



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

CAMBRIDGESHIRE & PETERBOROUGH COMBINED AUTHORITY: MINUTES

Date: Wednesday, 30 January 2019

Time: 10.30a.m. – 12:42pm

Venue: Civic Suite Room A, Huntingdonshire District Council, Pathfinder House,
St Mary's Street, Huntingdon, PE29 3TN

Present: Mayor James Palmer, Councillors Ian Bates, Graham Bull, Lewis Herbert,
John Holdich, Chris Seaton and Bridget Smith.

Chairman of the Business Board Aamir Khalid.

Observers: Councillor David Over

284. ANNOUNCEMENTS, APOLOGIES AND DECLARATIONS OF INTEREST

The Mayor welcomed Councillor David Over as Vice-Chairman of the Cambridgeshire and Peterborough Fire Authority and Aamir Khalid, Chairman of the Business Board to the meeting.

The Mayor drew attention to item 2.5, 11 and 12 High Street Wisbech that contained a confidential appendix and proposed with the agreement of the Board to move the item to the end of the agenda.

Apologies were received from:

Councillors Steve Count (Councillor Ian Bates substituting) and Charles Roberts

Commissioner Jason Ablewhite and Jess Bawden

There were no declarations of interest.

285. MINUTES – 28 NOVEMBER 2018

The minutes of the meeting on 28 November 2018 were agreed as a correct record and signed by the Mayor.

286. PETITIONS

No petitions were received.

287. PUBLIC QUESTIONS

Three public questions were received in advance of the meeting which are attached with the response at Appendix A to these minutes. Supplementary questions and the responses are set out below.

Mr Alex Skinner drew attention to frequently changing bus services along Milton Road, Cambridge and sought commitment that it would cease. In response the Mayor commented that it would be a matter for the Task Force. The Mayor recognised the issues faced by residents across the county and would do his very best to improve the service.

Dr Marilyn Treacy questioned the level of transparency in relation to decisions made regarding the route. In response, the Mayor commented that the Greater Cambridge Partnership had consulted and the result was the change in route.

Mr Richard Wood commented that the pace of the Strategic Bus Review appeared to be slow and requested that issues regarding multi-operator ticketing be addressed. The Mayor provided assurance that multi-operator tickets would be reviewed by the Task Force. Commenting on the pace of the review he emphasised the importance of ensuring the review was completed properly as well as quickly.

288. FORWARD PLAN

The Board noted the draft Forward Plan of Executive Decisions, which listed decisions up to 29 May 2020, dated to be published on 28 January 2019.

Councillor Herbert drew attention to the number of items that had deferred to later meetings and expressed concern that delivery by the Combined Authority was stalling.

It was resolved unanimously to:

Approve the draft forward plan of Executive Decisions dated to be published on 28 January 2019.

289. HOUSING AND COMMUNITIES COMMITTEE: CHANGE OF MEMBERSHIP

The Board received a report that sought the approval for a change in membership on the Housing and Communities Committee.

It was resolved unanimously to:

Approve the change of Member on the Housing and Communities Committee for Fenland District Council from Councillor Seaton to Councillor Denise Laws.

290. APPOINTMENT OF INTERIM CHIEF FINANCE OFFICER (S73 OFFICER)

Prior to the start of the item the acting interim s73 officer left the meeting.

The Board received a report that requested the appointment of an interim s73 Chief Finance Officer for the Combined Authority.

Councillor Herbert noted the reference within the report to the termination of the previous interim s73 officer and sought confirmation of payments made to the former post holder and whether there were continuing discussions regarding the termination of his contract. It was confirmed that a notice payment was made as per the terms of the contract and there had been no further contact with the former interim s73 officer.

It was resolved unanimously to:

Appoint Noel O'Neill as interim s73 Chief Finance Officer to the Combined Authority

Upon the conclusion of the item the interim s73 officer returned to the meeting.

291. AUDIT AND GOVERNANCE COMMITTEE- RECOMMENDATIONS

Councillor McGuire, Vice-Chairman of the Combined Authority Audit and Governance Committee introduced the item and drew attention to the single recommendation made by the Committee, requesting that a review be undertaken on the procedures in place for the termination of the employment of senior officers. Councillor McGuire relayed the considerable concern that was expressed by Members of the Committee following the departure of the former Chief Executive and s73 officer.

