

Ref.	WORKSTREAM	Support Y/N
<b>3</b>	<b>A Single Social Transport Solution</b>	
5.11	I recommend that together, and with the assistance Strathclyde Partnership for Transport (SPT) councils consider and refine an outline business case to establish a CVCPP wide social transport service.	<b>Y</b>
5.12	<p>As part of this process or in the interim, the eight councils should work with SPT to:</p> <ul style="list-style-type: none"> <li>• Pilot the improved scheduling of current social transport to reduce the amount of ‘down time’ for vehicles and drivers in each local authority.</li> <li>• Better co-ordinate socially necessary transport e.g. dial a ride and ring and ride services, providing a better overview, particularly across neighbouring authorities where services can cross boundaries.</li> <li>• Improved use of the school bus service across council boundaries</li> <li>• Improve the standardisation of vehicle design and procurement for social transport.</li> </ul>	<b>Y</b>
	<p><b><u>Comments:</u></b></p> <p>All four areas should be explored and West Dunbartonshire Council wishes to be involved from onset and would nominate SPT as the lead. The general view within the Council is that significant savings can be made on downtime drivers and vehicles.</p> <p>SPT are well positioned to take the lead in mapping, scoping and in quantifying the scale of the issues involved. SPT use ‘Trapeze’ transport scheduling software system, to map current routes and integrate rounds and timetables. Depending on the recommendations which would emerge, WDC could take the lead on some aspects (e.g. procurement) although the fact that we lie at the edge of the CVCPP geographically would perhaps make us not the most appropriate council to take the lead.</p> <p><b><u>Timescales</u></b></p> <ul style="list-style-type: none"> <li>• Timescales are realistic – work could be scoped by March 2011 and a solution could be delivered by 2014</li> <li>• Potential for some “quick wins” in terms of downtime and working across boundaries in relation to school transport</li> </ul> <p>WDC believes this is an area where there is a clear incentive for all 8 councils and the NHS to work together. A single tender for school transport, for example, could generate significant savings, <b>as could a move, by all 8 councils to the statutory position on free school transport.</b></p>	

Ref.	WORKSTREAM	Support Y/N
<b>5</b>	<b>Shared Roads Maintenance</b>	
5.16	Roads maintenance and its specialist services can be adapted to a shared service model and there are benefits to be gained between smaller councils and across the larger group of the Clyde Valley.	Y
5.17	In the interim or as a first step I recommend that the eight Councils should look at pooling and sharing expert staff in the context of a joint workforce planning strategy.	Y
	<p><u>Comments:</u></p> <p><b>WDC believes there are real opportunities for groups of local authorities to come together and submit joint bids for trunk road maintenance contracts. This would have the dual benefit of creating a new revenue stream while securing local jobs.</b></p> <p>WDC would wish to be part of CVCPP plans to consider joint workforce planning. WDC currently has partnerships in existence at present with East Dunbartonshire and Argyll and Bute and would wish to see these continue and develop. WDC is not in a position to take a lead role.</p> <p><u>Timetable</u> Achievable</p> <p><u>Consideration</u> Joint Venture opportunities with adjoining local authorities and other service providers.</p>	

Ref.	WORKSTREAM	Support Y/N
<b>8</b>	<b>Joint Workforce Planning</b>	
5.24	<p>Bring together their current individual workforce planning strategies into a joint workforce strategy including:</p> <ul style="list-style-type: none"> <li>• Consolidating the recruitment and deployment of supply teachers across the eight councils</li> <li>• Shared specialist services on curriculum development and psychological services where expertise is limited and resources duplicated across the 8 councils</li> </ul>	Y
	<p><u>Comments:</u></p> <p>Keen to participate in a key role but due to progress in-house WDC are not in a position to lead at a Clyde Valley level. WDC is at the very early stages of developing its own Workforce Planning Strategy and all departments are currently working to a first plan deadline of March 2010 and therefore meeting the Joint timetable will be tight for WDC.</p> <p>WDC supports this approach absolutely but the CVSPP must reflect on a number of considerations.</p> <p><u>Considerations</u></p> <ul style="list-style-type: none"> <li>• There are a number of questions about terms and conditions, pay and policy.</li> <li>• <b>How we protect staff during any transition.</b></li> <li>• Issues need to be looked at from Clyde Valley perspective and then perhaps nationally</li> <li>• Experience of single status – needs to be managed at a national basis and may require legislation changes – need a forum to have this discussed.</li> <li>• <b>Why stop at 8 Councils?</b></li> </ul>	

Ref.	WORKSTREAM	Support Y/N
<b>9</b>	<b>A Common Charging Framework</b>	
5.26	Work together to introduce consistency across the Clyde Valley on charging and income generation, where this does not cut across local priorities.	<b>N</b>
	<p><u>Comments:</u></p> <p>This is not an option for WDC. It is felt that this is likely to be hindered by individual local authority political priorities and the general feeling is that this is not a realistic recommendation. This does not take into account local needs or demographics. It is not clear how the 'sharing' element would have any major benefit – other than equity across whole area.</p> <p>Local need and circumstances must be considered by Councils when agreeing any charging policies and a common charging framework severely hinders individual Councils' ability to take these factors into account.</p> <p>Local Authorities with different service deliver issues, such as scattered or particularly rural populations, need the flexibility to charge more for the services they provide. By moving towards a common charging framework, we risk charges for urban areas, such as WDC, rising significantly. This would have a detrimental effect on vulnerable people in our communities and this is not a situation WDC is willing to support.</p>	

### **Workstream Priorities**

Please rank your top 3 priorities with a number 1,2 or 3 in the box provided adjacent to the work stream heading.

NB West Dunbartonshire Council supports the progression of the recommendations provided by the Arbutnott Review for the sharing of Services across the CVCPP. The main concern for the Council is its own requirement to improve quickly its internal structures – get its own house in order, before being able to participate constructively and meet the timescales required.

<b>Ref.</b>	<b>Workstream</b>	<b>Priority</b>
<b>1</b>	<b>An Integrated Health and Social Care Service</b>	<b>1</b>
<b>2</b>	<b>An Integrated Waste Management Approach</b>	<b>2</b>
<b>3</b>	<b>A Single Social Transport Solution</b>	<b>5</b>
<b>4</b>	<b>Joint and Streamlined Fleet Management and Maintenance</b>	<b>7</b>
<b>5</b>	<b>Shared Roads Maintenance</b>	<b>9</b>
<b>6</b>	<b>Property Sharing and Management in Local Hubs</b>	<b>6</b>
<b>7</b>	<b>Developing a Joint Approach to the “Back Office”</b>	<b>3</b>
<b>8</b>	<b>Joint Workforce Planning</b>	<b>8</b>
<b>9</b>	<b>A Common Charging Framework</b>	<b>Do No Progress</b>
<b>10</b>	<b>A Joint Economic Strategy</b>	<b>4</b>