



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Agenda Item No: 2.2

Local Bus Service Assessment Framework

To: Transport and Infrastructure Committee

Meeting Date: 13 July 2022

Public report: Public Report

Lead Member: Mayor Dr Nik Johnson

From: Tim Bellamy, Interim Head of Transport

Key decision: No

Forward Plan ref: Not applicable

Recommendations: The Transport and Infrastructure Committee is recommended to:

- a) Provide feedback on the need for and purpose of Local Bus Service Assessment Framework; and
- b) Agree for officers to continue finalise an appropriate assessment framework for subsequent approval by the Combined Authority Board members.

Voting arrangements: A simple majority of all Members present and voting

To be carried, the vote must include the vote of the Mayor, or the Deputy Mayor when acting in place of the Mayor.

1. Purpose

- 1.1 The purpose of this paper is to set out the financial pressures on the bus network brought about by the reduction in support from central government and the potential impacts on the region's bus network.

2. Background

- 2.1 The Combined Authority needs to direct the resource available as best possible to help through this period and a Local Bus Service Assessment Framework is proposed to assess services and assist with this allocation of funds.
- 2.2 Over the course of the next two-three months, there are a number of elements that are coming together and need to be addressed in short order with regards socially necessary contracted bus services.

Engagement with Operators

- 2.3 The Combined Authority will continue to liaise with the operators to understand the full details behind their decisions and strategic direction of travel. Part of this process is and will continue to be challenge their position to understand their Service Plans.

Engagement with Government

- 2.4 The mayor will engage with central government to outline the impact that the removal of Bus Recovery Grant and the likelihood that this would result in a car-based recovery whilst increasing social exclusion across the region. An urgent meeting with Ministers will be sought.

3. Significant Implications

Within Confidential Appendix

4. Financial Implications

Within Confidential Appendix

4. Legal Implications

- 4.1 See Appendix 2 for guidance.

5. Public Health Implications

- 5.1 If bus services are reduced and/or changed in their nature, the impact on public health will form part of the LBSAF to minimise the negative implications (especially social exclusion).

6. Environmental and Climate Change Implications

- 6.1 If bus services are reduced and/or changed in their nature, the impact on the local environment and climate change will form part of the LBSAF. A potential reduction in bus service may lead to an increase in car usage that has could have a detrimental effect on the region's environment and climate change.

7. Other Significant Implications

- 7.1 None

8. Background Papers

- 8.1 Confidential Appendix (Circulated separately)