

DERBYSHIRE COUNTY COUNCIL

CABINET

19 November 2020

Report of the Director – Economy, Transport and Environment

TEMPORARY PAYMENT ARRANGEMENTS TO BUS, COACH AND TAXI OPERATORS FOR CONTRACTED TRANSPORT SERVICES AND CONCESSIONARY FARES REIMBURSEMENT DUE TO CORONAVIRUS ONGOING MEASURES (HIGHWAYS, TRANSPORT AND ENVIRONMENT)

(1) **Purpose of Report** To note the urgent Officer Decision for the payment arrangements to bus, coach and taxi operators for contracted Council transport services and concessionary fares reimbursement after the current provision ends on 31 October 2020.

(2) **Information and Analysis** On 20 March 2020, following the worsening health situation and the Government's more specific advice in relation to travel by public transport, it became clear that urgent action was required to secure the short term future of the Council's contract transport services and public bus services more generally. The Executive Director - Economy, Transport and Environment therefore made an emergency decision to guarantee continuation of the normal contractual payments made to transport providers who operated the following services for the Council:

- Adult Social Care and Health (ASCH) Transport Services.
- Contracted Local Bus Services.
- 'Derbyshire Connect' Services.
- Mainstream Home to School Transport Services.
- Special Education Needs and Disabilities (SEND) Home to School Transport.
- Swimming services for primary schools (normally recharged to schools but during initial lockdown from March 2020 to July 2020 this cost was absorbed by Children's Services).

At the same time, the Executive Director also agreed to maintain payments to bus operators for accepting English National Concessionary Travel Scheme cards, known as Gold Card in Derbyshire, based on the level of travel before the pandemic. Both of these arrangements were to continue until 30 June 2020.

This urgent decision was the subject of an Officer Decision Record (ODR) agreed by Gold CMT on 20 March 2020. It was also reinforced with a Cabinet Office 'Procurement Policy Note' 02/20 (PPN) about supplier relief. The guidance advised public bodies to issue a memorandum of understanding to suppliers about terms of payment relief to allow for them to undertake other civic duties in the national emergency. A variation of contract notice was issued and agreed by all transport providers in Derbyshire.

These payments ensured that service providers were able to continue to operate Council services where required to do so and to undertake alternative activities, such as taking food and medical supplies to people who had no access to any other transport when the normal contractual services were not necessary, for example, due to the closures of schools or day centres. These actions also allowed the network of conventional bus services to continue to operate allowing key workers to travel as required. Making the payments also gave the various operators some certainty about their short term financial stability and allowed them to be available to resume full services when required.

On 25 March 2020, the Department for Transport (DfT) issued guidance nationally to all local transport authorities that they needed to take the same actions in their own areas. At the same time they also provided emergency direct funding to bus companies to allow them to continue to operate their commercial services for the time being.

On 4 June 2020, the Executive Director - Economy, Transport and Environment made a further urgent decision to continue with these payment arrangements until 31 October 2020 because of the continued uncertainty around future transport requirements as a result of the COVID-19 pandemic. This decision was subsequently confirmed by the Cabinet Member - Highway, Transport and Infrastructure at the meeting on 9 July 2020. In addition, it reflected a further Government PPN 04/20, which issued further advice to public bodies about continued payment and transitional relief arrangements.

The transport sector is exceptionally vulnerable to changes in the economy and shocks, such as Coronavirus (COVID-19) have had a devastating impact. Commercial bus services, day excursions, airport runs and most other types of journey have either been significantly reduced or cancelled altogether since the lockdown began in March 2020. Even at the time of writing (mid-October), this level of uncertainty has not improved and to some degree, has actually worsened. The UK is now experiencing a significant increase in the number of reported COVID-19 cases and the national/local response is varying, based on a 'three tier system'. This has resulted in unclear and unconfirmed national policy for support to the public and supported transport network since September 2020 and has also meant that forward planning for 'return to

service' in areas such as education, adult day care etc has been exceptionally difficult as circumstances have changed almost daily.

