
Report to: Council **Date of meeting:** 27 October 2011

Subject: Further consideration of Notice of Motion submitted by Councillor Robertson

Report of: Director of Corporate Commissioning

Wards Affected: All

Is this a Key Decision? No

Is it included in the Forward Plan?
No

Exempt/Confidential

No

Purpose/Summary

To enable the Council to give further consideration to the Notice of Motion submitted by Councillor Robertson which was deferred by the Council on 1 September 2011 to this meeting for further consideration, to enable the Chair of the Merseyside Integrated Transport Authority (MITA) to submit further information on the issues referred to in the Motion and to enable Members to make an informed decision on the content of the Motion.

A copy of the Motion submitted by Councillor Robertson is set out in this report together with the response of the Chair of the MITA.

Recommendation(s)

Council is requested to consider the response of the Chair of the Merseyside Integrated Transport Authority (appended to the report) to the Notice of Motion submitted by Councillor Robertson (set out in Paragraph 1.1) and determine the action to be taken on the Motion.

How does the decision contribute to the Council's Corporate Objectives?

	<u>Corporate Objective</u>	<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1	Creating a Learning Community		√	
2	Jobs and Prosperity		√	
3	Environmental Sustainability		√	
4	Health and Well-Being		√	
5	Children and Young People		√	
6	Creating Safe Communities		√	
7	Creating Inclusive Communities		√	
8	Improving the Quality of Council Services and Strengthening Local Democracy	√		

Reasons for the Recommendation:

To determine the action to be taken on the Motion submitted by Councillor Robertson.

What will it cost and how will it be financed?

(A) Revenue Costs

None arising from the report.

(B) Capital Costs

None arising from the report.

Implications:

The following implications of this proposal have been considered and where there are specific implications, these are set out below:

Legal	
<p>Merseyside Passenger Transport Authority ((PTA) was set up, under the Local Government Act 1985, when the County Council was abolished. PTA's have wide powers under the Transport Act 1968 and a duty to secure the provision of such public transport services as they consider appropriate for meeting any public transport requirements within their area which would not otherwise be met.</p> <p>By Section 77 of the Local Transport Act 2008, the Metropolitan PTA's became known as Integrated Transport Authorities.</p>	
Human Resources	
Equality	
1. No Equality Implication	<input checked="" type="checkbox"/>
2. Equality Implications identified and mitigated	<input type="checkbox"/>
3. Equality Implication identified and risk remains	<input type="checkbox"/>

Impact on Service Delivery:

The service implications are set out in the response received from the Chair of the Merseyside Integrated Transport Authority which is appended to the report.

What consultations have taken place on the proposals and when?

The Head of Corporate Finance (FD1049/2011) and Head of Corporate Legal Services (LD415/11) have been consulted and any comments have been incorporated into the report.

Are there any other options available for consideration?

The Council may oppose, amend or not approve the content of the Motion submitted by Councillor Robertson.

Implementation Date for the Decision

Immediately following the Council meeting.

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Background Papers:

There are no background papers available for inspection.

1. Notice of Motion submitted by Councillor Robertson

1.1 At the Council meeting held on 1 September 2011 (Minute No. 53) it was moved by Councillor Robertson, seconded by Councillor Dodd:

- “(1) This Council notes with disappointment the decision made by the controlling Labour Group on the Merseyside Integrated Transport Authority to end immediately, without further reports, or the results of any business case study, the opportunity to take local control of the Merseyrail Electrics network from Network Rail.
- (2) Council notes that this process has been ongoing for many years, and that in 2005/06 a business case for Full Local Decision Making (FLDM) was prepared and submitted showing clear benefits for Merseyside. This was endorsed by the Merseyside Passenger Transport Authority and was a Key Policy in Local Transport Plan Two (LTP2).
- (3) Council further notes that FLDM was re-launched as Localism for Merseyrail (LFM) in 2010 and that the imperative for greater local control over the network infrastructure remains and the commitment to developing the case for this was reiterated in Local Transport Plan Three (LTP3).
- (4) Council also notes that LFM has the support of the Department for Transport, Network Rail, Office of the Rail Regulator and the Rail Freight Industry.
- (5) Council believes that a fully integrated Merseyrail network would be in the best interests of Merseyside’s commuters and would enable local people and rail customers to have greater say in the decisions taken affecting the rail network in Merseyside.
- (6) Council notes that £1.5m was spent promoting this scheme.

Council therefore requests:

- (1) That the Chief Executive write to the Chief Executive and Director General of Merseytravel, Neil Scales, and to the Chairman of the Merseyside Integrated Transport Authority (MITA), expressing our Council’s disappointment at the decision made at the Authority’s meeting on 27th June, 2011; and
- (2) That MITA reverse the decision made at its meeting of the 27th June and ask that Merseytravel Passenger Transport Executive commission a Business Case Study to determine benefits and risks of LFM. The results of that study are considered by a future MITA Authority meeting before a final decision is made on whether to move this matter forward to the next stage.”

An **amendment** was moved by Councillor Sir Ron Watson seconded by Councillor Doran, that:

- “(1) *the motion be deferred for further consideration at the next Council Meeting, and the Chair of the Merseyside Integrated Transport Authority (MITA) be requested to submit further information on the issues referred to in the motion to enable all Members of the Council to make an informed decision on the content of the Motion; and*

- (2) *the further information requested from the Chair of MITA be initially considered by the Leaders Group prior to the next Council Meeting.”*

Following debate, on a show of hands, the Mayor declared that the amendment was **carried** by 28 votes to 26.

On a show of hands, the Chair declared that the Substantive Motion was carried by 28 votes to 26 and it was

RESOLVED: That:

- (1) **the motion be deferred for further consideration at the next Council Meeting, and the Chair of the Merseyside Integrated Transport Authority (MITA) be requested to submit further information on the issues referred to in the motion to enable all Members of the Council to make an informed decision on the content of the Motion; and**
- (2) **the further information requested from the Chair of MITA be initially considered by the Leaders Group prior to the next Council Meeting.**

- 1.2 Following the Council meeting on 1 September 2011, the Chief Executive wrote to the Chair of the Merseyside Integrated Transport Authority (MITA), Councillor Mark Dowd to formally advise him of the Motion and the decision taken by the Council. Councillor M. Dowd was requested to submit further information on the issues referred to in the Motion, which upon receipt would be submitted to the Leaders Group for initial consideration prior to the next Council meeting.

2. Response from Chair of Merseyside Integrated Transport Authority

- 2.1 A copy of the response dated 3 October 2011, from Councillor M. Dowd, Chair of MITA is attached as an **Annex to this report**.
- 2.2 The letter from Councillor M. Dowd was considered at the Leaders Group meeting held on 6 October 2011 and the content was noted.
- 2.3 The Council is requested to consider the response of Councillor M. Dowd, Chair of MITA to the Notice of Motion submitted by Councillor Robertson set out in Paragraph 1.1 above and determine the action to be taken on the Motion.