

<b>Item No.</b>	<b>Classification:</b> Open	<b>Date:</b> 23 March 2010	<b>Meeting Name:</b> Executive
<b>Report title:</b>		Motions Referred from Council Assembly	
<b>Ward(s) or groups affected:</b>		All	
<b>From:</b>		Strategic Director of Communities, Law & Governance	

## RECOMMENDATION

1. That the executive considers the motions set out in the appendices attached to the report.

## BACKGROUND INFORMATION

2. Council assembly at its meeting on Wednesday, 27 January 2010 agreed a number of motions and these stand referred to the executive for consideration.
3. The executive is requested to consider the motions referred to it. Any proposals in a motion are treated as a recommendation only. The final decisions of the executive will be reported back to the next meeting of council assembly. When considering a motion, executive can decide to:
  - Note the motion; *or*
  - Agree the motion in its entirety, *or*
  - Amend the motion; *or*
  - Reject the motion.

## KEY ISSUES FOR CONSIDERATION

4. In accordance with council assembly procedure rule 2.9(6), the attached motions were referred to the executive. The executive will report on the outcome of its deliberations upon the motions to a subsequent meeting of council assembly.
5. The constitution allocates responsibility for particular functions to council assembly, including approving the budget and policy framework, and to the executive for developing and implementing the budget and policy framework and overseeing the running of council services on a day-to-day basis.
6. Any key issues, such as policy, community impact or funding implications are included in the advice from the relevant chief officer.

## BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Motions submitted in accordance with council assembly procedure rule 2.9 (6).	Town Hall, Peckham Road, London SE5 8UB	Lesley John Constitutional Team 020 7525 7228

## LIST OF APPENDICES

Number	Title
Appendix 1	Social Care in Southwark
Appendix 2	Local Rail Services
Appendix 3	Improving Public Transport on the River

## AUDIT TRAIL

<b>Lead Officer</b>	Ian Millichap, Constitutional Team Manager	
<b>Report Author</b>	Lesley John, Constitutional Officer	
<b>Version</b>	Final	
<b>Dated</b>	15 March 2010	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / EXECUTIVE MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Strategic Director of Health and Community Services – Appendix 1	Yes	No
Strategic Director of Regeneration & Neighbourhoods – Appendix 2 and 3	Yes	Yes
<b>Executive Member</b>	-	-
<b>Date final report sent to Constitutional Team</b>	15 March 2010	

### Social Care in Southwark

At council assembly on Wednesday 27 January 2010 a motion on social care in Southwark was proposed by Councillor Dora Dixon-Fyle and seconded by Councillor John Friary. The motion was subsequently amended and the amended motion stands referred to the executive as a recommendation.

### Recommendation

1. That council assembly is grateful for the hard work and dedication of both the council's own social care staff and those of partner organisations providing care in the borough.
2. That council assembly regrets the publication of the recent draft report from the Care Quality Commission (CQC) without any input from the council because of the commission's refusal to discuss their findings with the council and notes the significant flaws, inaccuracies and factual errors including:
  - a) criticism of the the council's customer service centre based on a small sample survey which ignored evidence from the council's own customer service surveys showing increasing satisfaction. Council assembly also notes the inspector failed to visit the dedicated and specialist call centre dealing with the most vulnerable residents.
  - b) contradictory assumptions about the council's spending on adult social care including the claim that "the proportion of council spend directed to adult social care was in the lowest quartile nationally", when the Audit Commission confirms that the council spends in the highest quartile nationally and the social care component of the council's formula grant as calculated by the Department for Communities and Local Government (DCLG) is in fact £22 million less than actual spending.
  - c) failure to recognise the council's beacon status for promoting cohesion, equality and driving out discrimination.
3. That council assembly welcomes the statement by Labour Minister of State for Care Services, Phil Hope, who in his letter to the council on 2 December acknowledges that the council is not a poor performer.
4. That council assembly believes that if the CQC report was a true reflection of a deterioration in service that this would have been picked up through complaints, MPs casework and council questions and motions. Council assembly notes that Harriet Harman states in her most recent annual report that social care issues were just 1.5% of the total, for Simon Hughes these were just 2% of the total caseload and that opposition members asked not a single question on the quality of social care in the last two years.
5. That council assembly supports the call for the findings to be subject to independent scrutiny to establish the facts, to allow the council to agree where improvement is actually needed and take action to improve services.

### Comments of the Strategic Director of Health and Community Services

None received at the time of agenda despatch.

## Local Rail Services

At council assembly on Wednesday 27 January 2010 a motion on local rail services was proposed by Councillor Toby Eckersley and seconded by Councillor Nick Vineall. The motion was subsequently amended and the amended motion stands referred to the executive as a recommendation.