Whilst there are still many uncertainties about the continued impact of COVID-19 on the Council's contracted transport and public bus services, more generally, there have been a number of changes since the date of the original decision on 4 June 2020. These include:

- The full re-opening of schools and colleges at the beginning of September 2020 and the reintroduction of Mainstream and SEND home to school transport services. In some cases, more services are now being provided to ensure the social distancing of pupils. These additional services are being funded with temporary grant monies until 31 December 2020 provided by the Department for Education.
- Small scale re-opening of some ASCH day centres to provide for emergency placed clients.
- The reintroduction of the majority of the Contracted and Commercial Local Bus Services across Derbyshire.
- The reintroduction of the majority of the Derbyshire Connect services.
- Changes to the Government's advice around the use of public transport more generally.
- The continuation of the DfT's direct funding to bus operators and local authorities through the COVID-19 Bus Service Support Grant (CBSSG) to help services resume.

However, many of the fundamental concerns which led to the Executive Director's urgent decision continue to be valid, including:

- The continued probability that transport operators will go out of business without further support.
- The limited availability of Public Service Vehicle drivers.
- The lack of alternative capacity in the market to allow other operators to pick up additional business within a short timescale.
- The continued costs being faced by bus operators to maintain their 'O Licence' which includes maintaining 'financial standing' in their bank account, vehicle insurance and vehicle maintenance.
- Self-employed nature of many taxi drivers which mean they are very vulnerable to the economic shock of COVID-19.
- Continued low levels of bus use with Contracted and Commercial Local Bus Services carrying between 40%-70% fewer passengers than the same time in 2019.

In addition, there continues to be a lack of clarity on a number of issues including DfT advice around using public transport and school services under the various localised restriction regimes and the continuation of Government funding streams, such as CBSSG. When advice does appear it is often

superseded by other changes shortly after which makes any kind of medium term planning very difficult.

Also, decisions on key elements of future demand from other departments within the Council have only recently been taken. For example, although a small number of ASCH day centres have re-opened for emergency placements and six larger centres are being opened in the near future, it will still only leave approximately a third of the ASCH Adult Care contracts fully operational, with no imminent plans to re-open the remaining day services. However, it is likely that due to social distancing, combined with the reduced capacity able to safely attend day services, there will be a greater demand for transport at some centres than currently. Therefore, it is proposed the Council will implement the variation contract agreement to utilise the spare capacity to support this demand at no additional cost. As a result, the Adult Care Senior Management Team has only recently been able to confirm that it is willing to continue to support its transport services as part of its on-going planning to re-open day services.

The Specialised Transport Team normally commissions transport to swimming classes on behalf of Children's Services at an annual cost of approximately £450,000. This, in turn, is then recharged by them to the individual schools concerned. Due to the continuing and (currently) escalating number of COVID-19 cases within schools and changing policies around gyms and pools, no such provision has yet been commissioned this term and it is now clear that swimming lessons will not recommence until January 2021 at the earliest, with a reduced 20 week programme. This is 10 weeks fewer than normal. This will further affect the income for coach operators who have been significantly affected already by the cancellation of day and holiday excursions, school trips and private hire bookings, leaving some operators exceptionally vulnerable. However, following discussions with Childrens Services, it has become clear that maintaining the payment arrangement that were in place from March to July where 100% of contract prices were paid to operators is no longer appropriate or affordable. Therefore, no payments will be made for swimming contracts for the autumn term and the situation will be reviewed for the spring term 2021.

Having regard to the changing situation and continued advice from the DfT around councils maintaining payments for concessionary fares and supported services, the Director considered the following proposals in respect of payments from 1 November 2020:

- Payments for Adult Care transport to be reduced to 75% of the contracted levels for those services which continue not to operate due to the closure of the day care centre concerned. Services which are operating normally will be paid at 100% of the contracted levels. ASCH and Economy, Transport and Environment Specialised Transport will urgently review the

remaining transport contracts with a view to creating a transitional plan to assess where services may need to be re-designed or terminated from January 2021.

- Payments for Contracted Local Bus Services remain at 100% of contract levels as services are now operating and concerted efforts are being made to promote the safe use of public transport.
- Payments for Derbyshire Connect Services remain at 100% as services are now operating and similar concerted efforts are being used to promote its safe use.
- Payments for Mainstream Home to School Transport Services remain at 100% as services are now operating.
- Payments for SEND Home to School Transport remain at 100% as services are now operating.
- Payments for swimming transport services during the autumn term, from September 2020 to December 2020, will be reduced to 0% of contracted costs. The existing contractual arrangements will however remain in place in the anticipation that services can resume as normal at the start of the new school term in January. Were this to happen then 100% of contractual payment would resume. If swimming services do not resume in the spring term, a further review will take place between the Economy, Transport and Environment Department and Children's Services about the suspended contracts
- Concessionary Fares payments continue to be made based on the level of bus travel before the pandemic.