Councillor Herbert sought an update regarding the audit relating to the finances of the Combined Authority and the governance review being undertaken by the interim Chief Executives. Officers explained that the governance review, that included the arrangements for the appointment and dismissal of senior officers, would report to the March meeting of the Combined Authority Board. The final draft of the audit relating to the finances of the Combined Authority had been sent to Councillor Count as portfolio holder for finance and would be shared and presented to the Audit and Governance Committee and the Board at the earliest opportunity.

It was resolved unanimously to:

Instruct the Chief Executive to carry out a review of procedures for termination of the employment of senior officers and report the outcome of that review to the Audit and Governance Committee

292. BUDGET MONITOR UPDATE

The interim s73 Chief Finance Officer presented the Budget Monitor Update report to the Board. Members were informed that the report captured the Combined Authority's income and expenditure up to the end of November 2018 and there were no new variances to report and the predicted outturn remained the same.

The Mayor informed the Board that he had received notice that the Overview and Scrutiny Committee wished to comment on the report and invited Councillor Lucy Nethsingha to address Members. Councillor Nethsingha raised the Committee's concerns regarding the monitoring report as they did not find it a helpful tool through which to monitor the budget. The report did not appear to reflect the changes that had occurred at the Combined Authority such as the Local Enterprise Partnership (LEP)

joining and how that compared to previous years. It was requested that future iterations of the report show data further back than the November half-year budget. The interim S73 officer noted the concerns expressed by the Overview and Scrutiny Committee and commented that the monitoring report reflected the variances that had occurred since the half-year budget was presented to the November meeting of the Board. Assurance was provided that budget monitoring would continue to improve following the setting of a clear budget and financial plan from which a detailed monitoring report would be produced.

Councillor Nethsingha relayed the concerns of the Overview and Scrutiny Committee related to the Arup report regarding the CAM Metro and the perceived lack of transparency regarding the matter. The Committee requested greater detail on the brief that was given to Arup in order to discern whether sufficient work had been undertaken to justify the change in the preferred route. In response, the interim Transport Director commented that the scheme between Cambridge and Cambourne was led by the Greater Cambridge Partnership (GCP) and therefore the majority of the responses had been provided by the GCP. The Mayor commented that he had requested another suitable route be found however, the result of the analysis was that the original route was the best option and that the analysis of the Cambridge to Cambourne route was part of a wider piece of work that encompassed the wider county.

Councillor Herbert echoed the conclusions of the Overview and Scrutiny Committee and expressed disappointment with the report, questioning the accuracy of the predicted outturns contained within it. In response the interim S73 officer noted the concerns regarding the report and emphasised that the revised monitoring report that would follow the budget and Business Plan would be much improved.

Councillor Smith agreed with the comments of the Overview and Scrutiny Committee and commented that the report would have benefited from a narrative to accompany the figures. She reminded the Board that the report had to be accessible and understandable to the public.

Councillor Bull while in agreement with the comments of the Overview and Scrutiny Committee was reassured that the interim s73 officer was fully aware of the deficiencies of the report and that the revised monitoring report would be much improved.

Councillor Herbert expressed concern regarding the Mayor's Ball which had received negative media coverage and commented that clarity regarding its funding should be provided within the report. In response, the Mayor expressed his disappointment regarding the criticism of the ball. It was not unusual for Council Chairmen or Mayors to host charitable events and the costs were underwritten by the Mayor.

It was resolved by majority to:

Note the financial position of the Combined Authority for the year to date.

293. 2019/20 BUDGET AND MEDIUM TERM FINANCIAL PLAN 2019-2023

The Board received the Combined Authority 2019/20 budget and Medium Term Financial Plan. In presenting the report the interim s73 officer highlighted that the report set out a balanced financial plan and provided a robust monitoring tool. Attention was drawn to the distinction between capital and revenue which was the first time it had

been distinguished. Within the revenue section it was noted that the salary costs covered all employees regardless of how the posts were funded.

Attention was drawn to the Revenue Budget contained at paragraph 3.1 of the report in which the costs associated with feasibility studies related to the priorities of the Combined Authority. Members were informed that the 12 priorities had funding allocated that would take them to the next decision point, at which time they would return to the Board for further approval.

It was reported that the capital programme had remained unchanged since the previous draft report was presented to the Board. The Section 73 Officer made it clear that comprehensive business cases were required prior to authorisation of spending.

