



### Social Transport Project - City Of Edinburgh Council

**Date of meeting** 9 December 2016

**Date of report** 11 November 2016

#### Report by Assistant Chief Executive (Operations)

#### 1. Object of report

To inform the Partnership of a Memorandum of Understanding (MOU) with the City of Edinburgh Council (CEC) whereby SPT will provide booking and scheduling capacity for CEC's social transport fleet, and to seek approval for an amendment to SPT's Capital Programme to cover the capital cost element of the project. This amendment will be cost neutral as CEC will be fully funding SPT these costs.

#### 2. Background

- 2.1 SPT has sought to pioneer and lead the development of integrated transport solutions within the west of Scotland, for example, the West of Scotland Integrated Health and Social Care Transport Hub<sup>1</sup> and the partnership between SPT and Glasgow City Council (GCC)<sup>2</sup> to provide route optimisation of GCC's social transport fleet.
- 2.2 Having promoted the benefits of such initiatives to various national, regional and local forums over recent years, SPT was approached by CEC to ascertain potential opportunities regarding their fleet. Following discussions, SPT and CEC have agreed in principle to enter into a Memorandum of Understanding to examine the provision by SPT of a shared booking and scheduling capacity for CEC's social transport fleet.

#### 3. Outline of proposal

- 3.1 The project will deliver a scheduling and route optimisation tool provided and supported by SPT for CEC's social transport fleet. This will include a city wide rollout of Mobile Data Terminals (MDT's) that will create an end to end technology solution for CEC, enabling real-time job allocation to minimise fleet/workforce downtime and maximise efficiency. The initial phase of this development is a one year pilot project beginning in January 2017.
- 3.2 Furthermore, SPT will work with CEC to plan and schedule the transport provided by their Corporate Transport Service to and from Health and Social Care and Children and Families services, including Home Care (including return from hospital). In addition, CEC will meet all driver and vehicle costs and the costs associated with purchasing and maintaining the MDTs. SPT's Contact Centre's scheduling software capacity will be increased for the route scheduling and optimisation system.

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<sup>1</sup> [http://www.spt.co.uk/documents/latest/rtp140815\\_agenda9.pdf](http://www.spt.co.uk/documents/latest/rtp140815_agenda9.pdf)

<sup>2</sup> [http://www.spt.co.uk/documents/latest/sp280314\\_agenda13.pdf](http://www.spt.co.uk/documents/latest/sp280314_agenda13.pdf)

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- 3.3 The scheme will be fully funded by CEC. Specifically, CEC will fund Capital costs of up to £70,000, split £42,000 in 2016/17 and £28,000 in 2017/18, and Revenue Costs of £44,000 over 2016/17 - 2017/18. There will be no negative impact on the delivery of SPT's existing scheduling services, including those provided on behalf of our constituent Councils.

## 4. Conclusion

- 4.1 The agreement between SPT and CEC marks a significant milestone with regard to SPT's aspirations to more fully integrate transport solutions across the west of Scotland and the country as a whole.
- 4.2 The provision of shared booking and scheduling services by SPT on behalf of CEC demonstrates further confidence in SPT's expertise and state of the art scheduling systems. It also represents an opportunity to further showcase the advantages of SPT's system and its capacity to integrate social transport fleets to achieve efficiencies. This helps to maximise the use of public funding and ensure that essential front line delivery of services for some of our most vulnerable citizens can be maintained at a time of continuing financial challenge.

## 5. Partnership action

The Partnership is recommended to:

- Note the development of a Memorandum of Understanding between SPT and CEC for the provision of booking and scheduling capacity for CEC's social transport fleet; and
- Approve an amendment to SPT's Capital Programme for 2016/17 totalling £42,000 to cover the capital cost element of the project for 2016/17 made up of purchasing increased Trapeze software licences and smart phones. This amendment will be cost neutral as CEC will be fully funding costs.

## 6. Consequences

Policy consequences	In line with the Regional Transport Strategy.
Legal consequences	A Memorandum of understanding has been agreed between SPT and CEC which sets out the legal basis of the scheme.
Financial consequences	The full costs will be funded by CEC.
Personnel consequences	None
Equalities consequences	Helps to sustain vital public services across people with a range of protected characteristics.
Risk consequences	None at present.

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