

**Public Questions**

Question	Agenda Item	Raised by	Question Raised	Answer
1	8	Mr John Dix	Highways has had recurring problems which, in the past, has been attributed to the failure to recruit and retain, over a prolonged period, a Head of Highways. Has a permanent Head of Highways now been recruited, how long have they been in post and will you develop a KPI or reporting mechanism relating to time in post of this critical role.	<p>The Highways Service Director Role has been continuously filled since June 2019. The current incumbent joined the service as Transformation Director in August 2019 and was appointed as Service Director on a permanent basis from April 2020, having stepped into the role on an interim basis upon the departure of the previous incumbent.</p> <p>There are a broad range of KPI's that measure the output and effectiveness of the service led by the Director. These will be considered as part of the Year 6/7 Review process.</p>
2	9	Mr John Dix	In April 2017 I submitted a detailed list of concerns about the Re Contract relating to areas such as contract transparency, output specifications, service commitments, performance measurement and management, people, conflicts of interest, and financial performance. Three years later I have no evidence that any of these issues have been addressed satisfactorily. What reassurance can you provide that these issues will be examined as part of the latest review?	These matters are all monitored as part of the ongoing contract management process, which includes regular reports to the Financial Performance and Contracts Committee. They will be the subject of further scrutiny as part of the Year 6/7 Review.
3	11	Mr John Dix	The report does not appear to include details of the cost of taking over the Brogans site, the costs of parking for passenger transport vehicles when they have to leave NLBP, the cost of document storage that was moved out	The Brogans site has been utilised whilst remediation works have been completed, which required a temporary relocation of some of the site accommodation. The council expects that these costs will be reimbursed as part of the council's claim against the contractor.

Question	Agenda Item	Raised by	Question Raised	Answer
			<p>of the Mill Hill depot, the rental costs paid to Harrow for the use of their depot, or the additional cost of having to run two depots. What is the sum of all these additional costs and will the report be updated to include them?</p>	<p>When the passenger transport service needs to leave NLBP, it is expected that the council will move the service to a site of less cost than the NLBP arrangement. The Council is exploring opportunities and any new costs would form part of a separate business case.</p> <p>There are two leases with Harrow. The total rental costs within the leases to Harrow are £135,064 per year. Within the leases there is also provision for annual increases in accordance to RPI.</p> <p>The report acknowledges that there are inefficiencies with running parts of the service from Harrow. The service estimates that the additional running costs associated with running from Harrow are around £0.5m per annum</p> <p>Similar to the forecast revenue increase from the additional council tax generated, these costs are not included in the model.</p>
4	13	Mr John Dix	<p>If the government are going meet the £419.5 million cost of delivering the Thameslink Station and this will be funded through 50% of LBB's share of BXS profits, suggesting that the scheme will need to deliver a minimum of £1.68 billion of profit, has the Shadow Shareholder Board (comprising 5 councillors who are supposed to meet monthly since 2016 to review the project), provided any guidance on whether they think this profit target is achievable and are you sure that</p>	<p>Appendix 2 of the public report sets out the characteristics of the Grant Agreement with Government, which is based on a partial repayment of the grant. Paragraph iv of the appendix explains that the council is required to share 50% of LBB profits (i.e. excluding development costs that the council has incurred) from the Brent Cross South scheme (i.e. those arising from land receipts and joint venture surpluses) on a phase by phase basis, side by side with the council, and verified by independent RICS advisors. The council is not required to make a minimum profit. There is no requirement to repay the Grant beyond</p>

Public Questions – Financial Performance and Contracts Committee – 27 October 2020

Question	Agenda Item	Raised by	Question Raised	Answer
			<p>£419.5 million is now the final figure for the cost of delivering the Thameslink Station.</p>	<p>this unless the council breaches the terms of the agreement (paragraph vii of appendix 2). As set out in the public report, the Grant Agreement is monitored on a monthly basis by the Government Assurance Board. The report also explains that the council is undertaking a deep dive on the anticipated final cost for the station and this will be reported to the Committee in December 2020.</p>