

Overview and Scrutiny Committee Decision Summary

Meeting: 10 January 2023
 Agenda/Minutes: [Overview and Scrutiny Committee](#)
 Chair: Lorna Dupré

Summary of decisions taken at this meeting.

Item	Topic	Decision [<i>None of the decisions below are key decisions</i>]
1&2.	Apologies & Declarations of Interest	<p>Apologies were received from Councillors Dupre, Goldsack and Dew.</p> <p>Councillor Cane attended as a substitute for Councillor Dupre and Councillor Count as a substitute for Councillor Goldsack.</p> <p>In Councillor Dupre's absence, Councillor Sharp, the Vice-Chair, took on the role of Chair for the meeting.</p> <p>There were no declarations of interest.</p>
3.	Minutes of the previous meeting and Action Log	<p><u>RESOLVED</u></p> <p>That the minutes of the meeting held on 28 November 2022 be approved as a correct record and that the Action Log be noted.</p>
5.	Budget and Medium-Term Financial Plan (MTFP) Consultation	<p><u>RESOLVED:</u></p> <p>The committee resolved to submit the following recommendations to the Combined Authority Board as their formal response to the consultation:</p> <p>That:</p>

Item	Topic	Decision <i>[None of the decisions below are key decisions]</i>
		<ol style="list-style-type: none"> <li data-bbox="857 266 1977 743">1. The CPCA Board should commit to maintaining at least the current level of spending on bus services for the next two years. The board is best placed to decide how to source this funding which would be c£14m (£7m per annum). This commitment would give some assurance to residents that they can continue to travel to work and school, and to access services, and that the Cambridgeshire and Peterborough Combined Authority had a credible, fit for purpose transport system on which residents could depend. This guarantee on funding should be given whilst longer term solutions for delivering services, such as franchising, are explored. The Combined Authority Board should be mindful that in the current climate bus operators could be expected to be further supported by Combined Authority subsidy and therefore maintaining the current level of spending did not necessarily guarantee the same level of services. <li data-bbox="857 786 1946 890">2. The Board should keep a particularly close eye on the risk of slippage on capital projects and review the work of Internal Audit so that where issues are identified they can establish how best to address and overcome them. <li data-bbox="857 933 1962 1114">3. The Overview and Scrutiny Committee review in advance the process and methodology of any future proposed MTFP consultation. Oversight by the Committee will ensure that the questions asked are focussed and prioritise the CPCA's vision and strategy and will also allow members to make recommendations to encourage greater engagement by the public. <li data-bbox="857 1157 1962 1260">4. If the organisation aspires to delivering more ambitious projects that will be reliant on government funding, then the budget for securing this funding needs to be increased. <li data-bbox="857 1303 1962 1370">5. The impact on social inequalities and the environment should be evident in all CPCA funding decisions.

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		6. If the Board decide that a Mayoral Precept is the best option to raise funds then it should identify and guarantee what the money raised will be spent on. E.g. It has been identified that a precept of £12 per household at Band D council tax (with corresponding amounts for higher and lower bands) would raise the £3.5 million that it is estimated will be needed to maintain the current level of bus services.
11.	Date and Time of Next Meeting	Monday 23 January 2023 at 11am.

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