Due to the dynamic nature of the virus and the need to introduce local restrictions to take account of this, the Director also considered the following further proposals:

- Should local lockdown arrangements be introduced that require the withdrawal of any local bus, Derbyshire Connect, Mainstream or SEND Home to School transport services or Adult Care services in the affected area, then payments would be reduced to 75% of the contracted levels for those services until such time as normal services could be reintroduced or until the proposed review is completed and alternative recommendations are made, whichever is soonest.
- Should a transport operator be unable to fulfil a contracted service due to instruction by an authorised body (such as NHS Test and Trace) that a driver or passenger assistant must self-isolate, then the operator should find a replacement member of staff to cover that service. However, in the extreme circumstance that an entire company has to self-isolate and therefore is unable to provide any contracted services, then payments will be reduced to 75% of the contracted level until such time as normal services are resumed.

In view of the need to take an urgent decision in respect of payments because there was no scheduled meeting of Cabinet, the Director – Economy, Transport and Environment agreed that the suggested arrangements as set out above should remain in place until 31 March 2021, or until the proposed review is completed and alternative recommendations are made, whichever is soonest.

Alternative Options

In considering the most appropriate way forward, the Director – Economy, Transport and Environment considered a number of issues which were taken into account and other options assessed.

The Council is firmly and clearly committed to ensuring value for money in everything it does, and this meant not paying for goods and services that were not due to be received. However, the exceptional circumstances that are being faced nationally; the changing/late/unclear advice from Government; the precarious nature of the external market for transport operators; and the changing/unclear forward demands of customers such as schools and care centres, etc, means that competing issues had to be balanced and a view taken on how best to protect not only the public purse, but the economic and social wellbeing of local residents and businesses.

With this in mind, other funding/support options were considered and these are set out below:

- 1) Continue with the current arrangements in place since March 2020 – this is not considered appropriate as continuing to make full payments for services which are not operating and are unlikely to do so in the near future, is not financially sustainable in the medium to long term. However, in terms of the ASCH contracts, this will be subject to a review which will be carried out in November/December 2020 and may require some contracts to be terminated.
- 2) Do nothing and removal all payments for services not operating from 1 November 2020 – this is not considered an appropriate option given the significance of the economic and social impact on passengers and local businesses, and the difficulties that would be faced in resuming operations once the crisis has passed. It also is contrary to DfT advice (PPN 04/20) and the need to review and re-design services, particularly in ASCH.

On balance, it was therefore considered that the ‘Proposal’ as set out above, represented the most appropriate way forward. The urgent decision taken by the Director – economy, Transport and Environment makes it clear what services are being paid for, and why and efforts have been made to ensure there is no ‘double compensation’ being paid- i.e. by the Council and any other party – e.g. the Government paying towards ‘furlough’.

(3) **Financial Considerations** The Council has a total of around £35m committed expenditure per annum across these services. This includes around £10m of concessionary fare payments which is a statutory duty. Any saving against this planned expenditure would be 'windfall' but a wider consideration is the social and economic value of helping bus operators and transport contractors to survive this period of uncertainty so that service provision can immediately be resumed, when required, as the lockdown/local restrictions are eased. The source of demand, such as schools or Adult Care centres, cannot sustain any lengthy time delays.

(4) **Legal Considerations** The Council's Constitution provides that:

"...notwithstanding any other provision of the Constitution, the Executive Directors shall have power, after discussion, if practicable, with the Leader of the Council or the relevant Cabinet Member or Chair, to take such action deemed to be necessary and expedient in matters requiring urgent consideration and which, because of the timescales involved, or the need to safeguard the interests of the County Council, cannot be dealt with by submission to the next following meeting of the Council, Cabinet, Cabinet Member or Committee."

Section 63(1) of the Transport Act 1985 places a duty on Derbyshire County Council to secure the provision of 'such passenger transport services as the Council considers appropriate to meet any public transport requirement within Derbyshire which would not, in its view, be met, apart from any action taken by them for that purpose'.

Under Section 63(8) of the Act, the Council also has a duty to have regard to the transport needs of members of the public who are elderly and disabled when exercising the Section 63(1) duty referred to above.

Under Section 508B and Schedule 35B of the Education Act 1996, local authorities are under a duty to provide free school transport to 'eligible children', and under Section 508A of the Education Act 1996.