The Mayor informed the Board that he had received notice that the Overview and Scrutiny Committee wished to comment on the report and invited Councillor Lucy Nethsingha to address Members. Councillor Nethsingha welcomed the improved clarity regarding the budget and the split between revenue and capital however, concern was expressed regarding how cash flow and spending was outlined in the report.

Councillor Nethsingha relayed the concerns of the Overview and Scrutiny Committee regarding funds that were passported to other local authorities and requested that greater clarity be provided within the report. The Committee also commented that there appeared to be little evidence of prioritisation of projects within the report. In response the interim s73 officer drew attention to paragraphs 4.12 – 4.16 of the report which set out the passported expenditure. He pointed out that this terminology had been used when Overview and Scrutiny received the presentation in November. Further work would be undertaken to explain the movement of money between highways and transport authorities. Regarding prioritisation, the Business Plan identified the allocation of money to the 12 priorities of the Combined Authority. The Mayor addressed concerns raised regarding the funding for the delivery of projects and drew attention to King's Dyke crossing where work had begun on the dualling of the A47, and Alconbury Station which had funding allocated for delivery.

Councillor Bates clarified that passported funds between Cambridgeshire County Council and the Combined Authority broadly related to concessionary bus fares.

Commenting on the report, Councillor Herbert welcomed the improved clarity on the previous year's budget. He drew attention to assumptions contained within the report that the Board had not yet received a report on staffing and questioned when a report would be presented to the Board. The interim Chief Executive informed the Board that a meeting of the Employment Committee was scheduled to take place on 13th February 2019 at which a staff consultation would be proposed. The report illustrated the best estimate based on the current proposals for the financial year however, those estimates were subject to the outcome of the consultation.

Councillor Herbert sought clarification regarding figures contained in Appendix 1 of the report relating to Garden Villages. The s73 officer explained that there was potential to move the scheme forward however progression would be subject to the approval of the Board.

Clarification was sought by Councillor Herbert regarding the status of Soham Station. It was explained that the project appeared twice within the report because the business case for the progression to Grip 3 had not yet been presented to the Board for approval.

Councillor Smith expressed concern regarding Capacity Funding contained at paragraph 3.9 of the report which was a significant sum of money that had not been discussed by the Board. The s73 officer explained that the financial plan was an outline and that if money was not allocated to Capacity Funding and opportunities arose during the year then funding would have to be found from elsewhere. The intent was that control of the funding was ensured through delegation to the Chief Executive.

Councillor Herbert drew attention to concerns regarding the delegation of spending up to a value of £500k and the reporting through Officer Decision Notices and Mayoral Decision Notices.

Officers undertook to provide a briefing note to the Board on housing schemes, where loans had made and how it was shown when they were paid back.

It was resolved 4 votes in favour, 0 against and 2 abstentions to:

- a) Approve the revenue budget for 2019/20 and Medium Term Financial Plan 2019 to 2023
- b) Approve the capital programme 2019 to 2022

294. COMBINED AUTHORITY BUSINESS PLAN 2019/20

The Director of Strategy and Assurance presented the Combined Authority Business Plan 2019/20. The Business Plan linked closely to the budget and was split into the achievements of the Combined Authority and then the activity plan for the year with focus on the 12 priorities of the Combined Authority.

It was confirmed to Councillor Bates by officers that the Business Plan would be distributed to partners and stakeholders ensuring it reached a wide audience.

It was resolved unanimously to:

Adopt the 2019-20 Business Plan

295. BUDGET 2019/20 (MAYOR'S BUDGET)

The Board received a report that sought the approval of the Mayor's draft budget for 2019/20.

The Mayor informed the Board that he had received notice that the Overview and Scrutiny Committee wished to comment on the report and invited Councillor Lucy Nethsingha to address Members. Councillor Nethsingha questioned why the Mayor's office was located in Ely. The Mayor explained that the decision to locate his office on Ely was based on the rail links at Ely which allowed for easy access to London, Cambridge and Peterborough given the meetings that he hosted. The Combined Authority had considered offices located in Ely however, when the Local Enterprise Partnership (LEP) joined the organisation there was an existing commitment by it to take office space at Alconbury.

It was resolved by a majority to:

296. STRATEGIC BUS REVIEW

The interim Transport Director presented the Strategic Bus Review to the Board which detailed the outcomes of the review instigated in November 2017 by the Combined Authority.

