

Finance and Resources Committee

10.00am, Thursday, 24 September 2015

Community Transport – Development of a Public Social Partnership

Item number	7.19
Report number	
Executive/routine	
Wards	

Executive summary

This report provides an update to the Finance and Resource Committee, on progress in developing a framework for the provision of community and accessible transport by Third Sector providers and seeks approval to develop a Public Social Partnership.

Links

Coalition pledges	P1 , P30 , P37 , P47
Council outcomes	CO3 , CO13 , CO14 , CO22 , CO26 , CO27
Single Outcome Agreement	SO1

Community Transport – Development of a Public Social Partnership

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 approves the development of a Public Social Partnership with Community Transport providers for the provision of accessible transport on behalf of the Council;
 - 1.1.2 Notes the intention to bring back a further report seeking approval to formally enter into a Public Social Partnership

Background

- 2.1 At its meeting on 4 November 2014, the Corporate Policy and Strategy Committee considered a report on Phase 1 of the Community and Accessible Transport Review, and noted that a further report would be submitted to the Committee in spring 2015 detailing the outcomes of the next stage of the review. Consideration of the other recommendations within the report was deferred until the January 2015 meeting of the Committee to allow further consultation with the Community and Accessible Transport Review Working Group, and in particular the community transport providers.
- 2.2 At its meeting on 15 January 2015, Finance and Resources Committee agreed to extend the contracts with Lothian Community Transport Services, South Edinburgh Amenities Group, Handicabs Ltd, Pilton Equalities Project, Dove Transport and Lothian Shopmobility for a period of 12 months from 1 April 2015 to 31 March 2016. This is to allow the development of a group travel framework and consideration of how this is best provided.
- 2.3 At its meeting on 20 January 2015, the Corporate Policy and Strategy Committee considered a further report on Phase 1 of the Community and Accessible Transport Review, and approved the Proposed Solution developed as part of Phase 1 of the review. The Committee also noted the feedback from the community transport providers, and agreed these concerns would be addressed during Phase 2 of the review.

- 2.4 At its meeting on 9 June 2015, the Corporate Policy and Strategy Committee considered a report on an Update to Stage 2 of the Review of Community and Accessible Transport, and agreed to proceed with the review workplan outlined in Appendix 2 of that report.

Main report

- 3.1 Discussions have taken place with Third Sector partners, other local authorities and on the different options for engaging with Community Transport providers in the provision of accessible transport.
- 3.2 The Public Social Partnership (PSP) model which is supported by the Scottish Government has been identified as providing the most flexible and appropriate option (see Appendix 1).
- 3.3 The Scottish Government's 'Guide to Forming and Operating a Public-Social Partnership' defines a PSP as a 'strategic partnering arrangement which involves the third sector earlier and more deeply in the design and commissioning of public services'.
- 3.4 PSPs are based on a co-planning approach, through which the public sector can connect with third sector organisations (voluntary, charity and social enterprise organisations) to share responsibility for designing services based around service user needs rather than the current suite of standard services which users can access. Public Social Partnerships recognise and value the contribution that third sector organisations can make to the service planning process through their close relationships with service users. By giving the third sector an equivalent role in service design, alongside the public sector commissioner; services can be designed with the needs of service users at the forefront of the process. Services can then be trialled by third sector providers, with a view to identifying how the service works in practice, outcomes achieved and how much it costs. The service that emerges from this process can then be procured for the longer term. Examples include:
- Strathclyde Partnership for Transport & Community Transport Provision in the West of Scotland has successfully resulted in improved quality, social benefit for service users and increased capacity.
 - The Royal Edinburgh Hospital Public Social Partnership - Wayfinder, Mental Health Rehabilitation Pathway successfully engages third sector providers and service user in the design of services leading to better outcomes for service users, the right service in the right setting with strong governance.

