



Prime Minister²
Inty Clerk
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DEPARTMENT OF HEALTH & SOCIAL SECURITY
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File

From the Secretary of State for Social Services

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Judy Roberts
Private Secretary to
Secretary of State for Wales
Welsh Office
Gwydyr House
London SW1

2. march 1984

Dear Judy,

My Secretary of State wrote to yours on 29 February, to let him know of his intention to publish shortly the report of the NHS Rayner Scrutiny on Non-Ambulance Transport.

He has decided to publish the report on Monday 5 March, and will be holding a press conference. As promised, I now attach a copy of the covering letter which will be sent to all District Health Authority chairmen. (A similar letter goes to Regional Health Authority chairmen). The letter emphasises the importance which my Secretary of State attaches to the NHS Scrutiny programme.

The other scrutiny reports so far completed are to be published shortly, and we will keep you, and copyees in touch accordingly. I am copying this to John Graham (Scottish Office), Noel Cornick (Northern Ireland Office), Ian Beesley (Efficiency Unit) and Andrew Turnbull (Prime Minister's Office).

Yours sincerely,
Ellen Roberts
ELLEN ROBERTS
Private Secretary



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From the Secretary of State for Social Services

To all District Health
Authority Chairmen

2 March 1984

NHS SCRUTINY PROGRAMME - TRANSPORT STUDY

As you know, in 1982 I established a programme of NHS scrutinies on similar lines to the programme Lord Rayner had introduced so successfully in Whitehall. The first programme of studies has now largely been completed and I enclose the report on transport services prepared under the oversight of Mr Don Wilson, Chairman of Mersey Regional Health Authority. I intend to publish the other reports shortly.

We owe it to both patients and taxpayer to make more effective use of resources in the NHS and we must seize all opportunities for cost-improvement. I am, therefore, writing to you personally to ask you to join with me in ensuring that these scrutiny programme studies are followed up effectively.

With regard to the transport study, if all the savings in the report can be realised nationally, costs should be reduced by £15 million a year - an average of over £70,000 for each Authority. There is also the possible once and for all saving of (again on average) £100,000 per Authority if car loans are financed from the private sector. I am, therefore, asking your Authority immediately to review its existing arrangements in the light of the report with a view to preparing within four months a short note setting out the action the Authority intends to take, the timescale and the anticipated cost-improvements. These action plans should be sent to your Regional Health Authority by the end of June.

I have asked each Regional Health Authority similarly to prepare an action plan for its own transport services; to satisfy itself that each DHA's action plan represents a rigorous assessment of its cost-improvement possibilities; and to send me the action plans for the whole Region by the end of September.

In parallel with action at local level, I shall be examining the proposition on car loans (paragraph 28 of the report) and will look to the Management Side of the General Whitley Council to consider arrangements for the use of Crown cars (paragraph 25).

NORMAN FOWLER