

CAMBRIDGESHIRE FUTURE TRANSPORT INITIATIVE

To: Cabinet

Date: 5 July 2011

From: Executive Director: Environment Services

Electoral division(s): ALL

Forward Plan ref: Not applicable **Key decision: No**

Purpose: To review progress with the Cambridgeshire Future Transport project and seek Cabinet approval for the recommendations in this paper to take the project forward.

Recommendation: Cabinet is recommended to agree to:

- a) The principle of establishing a Transport for Cambridgeshire partnership to oversee the Cambridgeshire Future Transport project and enter into discussions with partners to develop this concept further.**
- b) Invite the passenger transport funding partners in Cambridgeshire to enter into discussions regarding the sharing of their passenger transport budgets to deliver more effective transport services**
- c) Develop pathfinder projects for local passenger transport consortia as set out in this report.**
- d) Invite expressions of interest from businesses and organisations wishing to contribute to the provision of local passenger transport.**

<i>Officer contact:</i>		<i>Member contact</i>	
Name:	Glenn Edge	Name:	Cllr Ian Bates
Post:	CC1301	Portfolio:	Cabinet Member for Growth and Planning
Email:	Glenn.edge@cambridgeshire.gov.uk	Email:	Ian.Bates@cambridgeshire.gov.uk
Tel:	01223 715585	Tel:	01223 699173

1. BACKGROUND

- 1.1 As part of the 2011 Integrated Plan process, it was decided to investigate more efficient methods of using tightly constrained public funding to provide public transport options which would allow for the withdrawal of existing bus subsidies over the next 4 years.
- 1.2 At the Transport Summit held at March Town Hall in February 2011, broad agreement was reached amongst those involved in the delivery of passenger transport and with an interest in transport outcomes, to work collaboratively to see what could be achieved working across organisational boundaries. Following the Summit, the partners agreed an ambition to join up resources, priorities, people and journeys, and transport operators to achieve wider community benefits through a more efficient, effective and co-ordinated approach to passenger transport.

2. CURRENT PASSENGER TRANSPORT PROVISION

- 2.1 In total around £34m is spent annually on passenger transport in Cambridgeshire, including:
- ◆ Statutory home to school transport
 - ◆ Special Educational Needs transport
 - ◆ Social Services transport including adults with learning disabilities and Looked After Children
 - ◆ Concessionary Travel Scheme
 - ◆ Subsidised bus services
 - ◆ Community Transport
 - ◆ Health transport

The County Council provides by far the largest resource - around £30 million, although health is also significant (£4.6 million) and contributions of around £0.5 million are provided by the city and district councils.

3. PROGRESS

- 3.1 A cross-authority member led Governance group, which includes NHS Cambridgeshire and Cambridgeshire ACRE (Action with Communities in Rural England), is overseeing the work. The group has been supported by a Solutions Group of representatives from across all sectors, including transport operators, who have developed a model of delivery with support from Blue Marble Consultants with funding from Improvement East. The key design principles are:
- single point of focus and contact for all county-wide passenger transport policies and outcomes
 - separate out decision-making on county-wide universal outcomes from local tailored priorities

- create local consortia that are owned by communities and are legally accountable for delivering county-wide outcomes (including statutory requirements)
- create a light-touch joint strategic commissioning entity that brings together resources from the funding bodies; this entity to be focused on wider community outcomes such as access to jobs, skills, services, shopping, health and leisure
- determination of local transport priorities to become the responsibility of the local consortia
- local consortia to be incentivised financially to generate improved service accessibility and transport innovations

3.2 The actual nature of the local transport consortia is to be determined and the group are working up a small number of pathfinder projects that will allow us to test different approaches. The three work-streams being pursued are:

1. Testing the local transport consortium approach through:
 - a) a roots-up review of all transport services in parts of the north of Cambridgeshire, including linkages to neighbouring counties, and
 - b) an external review of transport in the west of Cambridgeshire to determine potential benefits of moving to a social enterprise model
2. Testing of private enterprise micro-franchises for services to provide additional capacity in locations of greatest need and to complement existing provision
3. Testing how a joint strategic commissioning body, Transport for Cambridgeshire, could provide the focus for a new governance model and county-wide support functions, including:
 - governance model needed to support alignment of statutory priorities and budgets
 - supporting development and commissioning of transport enterprises
 - single point of customer contact and shared support (e.g. procurement)

3.3 Work is ongoing to develop the strategic business case for the new approach to determine the potential benefits of the model and the pathfinders.

3.4 Health Partners from the Primary Care Trust (PCT) are members of the Group, however this Project has implications beyond the expected lifespan of the PCT (March 2013) and needs to take into account changing responsibilities within the NHS. Therefore PCT Partners will ensure that emerging General Practitioner (GP)-led commissioning consortia are engaged in the future agreements and decisions on the Business Case.

4.0 WAY FORWARD

4.1 It is anticipated that one or more of the pathfinders will go live by the end of the year and that roll out of local transport consortia will take place over the next few years. Meanwhile, work will be undertaken to develop the strategic business case for consideration at a future Cabinet meeting and respective Partner Cabinets and Boards as appropriate.