The Mayor informed the Board that he had received notice that the Overview and Scrutiny Committee wished to comment on the report and invited Councillor Lucy Nethsingha to address Members. Councillor Nethsingha on behalf of the Overview and Scrutiny Committee welcomed the report and welcomed the seriousness with which the Combined Authority was taking bus services. The Committee hoped that the report would be approved by the Board. The Committee had concerns regarding the lack of detail relating to the availability of bus services for people commuting and also the high cost of bus fares in the area. For an effective rural bus service to operate there would be a need for a subsidy and the Committee sought greater clarity on where that would be sourced. Concern was expressed by the Committee at the proposed pace for the bus strategy and it encouraged early discussions with bus operators in order to improve services. Finally the Committee requested that the established task force to further develop the bus strategy include Members.

In response the interim Transport Director provided assurance regarding the speed of delivery of the review that the completion of the business case would set a new precedent for delivery. It was also essential to recognise that work to improve the bus network could begin immediately.

Councillor Smith confirmed there was work that would be completed regarding the Enhanced Partnership Model that could prevent further deterioration in services prior to moving to a franchise model.

Councillor Holdich commented that expectations had been raised through the Strategic Bus review that services would improve immediately which would not happen. Councillor Holdich commented further that there were alternatives to buses that were more appropriate for certain areas and they should also be considered. The Mayor provided assurance that in comparison with other authorities the Strategic Bus Review was moving at pace.

Councillor Seaton emphasised the importance of integrating rural areas that currently had no bus provision into a system whereby they could access main routes.

Commenting on the report Councillor Bates highlighted the number of rural communities that had no bus service and relied upon community transport which needed to be considered as an integrated service. He also drew attention to home to school transport provided by Cambridgeshire County Council that would need to be considered.

Councillor Herbert highlighted the poor level of bus services in rural areas and expressed concern regarding the direction of the review and suggested that all options needed careful consideration. The position of the dominant bus operator across the county resulted in missed opportunities such as multi-operator ticketing. Assurance was needed from Cambridgeshire County Council and Peterborough City Council that future funding of bus services would not be reduced.

It was resolved by a majority to:

- a) Note the recommendations of the Strategic Bus Review
- b) Approve to develop and deliver a Business case assessment of the benefits of operational models open to the Combined Authority including Enhanced Partnerships and franchising opportunities in line with DfT Guidelines and as set out in the Bus Service Act. The business case will be completed in Q1 2021.
- c) Approve the establishment of a cross-organisational group “Bus Reform Group” to build up the implementation strategy based on the recommendations of the Strategic Bus Review for short and medium term improvements.

297. TRANSPORT DELIVERY- APPOINTMENT OF INNER CIRCLE

Prior to the start of the item the interim Transport Director left the meeting.

In presenting the report the interim Monitoring Officer explained that Inner Circle had been procured from a framework and that on 31 May 2019 the call off contract with Inner Circle would conclude. The report requested that Board give the Chief Executive authority to carry out a procurement exercise and approval of spend in excess of current delegated limits to secure appropriate consultancy arrangements until a permanent Transport Director and transport team had been appointed.

The Mayor informed the Board that he had received notice that the Overview and Scrutiny Committee wished to comment on the report and invited Councillor Lucy

Nethsingha to address Members. Councillor Nethsingha expressed the concerns of the Overview and Scrutiny Committee regarding the costs of consultants used by the Combined Authority. In response the Mayor commented that he shared the concerns however it had been necessary to use consultants because of the nature of the projects and the point they were starting from.

Councillor Smith queried when it was likely that a permanent Transport Director would be appointed and expressed concern regarding the public perception at the appointment of Inner Circle and the current interim Transport Director. The interim Chief Executive informed the Board that interviews were scheduled to take place on 4 March 2019 and that the appointment of the successful candidate would depend on notice periods that could have to be given.

Councillor Herbert commented that paragraphs 3.1 and 3.2 of the report demonstrated a lack of financial control and emphasised the need for permanent full-time staff to integrate transport effectively.

It was resolved unanimously to:

- a) Note the arrangement with Inner Circle to date
- b) Authorise the Chief Executive, in consultation with the Chair of the Transport Committee, to take whatever steps are necessary to secure appropriate consultancy arrangements after the end of March 2019 and until the appointment of the permanent transport team.

The interim Transport Director returned to the meeting following the conclusion of this item.

298. GROWTH DEAL PROJECT PROPOSALS JANUARY 2019

Following the meeting of the Business Board held on 28th January 2019 Aamir Khalid moved amended recommendations to the Board, seconded by the Mayor.

