**CCC TOTAL TRANSPORT PILOT PROJECT – SCHEDULING SOFTWARE**

**ITT QUESTIONS AND ANSWERS LOG**

**NUMBER 2**

In order to offer information equally amongst potential providers we are required to log any questions asked and answers given.

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| **Question Number** | **Question / Answer** |
| **1** | **Q:** Your output specification quotes:- “SEN transport accounts for c. 50,000 journeys and adult social care, community transport and local bus services account for c. 81,000 of the c.719,000 journeys funded by the Council in the Pilot area in 2015.”   Is it possible to approximate how many users (passengers) the above represents? |
| **A:** SEN transport is provided for c.60 pupils attending Highfield Special School.There are about 80 adult social care service users who use Council funded transport.As we don’t know the identity of each local bus passenger, it is difficult to give an exact number of unique passengers included in this total of 81,000 trips. A reasonable estimate may be around 300, but we would expect that over time the membership database would grow substantially bigger than this, as even an occasional user will need to be added. |
| **2** | **Q:** Can you also confirm that the balance of the 719,000 journeys (ie, 588,000) represent the mainstream home to school journeys that our outwith the scope of your pilot?  |
| **A:** That is correct. |
| **3** | **Q:** What type of contract pricing is used for tendered routes by Cambridgeshire CC i.e. is it a fixed daily cost, weekly cost etc.? |
| **A:** In general fixed daily costs are used. |
| **4** | **Q:** For the purposes of cost apportionment how are costs apportioned to budgetary codes i.e. what is the structure of the cost codes used which are supplied to the finance system for budgetary apportionment? |
| **A:** It is intended that a single pooled budget code will be used for most or all contracts in the pilot area. However it would be helpful to be able to allocate different budget codes to different individuals, to allow reporting on this basis. The more sophisticated the system can be, e.g. with options to pro rata costs of contracts with mixed budget codes on mileage, passenger numbers, etc. the better. |
| **5** | **Q:** How are the cost codes structured by passenger type, by establishment or some combination of these or other cost elements which make up the budgetary code? |
| **A:** Cost codes are structured by passenger type at present. In principle, the system would have one (or more) fields for each user, from which financial analysis could be drawn. A decision to alter how cost codes are managed would therefore not require a technical change, as the content of these fields would be user defined. |
| **6** | **Q:** What finance system is used by the Council? This is needed to understand the scope of any potential export formats from the proposed system to the Council finance system. |
| **A:** Currently Oracle EBusiness and Collaborative Planning, changing to Agresso in 2017. |