

Shaping the Council 2015-16 and beyond: Savings Business Case

Business Case Title	Transfer highways maintenance, gully cleansing, emergency response and winter maintenance services to Planning and Transportation		
Revision No:		Date:	01 July 2014
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Lead HOS			
Critical friend/Exec Bd			
Business Case Author	(if different to HOS) Daren Spring		

Section 1: Summary

Savings Proposal

As no progress has been made in reviewing the framework of processes and procedures underpinning the Highways maintenance function which gives rise to a net budget pressure within Environment of around £220k, the business cases proposes the transfer of the Highways Maintenance Service to Planning and Transportation in order that they can choose the optimum strategic direction for this function.

Strategic rationale

Under current arrangements Highways Maintenance work receives a net subsidy of approximately £220k per annum from the Environment Directorate due principally to a considerably reduced workload and its volatility impacting on productivity and efficiency within the team. With the transfer of the function to Planning and Transportation, the subsidy will no longer be required and will form the basis of the saving.

Approximate Cost Savings

£220k

Timescales

Activity	Timescale
All Highways, winter maintenance and emergency response functions transferred to the Planning & Transportation Department.	April 2015

Risks /Consequences

The services to be transferred to Planning and Transportation include:

- Highways & footway maintenance
- Winter gritting and snow clearance
- Gully cleansing
- 24/7 Emergency response team

Synergies between front line services have enabled a cross function winter maintenance team to be deployed, allowing maximum cover with minimal cost and impact on service deliver. Depending on how the service is configured and commissioned following its transfer, the opportunity for this may be reduced.

Additionally, the Emergency repose team has been able to draw on resources from across the department to respond to situations as they rise. This may similarly be impacted.

Mitigation

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Section 2: Finance, savings and costs

Financial summary

General Fund budget 2014-15

	Staff £000s	Premises / Transport £000s	Supplies/ Services £000s	Direct Payments £000s	Third Party Payments £000s	Total Expenditure Gross £000s	Income £000s	Net Expenditure £000s
2014/15								

Staff Related savings

Current number of posts (FTE and headcount)	All 15.8 FTE would be transferred to Planning and Transportation
Number of posts to be deleted (FTE and headcount)	Removal of posts would be at the discretion of Planning and Transportation Management.
Amount of salary saving (inc on-costs)	

Non- Staff Related savings

Premises and buildings (inc utilities)	
Transport	13 vehicles including dual purpose winter gritting HGVs and a gulley tanker.
Supplies and services	
Other (please specify)	

Third Party Related savings/income

Commissioning/contracts	
Charges to the HRA/DSG/PHG <i>(NB can be negative)</i>	
Increase fees & charges	
Grants/additional funding streams	
Other (please specify)	

Benefits – non financial

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Costs & Resources to deliver the savings

Direct costs	
Redundancy costs	None assumed
Accommodation costs	

Procurement and/or Legal costs	
Other HR costs	
Other (please specify)	Losses on disposal of assets – none assumed

Section 3: Impact/Consequences of proposal – not covered in financial section

Impact on Corporate Priorities/objectives/ performance targets/standards

Priority 1. Create a great place for learning and opportunity	
Priority 2. Encourage and promote job creation and economic prosperity	
Priority 3. Build pride, responsibility and respect to create safer communities	
Priority 4. Improve health and well-being	
Priority 5. Protect and promote our clean and green environment	
Well-run organisation - financial & governance; staff; customers	

Impacts on partners

No impact if the service outputs remain constant but are managed by Planning and Transportation

Impacts on customers / community and equality/diversity implications

No impact if the service outputs remain constant but are managed by Planning and Transportation

Has an EqIA been undertaken? **-YES / NO** **Date:**

Other impacts/implications

No impact if the service outputs remain constant but are managed by Planning and Transportation

Section 4: Risks and Mitigation

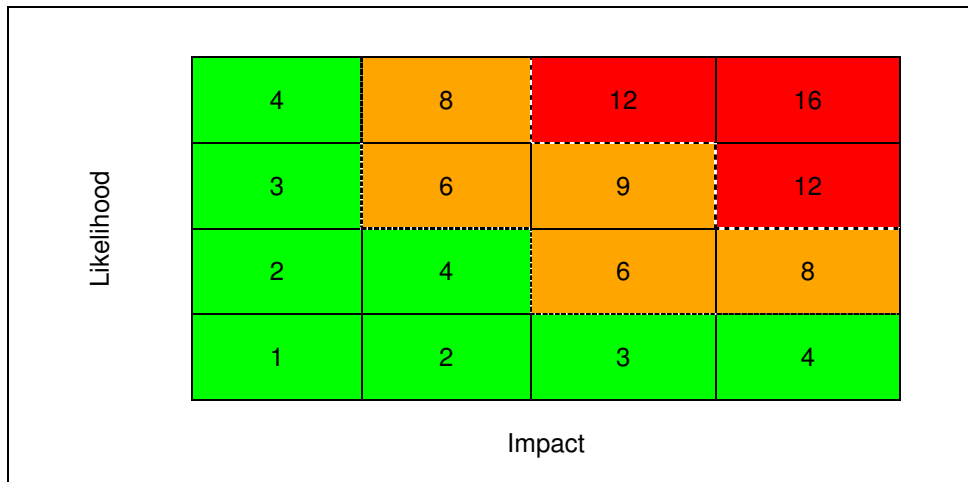
Delivery risks

Risk Description	Likelihood	Impact	Rating	Management or Mitigating Action
No risk if the service outputs remain constant but are				There may be improvements in service delivery if the maintenance

managed by Planning and Transportation				and Highways client functions are in the same department.
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Service risks				
Risk Description	Likelihood	Impact	Rating	Management or Mitigating Action
No risk if the service outputs remain constant but are managed by Planning and Transportation				There may be improvements in service delivery if the maintenance and Highways client functions are in the same department.

For information on the ratings criteria guide, please see <\\Thurdata01\data\THURROCK\EXCHANGE\ROM>



Section 5: Assumptions, Dependencies & Exclusions

Timeframes Assumptions/ Dependencies/Exclusions	Saving assumes all resources are transferred to Planning & Transportation department by December 2014.
Benefits Assumptions/ Dependencies/Exclusions	Assumption that Environment Directorate activity in respect of highway maintenance, winter maintenance, emergency response service etc cease on transfer, and that all associated works are thereafter commissioned by Planning & Transportation (either using transferred resources or through an outsourcing arrangement).
Costs Assumptions/ Dependencies/Exclusions	
Other/ General Assumptions/ Dependencies/Exclusions	

Section 6: Stakeholder Engagement Requirements

		Approximate timelines
Staff/Unions NB. Services should not be undertaken consultation with staff in isolation – all such activity should be co-ordinated through Jackie Hinchliffe	<input type="checkbox"/>	September 2014

Portfolio Holders/Members NB. Services should not be undertaken consultation with staff in isolation – all such activity should be co-ordinated through Directors Board	<input type="checkbox"/>	September 2014
Partners NB. Services should not be undertaken consultation with partners in isolation – all such activity should be co-ordinated through Directors Board	<input type="checkbox"/>	September 2014
Residents/Public NB. Services should not be undertaken consultation with staff in isolation – all such activity should be co-ordinated through Directors Board	<input type="checkbox"/>	
Other – please specify	<input type="checkbox"/>	

Section 7: Any other comments to support savings proposals