(5) **Equality and Diversity Considerations** Ordinarily, significant changes relating to home to school transport, SEND transport, Adult Care transport and local bus service provision are usually the subject of public consultation. However, these temporary measures are considered urgent due to the unprecedented situation caused by the COVID-19 pandemic and its impact on the resumption of safe passenger travel.

(6) **Human Resources Considerations** The workforce which undertakes these contracted transport services are drivers and passenger assistants who are either employees or sub-contractors of external providers. It should be noted there may be local difficulties with some companies where

a number of their driving personnel remain unable to work due to COVID-19 shielding measures. Suppliers have been asked to make the transport teams aware of any difficulties in fulfilling the terms of their contracts due to personnel shortages, and this has not presented any insurmountable issues to date.

(7) Environmental and Health Considerations Whilst making the full contractual and concessionary fare payments does not present practical environmental or health considerations, there are significant concerns from a transport operational perspective in responding to the Government directive. These concerns fall into the following categories:

- Social distancing (school transport and local bus services) – reduced provision due to social distancing requirements.
- Social distancing (SEND) and ASCH services – necessary to reduce capacity to one student and passenger assistant in one taxi and 2-3 students on a 16 seat minibus (depending if one travels in a wheelchair).
- Capacity of vehicles – the market does not have the drivers or vehicles to supply a large amount of additional routes.
- Operator concerns – age/gender profile of many drivers (older males); driver availability as some remain shielded; handling of cash; risk of transmission; enforcement of mask wearing and adherence to social distancing by students; limiting numbers alighting the vehicle at bus stops, etc.
- Personal Protective Equipment (PPE) availability and conformity – particularly relevant for the transport of SEND students who typically travel in smaller vehicles, such as taxis with an accompanying passenger assistant. Some SEND children have challenging behaviours (such as spitting, touching) and some require personal contact during the journey to school.

(8) Social Value Considerations The Council issues free bus passes to students who have a statutory entitlement to travel assistance to enable them to travel to school on the contracted school bus network. The Gold Card concessionary pass system also allows older people and those with specific disabilities to use bus services at no charge.

It should be noted that the transport suppliers and many of the operators impacted by the proposals in this report are local small and medium enterprises (SMEs). Continuing with the payments will thereby help to protect jobs and the local economy, at least for the immediate future.

Other Considerations

In preparing this report the relevance of the following factors has been considered: prevention of crime and disorder, property and transport considerations.

(9) **Key Decision** Yes.

(10) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? Not applicable.

(11) **Background Papers** None.

(12) **OFFICER'S RECOMMENDATION** That Cabinet notes the urgent Officer Decision of the Director - Economy Transport and Environment and the introduction of the proposed revision in payment arrangements to bus, coach and taxi for contracted Council transport services and concessionary fares reimbursement from 1 November 2020 to 31 March 2021, in response to measures required as a result of the Coronavirus (COVID-19) pandemic

Tim Gregory
Director – Economy, Transport and Environment

**DERBYSHIRE COUNTY COUNCIL
OFFICER DECISION AND DECISION REVIEW RECORD**

Officer: Tim Gregory <i>*For emergency powers, this would be the Executive Director</i>		Service: Economy Transport and Environment
Delegated Power Being Exercised: <i>*The delegation detailed in the Constitution to the specified officer or emergency powers</i>		
Subject of Decision: (i.e. services affected)	Payment arrangements due to the ongoing Covid-19 situation for Adult Social Care and Health Transport Services, Contracted Local Bus Services, Derbyshire Connect Services, Mainstream Home to School Transport Services, Special Educational Needs and Disabilities Home to School Transport Services and Swimming Transport. Also payments to bus operators for concessionary fares reimbursement.	
Is this a review of a decision? If so, what was the date of the original decision?	<p>Original decision taken 20th March 2020 to pay the full contractual payment for those operators providing transport services to the Council under contract for 3 months. This decision was taken in line with Government policy (Procurement Policy Note PPN 02/20). This was extended until 31st October 2020 following Executive Director decision taken on the 4th June 2020 and further Government guidance PPN 04/20.</p> <p>This review seeks to alter some of the arrangements taking account of the ongoing change in circumstances and to provide certainty to the transport market by ensuring these new payment arrangements for services under contract continue until the end of March 2021. These changes are also in line with current Government policy.</p>	
Key decision? If so have Democratic Services been notified?	Yes key decision	
Decision Taken (specify precise details, including the period over which the decision will be in place and when it will be (further) reviewed):	<p>Following a review of current Government policy, the ongoing high level of uncertainty for affected services (e.g. adult day care) and the level of vulnerability being experienced by the transport operators a decision is required to alter some of the contractual payment arrangements for those operators providing transport services to the Council under contract which have been in place since 20th March 2020. The proposals relate to the following areas of service delivery:</p> <ul style="list-style-type: none"> • Adult Social Care and Health (ASCH) Transport Services • Contracted and Commercial Local Bus Services • Derbyshire Connect Services • Mainstream Home to School Transport Services • Special Educational Needs and Disabilities (SEND) Home to School Transport Services • Swimming Transport <p>In summary, the proposals are to:</p> <ul style="list-style-type: none"> • Maintain until the end of March 2021 the existing arrangement of full 100% contract payments for all those local bus, Derbyshire Connect, Mainstream or 	