- Reducing re offending PSP involves the third sector in the design and delivery of more effective public services, through the use of the Public-Social Partnership finance model. Over 2013-15, £7.7 million is available to two national services and four regional or specialised projects - each based on a PSP structure of third and public sector organisations. Nearly 4,000 individuals are expected to receive assistance in the first two years of delivery. This has been continued for a further two years. The Public Social Partnership model has a strategic fit with the Cooperative Capital Framework and Community Empowerment (Scotland) Act 2015 and will be supported by “Ready for Business” consultancy, fully funded by the Scottish Government.
- 3.5 There are several triggers leading to the change to the preferred option of a Public Social Partnership. Appendix 2.
 - 3.6 Edinburgh Community Transport Operators Group (ECTO) members have responded positively to the Council’s wish to engage in a co-production approach. They have formally agreed to engage with the development of a Public Social Partnership and the redesign of services to provide innovative, integrated cost effective transport solutions that meet the growing demand faced by the Council for accessible transport. Work is underway on designing a service specification which will meet the needs of service users, provide a quality framework for service provision, optimise vehicle utilisation through efficient booking and scheduling and enable the Council to reduce its use of taxis for service users in Health & Social Care and Children and Families. It is intended that the PSP will commence on 1 April 2016, and run for a maximum of three years.
 - 3.7 In assessing the current and future models, a number of key considerations were taken into account, including service continuity to avoid disruption to vulnerable service users and carers underpinned by child adult protection issues.
 - 3.8 The Public Social Partnership will work closely with a Corporate Transport Unit which will take responsibility for procuring, planning and co-ordinating all passenger transport required by the Council and ensuring that this is provided in a way that is cost effective and appropriate to the needs of individual service users. A new fit for purpose booking and scheduling system will be used by the Corporate Transport Unit to enable the efficient management of all passenger journeys.
 - 3.9 It is intended to bring back a further report to this Committee in February 2016 with a more detailed business case and to seek approval to formally enter into a Public Social Partnership with Community Transport providers, based on the internal and external factors identified in the SWOT analysis. Appendix 3.

Measures of success

- 4.1 Ensuring that third sector organisations deliver accessible and affordable transport required to meet the needs of services and people who are socially excluded or isolated.
- 4.2 Spend on individual taxi journeys in Health and Social Care and Children and Families is reduced.

Financial impact

- 5.1 Currently the Council provides £835,236 of direct funding to the Community Transport providers. It is intended to redirect this investment through the Public Social Partnership. The service to be provided by the PSP will enable the Council to make savings on accessible transport through reduced use of taxi journeys.
- 5.2 A more detailed assessment of the financial impact will be considered in the Business Case that will be reported to this Committee at its meeting in February 2016.

Risk, policy, compliance and governance impact

- 6.1 Throughout the developments identified in Stage 2 a RAID (Risks, Assumptions, Issues and Dependencies) Log will be maintained in conjunction with the Review of Community and Accessible Transport.
- 6.2 Overall responsibility for services in a social and community context will continue to be the legal responsibility of public bodies under statutory regimes (http://readyforbusiness.org/wp-content/uploads/2013/03/lib-FAQs-Public-Social-Partnerships_2013.pdf).

Equalities impact

- 7.1 An Equalities and Rights Impact Assessment is being undertaken as a core part of Stage 2 of the review of community and accessible transport and is ongoing.
- 7.2 A further assessment will be scheduled at the end of 2016/17 to identify whether the needs of third sector groups are fully addressed during the ongoing period of service re-design.
- 7.3 Informal engagement and communication with groups and individuals has raised questions about the current service that has help shape the formal consultation process.

- 7.4 The Consultation process time line will be reflected in the Review of Community and Accessible Transport.
- 7.5 The [Record of Equality and Rights Impact Assessment \(ERIA\)](#) form will be completed at the end of the Review of Community and Accessible Transport.

Sustainability impact

- 8.1 Sustainability in service delivery remains a key focus of all services and has particular relevance here in the efficient allocation of assisted travel and transport solutions. Making best use of capacity also reduces miles travelled and hence contributes to improved air quality and reduced carbon emissions.
- 8.2 With reference to Environmental Assessment (Scotland) Act 2005, The City of Edinburgh Council requires all reports and procedural matters to comply with all aspects of Strategic Environmental Assessment. The SEA toolkit is used to define and scope this report.

Consultation and engagement

- 9.1 There has been extensive consultation with ECTOG members concerning the proposed Public Social Partnership.
- 9.2 Phase 1 of the review of community and accessible transport included consultation with third sector groups, which validated the importance of, and reliance on, the services provided by ECTOG members.
- 9.3 The Consultation time line will be agreed within the parameters of the Review of Community and Accessible Transport, stage 2. In the meantime communication and engagement continues with the following:

A City for All Ages – Checkpoint Group
Edinburgh Plan Action Group – Checkpoint Group
Edinburgh Chinese Support Association
Association of Minority Ethnic Communities Co-production Partnership
Lothian Coalition for Independent Living
Firhill Day Centre – Physical Disability Group
Craighall Day Centre – Physical Disability Group
Handicabs – Service User Group

Background reading/external references

None.