It was resolved unanimously to approve the recommendation of the Business Board:

- a) Consider the reports by external assessors of projects submitted for Growth Deal Funds
- b) Recommend Bid A to the Combined Authority Board for approval.
- c) Recommend Bid B to the Combined Authority Board for approval, subject to the following conditions precedent being satisfied before any funds are released:
 - i. Confirmation that 50% of the £30m follow up funding has been secured.
 - ii. That there be a professional assessment of the 3.5% equity figure in terms of risk.
 - iii. Recognition by the recipient of the Business Board as being the source of the funds.
- d) Note the summary of Small Grants approved under delegated powers.

299. DRAFT ANNUAL DELIVERY PLAN FOR BUSINESS AND SKILLS

The recommendations in the report were moved by Aamir Khalid and seconded by the Mayor.

In response to a question from Councillor Herbert, it was noted that that the interim Chief Executive would be presenting an industrial strategy in the coming week which focussed on how the different economies within the Combined Authority's area interacted and also the greater Oxford – Cambridge arc.

Councillor Holdich requested that consideration be given to delegating executive powers to the Committees of the Combined Authority in order to minimise delays.

It was resolved unanimously to:

- a) Consider the content of the draft Annual Delivery Plan
- b) Identify any areas for further development by officers
- c) note the draft Annual Delivery Plan for Business and Skills

300. RURAL COMMUNITY ENERGY FUND- MANAGEMENT AND ADMINISTRATION

The recommendations in the report were moved by Aamir Khalid and seconded by the Mayor.

It was resolved unanimously to:

- a) Agree that the Greater South East Energy Hub assumes the RCEF management role, administers the fund and employs the Community Energy Advisor.

301. GROWTH PROGRAMME UPDATE (FROM NOVEMBER 2018 BUSINESS BOARD)

The recommendations in the report were moved by Aamir Khalid and seconded by the Mayor.

It was resolved unanimously to:

- a) Note the accumulative and in-year programme position to 31 October 2019 for Growth Deal and Growing Places Fund
- b) Note and agree the submission of the Growth Deal monitoring report to Government to end Q2 2018/19; and
- c) Approve an extension to the funding period for the Lancaster Way Phase 2 (grant). See section 3.8 to 3.11)

302. 11&12 WISBECH HIGH STREET

Prior to the introduction of the item, the Mayor confirmed whether the Board wished to discuss the content of the confidential Appendix attached to the report. It was confirmed that the Board would discuss the Appendix and therefore the Mayor moved that the press and public be excluded from the discussion.

On being put to the vote it was resolved by majority to:

Exclude the press and public from the meeting for discussion of the Appendix to the report on the grounds that it contains exempt information under Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972, as amended, and that it would not be in the interest for this information to be disclosed (information relating to the financial or business affairs of any particular person (including the authority holding that information)).

Following discussion of the report it was resolved by a majority to:

Approve the recommendations contained in the report.

303. DATE OF THE NEXT MEETING

10.30am Wednesday 27 February 2019, Council Chamber, South Cambridgeshire District Council, South Cambridgeshire Hall, Cambourne Business Park, Cambourne, Cambridge, CB23 6EA

(Mayor)

CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY – 30 January 2019

PUBLIC QUESTIONS

No.	Question from:	Question to:	Question
1.	Alex Skinner	Mayor James Palmer	<p>Milton Road in Cambridge has possibly the worst bus services of any major road in Cambridge. Time and again locals have told me that there simply aren't buses going where they need to go, when they need to go. There are only two buses an hour stopping on this road north of Gilbert Road and only one of these serves the Cambridge North Station. The buses also 'serve' the Science Park which has the highest proportion of car usage of any major employment site in Cambridge. I wonder why.</p> <p>Last year Whippet decided to stop both the Guided Bus C bus serving stops on Milton Road and the X3, serving Papworth. You managed to save the X3 but the Guided Bus C stopped running, halving the frequency of buses stopping on Milton Road at a stroke. Residents feel that buses just pass them by as it is a major route for Park and Ride and the Guided Bus, nearly all of which don't stop in Milton Road.</p> <p>I welcome the proposal in the Bus Review for high frequency city bus services. What will you be doing in the short and medium term to improve the bus service for residents of the Milton Road area, and in the long term what would your target for the frequency of buses serving Milton Road be?</p>
	Response from:	Response to:	Response
	Mayor James Palmer	Alex Skinner	<p>The Bus Review made, among many others, a recommendation for improving frequency within the city network. One of the main proposals of the review was to approach issues like the one you mention in an integrated way with our partners from CCC and PCC. That is why, in the paper being discussed by the Board today, we are recommending the creation of a Bus Reform Task Force to review the report and come up with a strategy for implementation (both for short and medium term recommendations) as soon as possible.</p> <p>As regards what would be the target for bus frequency in your specific route, the Strategic Bus Review recommended that the frequency should be of around 12 minutes for such routes. This will be of course be reviewed by the Bus Reform Task Force and will probably be included as an objective of</p>