	<p>SEND Home to School transport services or Adult Care services which are now operating.</p> <ul style="list-style-type: none"> • Payments for ASCH Transport Services which are not operating due to the continued closure of the day care centre concerned, will be reduced to 75% of normal contract levels from 1st November 2020 and subject to a review between ETE and ASCH. • Payments for swimming transport contracts in the autumn school term until the end of December 2020 be reduced to 0% of contracted costs as no further funding is available from either the Children and Young People department or ETE to continue the arrangements in place from March to July 2020. The contracts will however remain in place in anticipation that services can start again when the new school term begins in January. If services do not resume in January 2021, then a review will take place between ETE and Children’s Services about the suspended contracts • Should local lockdown arrangements be introduced that require the withdrawal of any contracted local bus, Derbyshire Connect, Mainstream or SEND Home to School transport or ASCH services in the affected area which are already operating , then payments would be reduced to 75% of the contracted levels for those services until such time as normal services could be reintroduced or until the proposed ASCH transport review is completed and alternative recommendations are made, whichever is soonest • In the extreme circumstance that an entire company providing transport for the Council has to self-isolate and therefore is unable to provide any contracted services, then payments will be reduced to 75% of the contracted level until such time as normal services are resumed. • These actions will ensure these services continue to be provided and allow the Council to amend them as necessary to meet changes in demand. It will also ensure the viability of the operators’ businesses where these services are not fully required at the moment. <p>Also, to maintain the:</p> <ul style="list-style-type: none"> • Concessionary fares reimbursement payments to bus operators using average concessionary passenger use up to March 2021 in line with Government advice.
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	<p>These arrangements to be reviewed in February 2021, taking account of the latest Government guidance at the time.</p> <p>Note these new payment arrangements can be met from existing budgets and will not (with the exception of swimming transport) incur additional financial expenditure.</p>
<p>Reasons for the Decision (specify all reasons for taking the decisions including where necessary reference to Council policy and anticipated impact of the decision) Where the decision is subject to statutory guidance please state how this has been taken into consideration.</p>	<p>Following the Council's decision on the 20th March to make these payments until the end of June, the Department for Transport issued a letter to all local transport authorities on the 25th March requiring them to take the same actions.</p> <p>A further letter was issued by the Department for Transport on the 20th May to transport operators which advised that local authority payments were to continue for the time being, along with other funding provided directly by the Department. As a result on the 4th June the Executive Director decided to extend the arrangements until the 31st October.</p> <p>Since the decision was taken to extend the original arrangement on 4th June there have been a number of changes, including-</p> <ul style="list-style-type: none"> • The full re-opening of schools and colleges at the beginning of September 2020 and the reintroduction of Mainstream and SEND home to school transport services. In some cases, more services are now being provided to ensure the social distancing of pupils. These additional services are being funded with temporary grant monies until 31 December 2020 provided by the Department for Education. • Small scale re-opening of some ASCH day centres to provide for emergency placed clients. • The reintroduction of the majority of the Contracted and Commercial Local Bus Services across Derbyshire. • The reintroduction of the majority of the Derbyshire Connect services. • Changes to the Government's advice around the use of public transport more generally. • The continuation of the DfT's direct funding to bus operators and local authorities through the COVID-19 Bus Service Support Grant (CBSSG) to help services resume. It should be noted that a condition of CBSSG funding for local authorities is that local authorities maintain funding for concessions and local bus contracts at pre-Covid levels. <p>However, many of the fundamental concerns which led to the Executive Director's emergency decision continue to be valid, including-</p>

