



**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

<b>CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY BOARD MEETING</b>	<b>AGENDA ITEM No: 3.4</b>
<b>25 SEPTEMBER 2019</b>	<b>PUBLIC REPORT</b>

## **BUS REFORM TASKFORCE: BUDGET DRAWDOWN**

### **1.0 PURPOSE**

- 1.1. In March 2019 the Combined Authority Board approved the governance arrangements of the Bus Reform Group/Task Force and approved a drawdown of £400,000 against an approved budget of £1 million in 2019/20. This report seeks approval for a further drawdown of £400,000 against the 2019/20 budget.

<b><u>DECISION REQUIRED</u></b>	
<b>Lead Member:</b>	<b>Mayor James Palmer</b>
<b>Lead Officer:</b>	<b>Paul Raynes, Director of Delivery and Strategy</b>
<b>Forward Plan Ref: n/a</b>	<b>Key Decision: No</b>
The Combined Authority Board is recommended to:  (a) Approve the next drawdown of £400,000 from the 2019/20 budget for the Bus Reform Task force.	<b>Voting arrangements</b>  Simple majority of all Members

### **2.0 BACKGROUND**

- 2.1. In March 2019 the CPCA Board approved the creation of the Bus Reform Task Force, with a budget of £1 million in 2019/20 and a further £1 million in 2020/21. The Board also approved a drawdown from the budget of £400,000 in 2019/20 and delegated approval of further drawdowns to the Transport and Infrastructure Committee. Subject to the Board's approval of agenda item 2.1, this budget will be reprofiled in the Medium Term Financial Plan (MTFP) mid-year review to £800,000 in 2019/20 and £1.2 million in 2020/21.

- 2.2. A procurement exercise has been undertaken and two suppliers are currently being evaluated for award to produce the Strategic Outline Business Case for alternative bus delivery solutions, in line with the plans outlined in the March report, at a cost of approximately £300,000. Together with spend already made on analysis, internal resources and project management, to award the contract will therefore require further drawdown against the agreed budget.
- 2.3. Whilst authority to approve further drawdowns was delegated by the CPCA Board in March to the Transport and Infrastructure Committee, the next meeting of this body may, (subject to proposals being presented to this meeting of the Board), be in November 2019. It is suggested that delay to the programme should be avoided.
- 2.4. Approval is therefore sought from the CPCA Board to draw down the remaining 2019/20 budget of £400,000.
- 2.5. The Bus Reform Task Force Programme is proceeding satisfactorily in line with plans, with workstreams covering bus subsidies, tactical improvements and strategic delivery options. The additional drawdown sought will allow these workstreams to continue.
- 2.6. Approval to draw down funds from the 2020/21 budget will be sought in due course as further schemes are defined.

### **3.0 FINANCIAL IMPLICATIONS**

- 3.1. The MTFP currently shows the budgets as approved but then reprofiled across 2019/20 & 2020/21.
- 3.2. There are no other financial implications.

### **4.0 LEGAL IMPLICATIONS**

- 4.1. The Combined Authority assumed the role of the Local Transport Authority by virtue of Article 8 of the Cambridgeshire and Peterborough Combined Authority Order 2017. The Combined Authority must exercise the statutory functions of the local transport authority under Part II Local Transport Act 2000 and Parts 4 & 5 of the Transport Act 1985 so as to achieve effective and efficient transport within the area.

### **5.0 SIGNIFICANT IMPLICATIONS**

- 5.1. None

### **6.0 APPENDICES**

- 6.1 None

<b><u>Background Papers</u></b>	<b><u>Location</u></b>
Combined Authority Board report March 2019	<a href="https://cambridgeshirepeterboroughcagov.cmis.uk.com/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/917/Committee/63/Default.aspx">https://cambridgeshirepeterboroughcagov.cmis.uk.com/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/917/Committee/63/Default.aspx</a>