## Recommendation

1. That in light of the potentially detrimental effect on the amenity of the Herne Hill and Elephant and Castle area, the council views with serious concern the proposals by Network Rail and/or First Capital Connect to terminate the Thameslink Wimbledon loop services at Blackfriars. Council notes concern amongst residents over adequate consultation and calls upon the executive and officers to liaise with other affected London boroughs to explore alternative options for the continuation of the current service providing through trains to Farringdon (for Cross Rail), to Kings Cross St Pancras (for Eurostar and other mainline services) and points north to Bedford.
2. That council assembly welcomes the recent extension of SouthEastern services from Nunhead, Peckham Rye, Denmark Hill and Elephant & Castle stations through the Thameslink tunnel from Blackfriars to Kentish Town, providing through trains for residents in Nunhead, East Dulwich, Peckham Rye and Camberwell to City Thameslink, Farringdon, Kings Cross St Pancras and Kentish Town. Council supports the proposal that these services should be retained on completion of the Thameslink programme in 2015 and calls on the executive to lobby to protect these services and indeed for additional services and destinations to be added for these stations when the increased capacity through the Thameslink tunnel is available.
3. That council assembly also notes the abysmal service currently being provided by First Capital Connect (FCC) and calls on the executive to support local MPs and London Assembly members in lobbying to ensure that a full service is restored, including removing the franchise from FCC if services do not improve rapidly, and to ensure that commuters are properly compensated for the disruption.

## Comments of the Strategic Director of Regeneration & Neighbourhoods

It is proposed for services via the Wimbledon Loop to terminate at Blackfriars where services from Denmark Hill, Catford and Bromley would provide a through service to central London and beyond.

It is currently proposed to double services via the Wimbledon Loop to provide a 4 train per hour service. However passengers would need to change at Blackfriars for through services. When works are completed passengers will have to wait a maximum of 3 minutes for an onward connection to St Pancras and beyond.

To provide a through service, from the Wimbledon Loop would mean reduced capacity for services from Denmark Hill, Catford and Bromley. In addition, due to financial constraints it is also unlikely that the doubling of service frequently from the Wimbledon Loop would be achieved.

The train service pattern post 2015 has yet to be set and will be an ongoing process as the Thameslink programme progresses. In addition, the South-eastern franchise will be refranchised in mid 2015 with consultations regarding service patterns commencing up to a year before this time.

There has been widespread recognition of the disruption on First Capital Connect (FCC) services, with a number of bodies expressing their disappointment. London Travelwatch noted that, 'During the last performance period, only 63% of Thameslink services and 72% of Great Northern services ran on time despite the operator running a much reduced timetable particularly on the Thameslink route. Worse still, almost 12% of services were cancelled.'

Alongside the weather, FCC's services have suffered major disruption in recent weeks due to industrial action by drivers. With commuters frequently facing long delays as the current timetable on the Thameslink route has been abandoned, including services being cut entirely at times on the Wimbledon Loop. Both the Mayor of London and London Travelwatch have made representations to the Department of Transport over the operation of FCC.

## **Improving Public Transport on the River Thames**

At council assembly on Wednesday 27 January 2010 a motion on improving public transport on the river Thames was proposed by Councillor David Hubber and seconded by Councillor Lewis Robinson. The motion was subsequently amended and the amended motion stands referred to the executive as a recommendation.

### **Recommendation**

That council assembly notes:

1. The River Thames is an integral part of the London Borough of Southwark, not just as a landmark, but as part of our transport system.
2. The recent publication of the report “At a Rate of Knots – Improving Public Transport on the Thames”, that contains a number of proposals to improve river transport.

That council assembly believes:

3. That the restoration of the River Thames on the next edition of the standard tube map, recognising its potential as part of London’s transport network, should be welcomed.
4. Improved river transport will attract more visitors to the borough, as demonstrated by the successful shuttle service which runs between Tate Modern and Tate Britain.
5. The council’s plans to complete the Thames Path in Southwark will provide greater accessibility to river transport and enable visitors to explore the borough with greater ease.
6. That the potential for the expansion of river services exists, although it would wish to be assured that increased public subsidy for river services (as recommended by “At a Rate of Knots”) could be achieved without a knock-on effect on subsidy levels for those transport modes on which a wider range of Southwark residents rely, including buses, underground and mainline rail.
7. That improving cross-river links is of equal importance to the borough. Council assembly therefore regrets the indications from the Mayor of London that Transport for London (TfL) is unlikely to contribute towards the development of a foot and cycle bridge over the Thames at Rotherhithe.

That council assembly requests the executive:

8. To consider how Southwark can promote greater awareness amongst our residents of existing river services and how they can use them.
9. To request that Southwark's transport policy team consider the proposals in the report, liaise with Transport for London (TfL) and the London Mayor's office, produce a report to executive on their viability and how Southwark could support them.
10. To request that Southwark's transport policy team also consider as part of this report any public realm improvements associated with the completion of the Thames Path.
11. To request that the executive re-iterates its support for a new foot and cycle river crossing in the east of the borough and writes to the Mayor of London asking him to reconsider his position on such a project.

### **Comments of the Strategic Director of Regeneration & Neighbourhoods**

'At a Rate of Knots' is a publication by the policy think tank, the policy exchange, and provides a number of recommendations for the operation, subsidy and improvement of river services and facilities. The key recommendations focus on integrating piers and river services to the wider transport network including ticketing, service information, and public realm improvements including signage.

On the more strategic level the document suggests a central control of river services including both scheduled and tourist services and an increase level of subsidy. The report also recommends a review of the speed limit restrictions.

These recommendations may have both positive and negative impacts on the borough and would need to be given careful consideration. It is worth noting that the council have limited influence in altering the more strategic improvements to river transport.

In the autumn the council will be preparing the borough's transport plan and this provides an opportunity to consider proposals in the report and give greater consideration for the potential for improving connection to river passenger services.

In the meantime, officers are currently working on a number of improvement projects to promote access to the river Thames and the Thames Path focussing on the area linking the River to the Brunel museum and Rotherhithe station.