



**SCRUTINY COMMITTEE**

**16:30 to 17:50**

**18 July 2019**

Present: Councillors Wright (chair), Ryan (vice chair), Brociek-Coulton (substitute for Councillor McCartney-Gray), Carlo, Giles, Grahame, Manning, ,Oliver, Osborn, Sarmezey and Stutely (substitute for Councillor Thomas (Vi))

Apologies: Councillors Fulton-McAlister (M), McCartney-Gray, Sands (S) and Thomas (Vi)

**1. Public questions/petitions**

There were no public questions or petitions.

**2. Declarations of interest**

Councillors Sarmezey and Stutely declared other interests in item 4 below, Transforming Cities, as Councillor Stutely sat on the Transforming Cities committee and Councillor Sarmezey was the substitute.

**3. Minutes**

**RESOLVED** to approve the accuracy of the minutes of the meeting held on 20 June 2019.

**4. Transforming Cities**

(The chair took this item first)

(Councillors Stutely and Sarmezey had declared an other interest in this item)

(Joanne Deverick, transportation and network manager, Norwich City Council and Jeremy Wiggin, transport for Norwich manager, Norfolk County Council attended the meeting for this item).

The transport for Norwich manager presented the report. He said that Norwich was one of twelve cities which could apply for Transforming Cities funding but the bids were no guaranteed to be successful. There were two steps to the bidding process, a draft plan which had already been submitted and the full application which would

include detailed analysis of each scheme and would be submitted on 28 November 2019. The schemes in the application would need to be delivered by March 2023.

The proposals would be primarily around public transport and initial feedback on the draft application reinforced the need for a strong walking and cycling network. The primary criteria were facilitation of employment and reductions in carbon emissions with housing need and air quality secondary criteria. The final proposal would need to target all four of these areas. The timescales would be challenging and the proposal would need to be clear that the projects could be delivered.

A member asked whether in considering the emphasis on sustainable employment, shared transport and increasing walking and cycling whether factors such as encouraging people to work either closer to home or from home had been considered. The transport for Norwich manager said that the work undertaken would be done so in association with partner organisations. There was a need to be mindful that people do not necessarily have to work in a business but there were no plans to have active discussions to move businesses from one location to another.

In response to a member's question, the transport for Norwich manager said that for the bid to be as strong as possible, clear targets and outcomes would need to be identified. There was also a need for a strong monitoring regime to ensure these were met. Although it was too early to indicate what the targets would be, the final application would need to state these.

A member questioned which of the projects listed at page 21 of the report would be prioritised. The transport for Norwich manager said that they had been asked to come up with a long list of schemes as the government wanted to see how these could be prioritised into a programme. There was an ongoing process to gauge which schemes would perform the best. The accessibility of public transport corridors would be essential so the emphasis would be on as many areas of the network as possible being connected.

Discussion ensued around partnerships with local bus companies and the prioritisation of bus corridors. The transport for Norwich manager said that each bus corridor had different characteristics and growth areas so these would need to be prioritised accordingly. Business cases would be reviewed to understand which of the schemes would offer the best return on an investment.

The current arrangement with bus companies, the Norwich Bus Charter, was a voluntary one which had been in place for a number of years and was a statement of intent. The Bus Services Act 2017 allowed for enhanced involvement in the bus service and the legal arrangements around which vehicles could operate in a corridor – for example, electric only vehicles could be specified. The transport for Norwich manager said that the decision to evoke the Bus Services Act had not been taken locally as there was already a strong track record of working well with local bus companies.

In response to a member's question on orbital and radial bus routes, the transportation and network manager said that the bid would concentrate on radial bus routes but there could be other options to make journeys such as electric bicycles. Work around the future mobility zone would map the demand for routes

and other options such as walking and promoting the park and ride services would be encouraged.

A member asked whether the local bus companies were on board with ideas such as the use of electric buses. The transport for Norwich manager said that there would be a need to provide local funding to support any business case so there would need to be discussions with the bus companies to understand what they could deliver to support the Transforming Cities bid. The transportation and network manager added that there was a need to provide a network that worked and gave opportunities to invest in a vehicle fleet. Discussions could be had with bus companies around electric vehicles without the need to use legal powers.

A full franchising model would be the next step up from an enhanced partnership with the local bus companies. Powers such as an idling ban had already been enforced so there was not necessarily a need to go down a legal route.

Discussion ensued around governance arrangements of the county council joint committee for transforming cities fund projects. A member questioned whether the representative from the Local Enterprise Partnership (LEP) could be an elected councillor and who would review the governance arrangements after the initial six month period. The transport for Norwich manager said that the requirement for the LEP representative was that they were from the business community to ensure a healthy challenge from this sector. In terms of reviewing the performance of the committee, one meeting had already taken place with a second scheduled which gave the opportunity to review.

In response to a statement about a potential democratic deficit on the joint committee for transforming cities fund projects due to the political make up, the transport and network manager said that it was usual for such committees to be made up of elected members but it was considered important to have a representative from the LEP. Councillors would represent the public and the LEP would represent the business community.

A member asked how soft infrastructure such as electric taxis and fast charging points could be introduced to reduce the number of cars coming into the city. The transport and network manager said that the future mobility zone bid would be based on ideas around leaving cars behind and use of electric vehicles.

**RESOLVED** to ask the:

- (1) scrutiny liaison officer to forward a copy of these minutes to the chair of the joint committee for transforming cities fund projects, to highlight the views of the Norwich City Council scrutiny committee; and
- (2) Norwich City Council members to raise the issues highlighted at the next meeting of the joint committee for transforming cities.

## **5. Scrutiny committee work programme 2019-20**

The chair presented the report. There was a need to appoint members to select committees to cover the growth of short term letting of homes in Norwich, anti-social behavior including fly tipping and Universal Basic Income.

It was also proposed that a small working party be put together to plan the offsite meeting of the scrutiny committee in November 2019. This meeting would look at young people and wellbeing and it was anticipated that the scope would include the effects of austerity and mental health.

**RESOLVED** to:

- (1) Note the scrutiny committee work programme 2019-20,
- (2) Appoint Councillors Carlo, Giles and Oliver to the select committee on the growth of short term letting of homes in Norwich,
- (3) Appoint Councillors Oliver, Osborn and Wright to the select committee on anti-social behaviour including fly tipping,
- (4) Appoint Councillors Matthew Fulton-McAlister, Osborn, Ryan and Sarmezey to the working party to plan the offsite scrutiny committee on 14 November 2019; and
- (5) Ask the scrutiny liaison officer to arrange an all members briefing on the topic of Universal Basic Income prior to the formation of a select committee to consider this topic.

CHAIR