			the Business Case that will assess the options available now for Combined Authorities like ours. We will work closely with the private sector to try to make this changes in the short and medium term.
	Question from:	Question to:	Question
2.	Dr. Marilyn Treacy	Mayor James Palmer	<p>I will attend to ask the following question which concerns the Arup Report and the Cambourne to Cambridge Transport corridor.</p> <p>In today's papers On P71 it is stated that <i>Meanwhile, in October, the Cambourne to Cambridge transport corridor phase of the project received a significant boost as the Combined Authority Board agreed to a series of findings from a review which confirmed it as the first phase of a wider CAM system.</i> This refers to the Arup A428 Report Draft 1 , 17 October 2018 Cambridgeshire and Peterborough Combined Authority CAM Expert Advice- A paper that contains three and a half pages of text and has been described by many as not being worth the paper it is written on. An FOI https://www.whatdotheyknow.com/request/arup_a428 has revealed that in October Rachel Stopard of GCP sent the following email copied to the CA</p> <p>Email from Rachel Stoppard to Joanna Rowelle cc Chris Twigg Subject CAM A4284 assembly report <u>31st October</u></p> <p><i>Thanks Joanna. The CA meeting is this morning so will be interesting to see what is said, but I'm just trying to answer the criticism of the Arup appendix to the CA report that it is too light, by doing all we can to pad out what comes to GCP. People are literally quoting the £thousand per page, so we want this to show there was more substantial thinking behind it while focusing mainly on the 428 and not attempting to be the SOBC in any way. Just including some of the uncontroversial context of what exists anyway will help I think.</i> <i>Sorry I know this is a pain – will help us all in the long run</i> <i>Rachel</i></p> <p>Version2 of this paper, with substantial edits from Rachel Stopard was produced for the Greater Cambridge Partnership Joint Assembly by Arup on behalf of the Cambridgeshire and Peterborough Combined Authority (CPCA) and the Greater Cambridge Partnership (GCP) on 15 November 2018.It contained no further detail of substance.</p>

			<p>It is scandalous that decisions on the proposed route of the C2C corridor involving the spending of >£157m of taxpayers money are supposedly being made on such superficial evidence with cosmetic edits by the GCP.</p> <p>My question is Is the more likely explanation of a route through the green belt, the rural village of Coton and The West Fields buried on P84 of the meeting papers under the section on 'Garden Villages'?</p> <p>This states, <i>In connection with the CAM project, potential garden village sites will be identified along the prospective CAM route, with steps taken to ensure those can be put forward for new garden village communities made sustainable by CAM connectivity.</i> This would be greenbelt development by the back door.</p>
	Response from:	Response to:	Response
	Mayor James Palmer	Dr Marilyn Treacy	The potential for garden village communities made sustainable by CAM connectivity will be explored through the Local Transport Plan and Non Statutory Spatial plan.
	Question from:	Question to:	
3.	Richard Wood	Mayor James Palmer	<p>Cambridge Area Bus Users welcomes the publication of the Cambridgeshire and Peterborough Combined Authority's strategic bus review, almost two years after the first official Combined Authority meeting.</p> <p>Our group support Mayor Palmer's aspirations for integrated multi-mode public transport, with roles for conventional rail, guided light transport, sub-surface and conventional buses.</p> <p>Passengers, however cannot ride on aspirations and there is, currently, a crisis in local bus services.</p> <ul style="list-style-type: none"> • What improvements to bus services will you implement within six months? • What improvements to bus services will you implement within one year? • What improvements to bus services will you implement within two years? • What improvements to bus services do you envisage thereafter?

	Response from:	Response to:	
	Mayor James Palmer	Richard Wood	The report recommends that a Bus Reform Task Force is established and produces an implementation plan that will set out the process the combined authority will follow to improve bus services in the period to Spring 2021 and beyond.