
**Report To: Environment & Regeneration
Committee**

Date: 4 September 2014

**Report By: Acting Corporate Director
Environment, Regeneration &
Resources**

Report No. ERC/ENV/IM/14.205

Contact Officer: Jim Bradley

Contact No: 714757

Subject: Social Transport - Workstream Review

1.0 PURPOSE

- 1.1 The purpose of this report is to seek approval from the Committee of the proposed savings as part of the savings Workstream relating to Social Transport Services operated within Inverclyde Council.

2.0 SUMMARY

- 2.1 Social Transport is provided by Environmental and Commercial Services, (E&CS), Education and Social Work to various clients across a number of Council services and includes both internal and external suppliers.
- 2.2 As part of the overall target Workstream savings to be achieved by 2015/16, it was agreed that a scoping exercise be undertaken on the Social Transport Services provided by the Council. Following this a target of £50,000 by 2015/16 was agreed.
- 2.3 Overall the Council's budget for the provision of these services is just under £2.7m.
- 2.4 Internal Transport Services is delivered by E&CS and includes home to school transport for students with special educational needs, inter school transport for specific subject provision, children to nursery, day care centres and adult training centres.
- 2.5 The portion of the overall budget to provide Internal Transport Services is approximately £600,000, leaving the balance on external transport provision, which includes a provision of approximately £1.3m for home to school transport contracts with SPT.
- 2.6 More work is required on the external spend, along with the wider implications of rescheduling the service provision delivered by both Education and Community Health and Care Partnership before management could recommend savings from the external budget provision of £2.7m. This will be progressed as Phase 2 of this review.
- 2.7 The focus where efficiency savings could be made have centred around:
1. Review current internal transport provision (Overtime/Shift Patterns, slack periods).
 2. Fleet utilisation (utilising the fleet tracking system).

- 2.8 Management are proposing that £51,000 efficiency savings could be delivered from the above areas with the support of the current budget holders/service providers.
- 2.9 The savings in relation to the review of current internal transport provision will be realised through employee cost savings through deleting vacant posts or filling posts with reduced hours posts. This will realise £45,000 savings. The additional £4,000 of savings will come from reduction in fleet due to more efficient fleet utilisation. A further £2,000 of savings have been identified by bringing a previously outsourced CHCP contract in-house utilising existing resources. Additional areas are being examined which may provide further savings in Phase 2 of this exercise.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that the Committee note the contents of this report and agree to the proposals to achieve the £51,000 saving by 2015/16 detailed in 2.9 above.
- 3.2 It is recommended that the Committee note that Officers are examining further savings opportunities as Phase 2 of this review.

Ian Moffat
Head of Environmental & Commercial Services

4.0 BACKGROUND

4.1 Social transport is provided by Environmental and Commercial Services, Education and Social Work to a number of client groups across Inverclyde.

4.2 Social transport is provided for a number of reasons:

Education services have a statutory requirement to provide transport for students who live out with a predetermined distance from their allocated school. There is a further statutory requirement for Education to provide transport for pupils with special educational needs.

Social work provides transport for some of the most vulnerable within our community.

4.3 As part of the 2013/16 budget a savings target of £50,000 was set for a review of Internal Social Transport. This report delivers on that decision.

4.4 The review was led by Environmental and Commercial Services Transport section, with support from Education, Social Work, Finance and Procurement, with input from Audit and the Trade Unions.

4.5 The remit of the review was to consider the most cost effective and efficient method of delivering a high quality integrated transport solution for Social Transport within Inverclyde.

4.6 The review identified a number of areas where efficiencies could be made:

1. Review of current internal transport provision (Overtime/Shift Patterns, slack periods)
2. Fleet utilisation (utilising the fleet tracking system)
3. Review of scheduling of CHCP/Education requirements (including appropriateness of vehicles)
4. Balance of provision between internal & external providers
5. Opportunities to take on transport duties for other Council Services (caretakers, Libraries etc)
6. Review of relationships/arrangements with the Voluntary Sector
7. Procurement of Contracts

4.7 Savings have been identified from points 1 and 2 at 4.6. E&CS are currently working with CHCP, Education and Procurement to identify any potential further savings as part of Phase 2 of this exercise.

5.0 PROPOSALS

5.1 The focus where efficiency savings could be made have centred around:

1. Review current internal transport provision (Overtime/Shift Patterns, slack periods).
2. Fleet utilisation (utilising the fleet tracking system).

5.2 Management are proposing that £51,000 efficiency savings could be delivered from the above areas with the support of the current budget holders/service providers.

5.3 The savings in relation to the review of current internal transport provision will be realised through employee cost savings through deleting vacant posts or filling posts with reduced hours posts. This will realise £45,000 savings. The additional £4,000 of savings will come from reduction in fleet due to more efficient fleet utilisation. A further £2,000 worth of savings have been identified by bringing a previously outsourced CHCP contract in-house utilising existing resources. Additional areas are being examined which may provide further savings in Phase 2 of this exercise.

6.0 IMPLICATIONS

6.1 Finance

One off Costs

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From (If Applicable)	Other Comments
None					

Annually recurring Cost/Savings:

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From (If Applicable)	Other Comments
Vehicle Maintenance	Employee Costs	Jan 2015	£(20,100)	n/a	Deletion of surplus post
	Employee Costs	May 2014	£(6,400)		Fill vacant full time post with part time/term time.
	Contractual Overtime	April 2014	£(16,700)		Staged implementation on retiral of existing employees from April 2014.
Education	Overtime	Jan 2015	£(1,800)		
	Vehicle Costs	April 2015	£(4,000)		Reduction in fleet
CHCP	External Transport	April 2014	£(2,000)		Provision of service in-house using existing resources.

6.2 Legal

There are no legal implications.

6.3 Human Resources

OD & HR have supported the service throughout this exercise.

6.4 Equality and Diversity

This report has no implications for the Council's equality and diversity policies.

6.5 Repopulation

This report has no implications for the Council's repopulation policies.

7.0 CONSULTATION

7.1 This report has been discussed with the Trades Unions via the Joint Budget Group where no objections have been raised and further discussions will take place following Committee consideration of this report.

8.0 BACKGROUND PAPERS

8.1 None.