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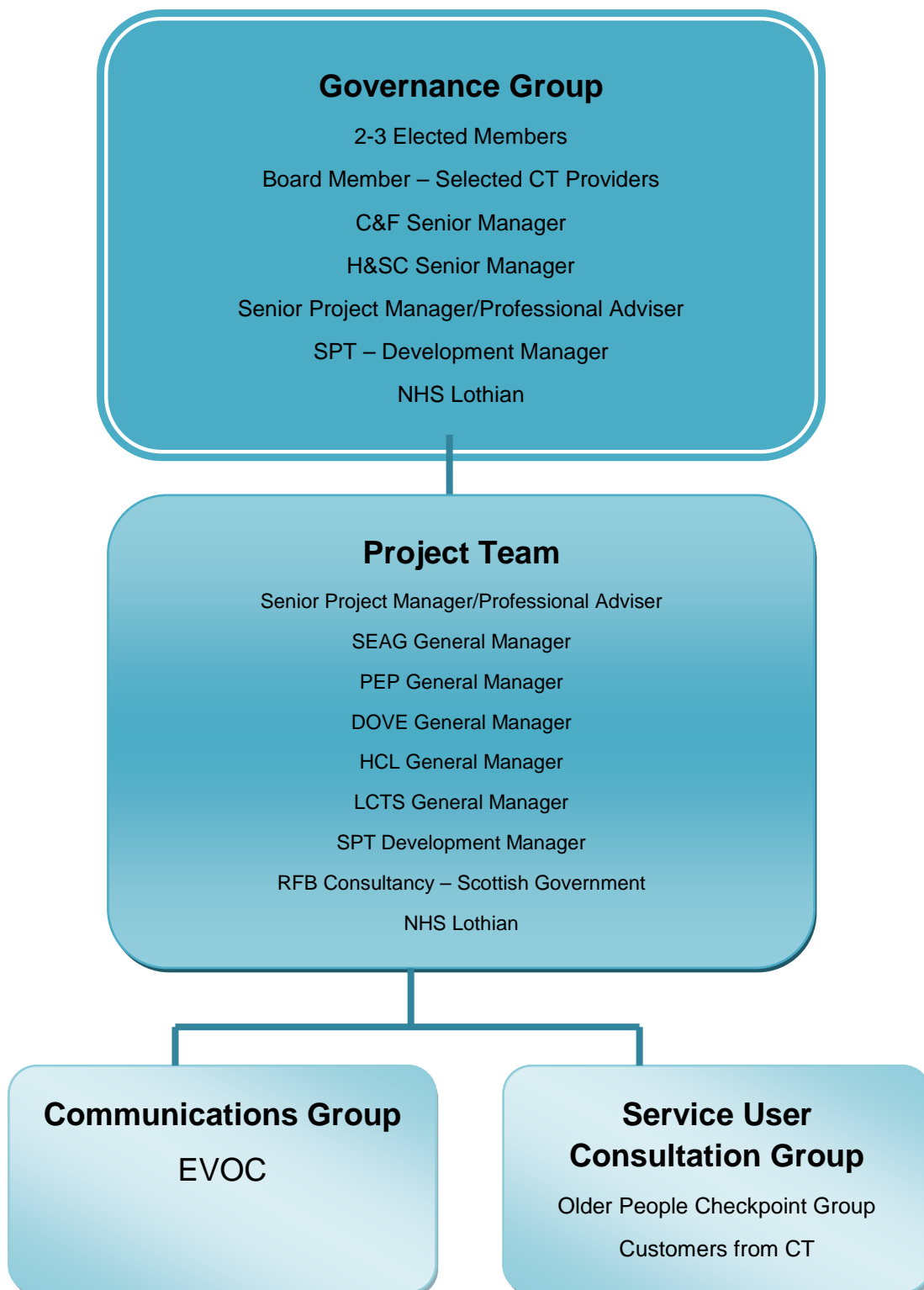
E-mail: frank.henderson@edinburgh.gov.uk | Tel: 0131 469 6248

