this report.