4.2 Following Cabinet, work is programmed to continue as set out below and will be coordinated through the Governance Group

Aug- Sep 2011	<p>Refine pathfinder pilots and develop the concept of the Transport for Cambridgeshire body with partners.</p> <p>Development of a single point of customer contact.</p> <p>Test market appetite for and pre-piloting of a micro-franchise pathfinder.</p> <p>Work continuing on developing local transport consortia pathfinders</p> <p>Cabinet 27 Sep to seek final approval for pathfinders and micro-franchise trial</p>
Oct- March 2011	<p>Launch pathfinders – in North East Cambs, West Cambs and micro-franchise scheme.</p> <p>Early 2012 Final Business Cases and decisions on roll out.</p> <p>Cabinet tbc</p>
April 2012	Roll out across Cambridgeshire

4.3 We need to take bold steps in moving this work forward so that we can deliver a real change in passenger transport as soon as possible. Cabinet is asked to approve the following recommendations for further development, to agree to:

- a) The principle of establishing a Transport for Cambridgeshire partnership to oversee the Cambridgeshire Future Transport project and enter into discussions with partners to develop this concept further.
- b) Invite the passenger transport funding partners in Cambridgeshire to enter into discussions regarding the sharing of their passenger transport budgets to deliver more effective transport services
- c) Develop pathfinder projects for local passenger transport consortia as set out in this report.
- d) Invite expression of interest from businesses and organisations wishing to contribute to the provision of local passenger transport.

5. ALIGNMENT WITH PRIORITIES AND WAYS OF WORKING

The following bullet points set out details of implications identified:

5.1 Supporting and protecting vulnerable people when they need it most

The new model would allow us to explore the potential to innovate and improve service accessibility through a more integrated, efficient approach to delivering transport in line with our statutory and discretionary policies

5.2 Helping people live healthy and independent lives in their communities

It is anticipated that Cambridgeshire Future Transport will be able to deliver wider community outcomes through identifying practical, achievable and sustainable solutions that will achieve greater value for money.

5.3 Developing the local economy for the benefit of all

The new model aims to stimulate market innovation and response as well as open opportunities to create new community joint ventures.

The model should enable us to support enterprise and accelerate improvements through incentivising local providers to offer responsive and efficient services.

5.4 Ways of Working

The report above sets out the implications for way of working in 3.1. The key principles of a model will mean local consortia will be owned by communities and will be legally accountable for delivering county wide outcomes (including statutory requirements). The joint strategic commissioning entity we will bring together resources from the funding bodies to provide procurement and business support for local consortia; this entity will be focused on wider community outcomes such as access to jobs, skills, services, shopping, health and leisure.

6. SIGNIFICANT IMPLICATIONS

6.1 Resource and Performance Implications

The following bullet points set out details of significant implications identified:

- ◆ Proposals are dependant on the sharing of National Health Service (NHS), District and City, and relevant Cambridgeshire County Council (CCC) transport budgets which will be determined by the respective Partner when they reach a decision whether or not to sign up to the Business Case .
- ◆ Support from Improvement East has allowed progress of the work. The successful recruitment of a Co-ordinator on a one year contract means we can maintain the momentum of the project – funding for this post has been secured via operational savings.
- ◆ The project is designed to deliver substantial savings in transport budgets.

6.2 Statutory, Risk and Legal Implications

The following bullet points set out details of significant implications

identified:

- ◆ A 'Transport for Cambridgeshire' partnership would signal a new approach to shared delivery across sectors and provide a basis for coordinating the pathfinders and sharing resources.
- ◆ The voluntary sector has also been engaged throughout the model's development in addition to neighbouring authorities.
- ◆ The model will encompass the Statutory countywide policies including Special Educational Needs children, looked after children, home to school, concessionary fares and non-emergency passenger transport policies.
- ◆ It will be necessary to fully understand any statutory transport provision for which policy does not exist in order to avoid ambiguities and uncertainties among the Local Transport Consortia or other transport delivery bodies (for example we have many precedents evolved over time which are not enshrined in formal policy)
- ◆ The model will also cover discretionary countywide policies such as support for community transport, subsidised bus routes and times and any extension to statutory provision.
- ◆ The Model will take into account any eligibility criteria that need to be applied by Partners prior to the allocation of transport.

6.3 Equality and Diversity Implications

The following bullet point sets out details of significant implications identified:

- ◆ A Key objective for the initiative is to innovate and improve service accessibility.

6.4 Engagement and Consultation

The following bullet points set out details of significant implications identified:

- ◆ There will be engagement with service users/patients and communities as part of the ongoing work on a Community Impact Assessment to identify the potential impacts of any changes to our policies, services and functions.
- ◆ The opportunities and potential arising from a new delivery model will also need to be integrated into the wider consultation planned, which will be seeking views on the principles of making cuts to bus subsidies and the impact of this on specific routes.

Source Documents	Location
Governance Group papers	Glenn Edge Box No: CC1301 Room No:3rd Floor A Wing Castle Court