Links

Coalition pledges	<p>P1 – Increase support for vulnerable children, including help for families so that fewer go into care.</p> <p>P30 – ~Continue to maintain a sound financial position including long-term financial planning.</p> <p>P37 – Examine ways to bring the Council, care home staff and users together into co-operatives to provide means to make life better for care home users.</p> <p>P47 – Set up a city-wide Transport Forum of experts and citizens to consider our modern transport needs.</p>
Council outcomes	<p>CO3 – Our children and young people at risk, or with a disability, have improved life chances.</p> <p>CO13 – People are supported to live at home.</p> <p>CO14 – Communities have the capacity to help support others.</p> <p>CO22 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.</p> <p>CO26 – The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.</p> <p>CO27 – The Council supports, invests in and develops our people.</p>
Single Outcome Agreement	<p>SO1 – Edinburgh’s economy delivers increased investment, jobs and opportunities for all.</p>
Appendices	<p>1 – Public Social Partnership: Governance Arrangements</p> <p>2 – Triggers for a Public Social Partnership</p> <p>3 – SWOT Analysis</p>

Appendix 1

Public Social Partnership: Governance Arrangements

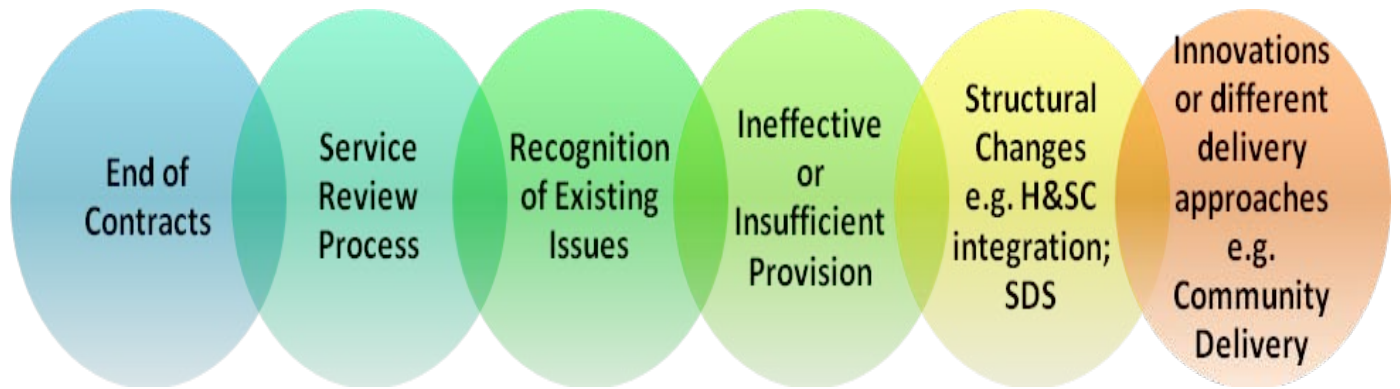


Boards & Group – Descriptions

Group Title	Job Description
<p>Governance Group/Project Board</p> <p><u>Governance</u></p> <p>SFC</p> <p>CT Board Members</p> <p>Elected Members X 2/3</p>	<ul style="list-style-type: none"> • Representation from both the Public and Third Sector parties to maintain the PSP principle of equal partnership, and allow key decisions and approval processes to be made jointly • Should also include user representation, the format of this will depend on the nature and complexity of issues faced. Where a single user attends the Governance Group/Project Board as representation use user views, this should be supported with appropriate mechanisms and groups for gathering wider input from servicer users, their families and carers • Other relevant stakeholders should be invited to attend the group when required eg staff union representatives, procurement etc • Signs of PSP project documentation, including the Project Initiation Document, project plans and strategies • Exercises functional and financial authority to support the project • Receives reports from the project manager, monitors progress and ensures appropriate management of any slippages in timescales • Reviews risks, issues and any deviation from project plans and determines appropriate course of action based on recommendations from the project manager • Signs off project stages/deliverables and closure
<p>Project Team</p> <p>Senior Project Manager/ Professional Adviser</p> <p>CT</p> <p>SFC</p> <p>H&SC</p> <p>C&F</p> <p>SPT</p>	<ul style="list-style-type: none"> • Managed by the Project Manager, the PSP project team assumes responsibility for progressing the project and completing tasks which have been identified in the project plan • Split the workstreams, the number of which is defined by the scale and complexity of the project the PSP is delivering • Workstream leads will have responsibility for ensuring sub-teams within the project are formed and deliver on time and report in to the Project Manager • Progress made by the project team is collated and monitored by the Project Manager and is fed into the Governance Group// Project Board • Membership is shared between the public and third sector representatives with key involvement from those who use services, their families and carers

Appendix 2

Triggers for a Public Social Partnership



Appendix 3

SWOT Analysis