	<ul style="list-style-type: none"> • The continued probability that transport operators will go out of business without further support. • The limited availability of Public Service Vehicle drivers. • The lack of alternative capacity in the market to allow other operators to pick up additional business within a short timescale. • The continued costs being faced by bus operators to maintain their 'O Licence' which includes maintaining 'financial standing' in their bank account, vehicle insurance and vehicle maintenance. • Self-employed nature of many taxi drivers which mean they are very vulnerable to the economic shock of COVID-19. • Continued low levels of bus use with Contracted and Commercial Local Bus Services carrying between 40%-70% fewer passengers than the same time in 2019. <p>There also continues to be a lack of clarity on a number of issues including DfT advice around using public transport and school services under the various localised restriction regimes and the continuation of direct Government funding streams to transport operators. When advice does appear, it is often superseded by other changes shortly after which makes any kind of medium term planning very difficult.</p> <p>The Council has an agreed priority in the Corporate Plan to support sustainable economic growth and the use of public transport. Bus operators, private hire coach and the taxi sector are also critical in supporting the Council's statutory transport function in the areas of home to school, special needs and adult care travel. The council also has a statutory responsibility to operate the English national Concessionary Travel Scheme in Derbyshire.</p> <p>The Council has a total of around £35m committed expenditure (per annum) across these services – including around £10m worth of concessionary fare payments which is a statutory requirement. Any saving against this planned expenditure would be 'windfall' but a wider consideration is the social and economic value of helping bus operators and transport contractors to survive through this period of uncertainty so that service provision can immediately be changed when required as restrictions alter.</p>
Alternative Options Considered (if appropriate) and reasons for rejection of other options	<ol style="list-style-type: none"> 1) Continue with the current arrangements in place since March 2020 – this is not considered appropriate as continuing to make full payments for services which are not operating and are unlikely to do so in the near future, is not financially sustainable in the medium to long term. However, in terms of the ASCH contracts, this will be subject to a review which will be carried out

	<p>in November/December 2020 and may require some contracts to be terminated.</p> <p>2) Do nothing and removal all payments for services not operating from 1 November 2020 – this is not considered an appropriate option given the significance of the economic and social impact on passengers and local businesses, and the difficulties that would be faced in resuming operations once the crisis has passed. It also is contrary to DfT advice (PPN 04/20) and the need to review and re-design services, particularly in ASCH.</p>
Has a risk assessment been conducted ?- if so what are the potential adverse impacts identified and how will these be mitigated?	No formal risk assessment has been conducted, however a review of the options has been considered and given the adverse impact on the transport market in Derbyshire and the users of these services, the recommendations are considered the best and most inclusive option
Would the decision normally have been the subject of consultation with service users and the public? If so, explain why this is not practicable and the steps that have or will be taken to communicate the decision	These proposals to alter the funding arrangements will not result in any major changes to the services provided but will instead allow them to continue to run. If the decision to continue making payments is not taken these services will rapidly cease to be provided as the operators run into financial difficulties. This will result in the Council being unable to meet its statutory duty to provide school, adult care and local bus transport
Has any adverse impact on groups with protected characteristics been identified and if so, how will these be mitigated?	The continuation of funding will ensure transport services to all of the nine protected characteristics groups including young and old people, and those with disabilities are maintained.
Background/Reports/Information considered and attached (including Legal, HR, Financial, Equality and other considerations as required))	<p>Officer Decision Report agreed at CMT Gold on 20 March 2020.</p> <p>Procurement Policy Note 02/20 issued by Cabinet Office on 20 March 2020.</p> <p>Department for Transport communications</p> <p>Officer decision on 4th June to extended funding provisions until 31st October 2020 following review and receipt of further Government guidance PPN 04/20</p>
Consultation with relevant Cabinet Member (s) – please note this is obligatory.	<p>Councillors Alex Dale and Jean Wharmby have been consulted on this revised proposal.</p> <p>Cllr Spencer is currently on holiday but has been consulted on the relevant previous proposals.</p>
Approval of Chair of appropriate Improvement and Scrutiny Committee where call in is intended to be waived – please note this is obligatory in those circumstances	
Decision:	To approve the alteration of payment to contracted operators for the provision of transport services as outlined above until end March 2021

Signature and Date: Tim Gregory

Handwritten signature of Tim Gregory, consisting of a stylized 'T' and 'G'.

22/10/2020