

F Section 1 - The Policy	
Policy title	Assisted Transport
Implementation date	Health and Social Care Department: Assisted Transport: Adult Social Care - Policy Statement
<p>Please provide an overview of the policy including the key aims and expected outcomes:</p> <p>The implementation of a transparent Assisted Transport Policy in alignment with Comhairle nan Eilean Siar's commitment of promoting independence across all areas of service provision in a fair and equitable manner.</p> <p>This Policy aims to provide a clear definition of 'Assisted Transport' and how this relates to service user and carer circumstances.</p> <p>An important aspect of the policy development is that full consideration will be given in exceptional circumstances, in line with eligibility criteria and an assessment of a service users' personal circumstances including where any associated financial risks present a barrier to participation in activities to meet personal outcomes.</p>	
<p>Detail the budget implication relating to the policy:</p> <p>The budgetary provision for transport is associated with the individual service user or carer's Self Directed Support package. There is not a stand-alone transport service or budget provision.</p>	
<p>What will change as a result of this policy?</p> <p>The Policy and accompanying public consultation exercise (28th October – 7th December 2022) was intended to provide an overview of the current status surrounding assisted transport and inform future service requirements. The process was utilised to provide clarity in relation to the responsibilities of the local authority, individuals, carers and service providers in relation to accessing assisted transport.</p>	
<p>Indicate which groups of people will be, or potentially could be, impacted upon by the implementation of this policy?</p> <p>The Assisted Transport policy is intended to have a positive impact on all eligible Adult Service users and family carers with a Self-Directed Support Plan, in terms of improved access to services. It is recognised that for some people a lack of suitable transport options can be a barrier to participation, accordingly, every service user's personal circumstances will be thoroughly assessed to consider ways of addressing any imbalance of access.</p>	



Initial Integrated Impact Assessment Form

Responsible Persons	
Department / Section	Health and Social Care Department
Lead Officer	Kirsty Street
IIA Team Members	Kirsty Street, Frank Creighton.
Responsible Head of Service	Emma Macsween

Section 2 - Evidence
<p>What data and information has been reviewed as part of the policy development process?</p> <p>Research and benchmarking conducted with other Local Authority areas in the search of good practice and adhering to generic guidance. Feedback from consultees.</p>
<p>Detail what consultation has taken place as part of the policy development process?</p> <p>Public consultation meetings held:</p> <p>Public consultation including two live on-line Q&A sessions:</p> <ul style="list-style-type: none">• Community Consultation Event 1: 15/11/22• Community Consultation Event 2: 23/11/22 <p>Advocacy Western isles collated and submitted individual comments on behalf of the Speak Out Group.</p>
<p>What does the information collected, and the outcome of any consultation indicate regarding potential impacts of the policy?</p> <p>Procedurally the policy conforms to national guidance, however the consultation process has identified the inherent challenges in accessing a range of transport options within rural and island communities.</p>
<p>Are there any gaps in knowledge? If further evidence or consultation required as part of the policy development process, please detail:</p> <p>No.</p> <p>* It is important to stress that any future amendments to the policy will not be made without full and formal consideration given to any possible/likely impacts upon equality and diversity. The health and wellbeing of service users will always be central to this and every other policy and associated procedure.</p>



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Section 3 - Initial Integrated Impact Assessment		
Impact Overview	Yes	No
Is the policy strategic?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will individuals have access to, or be denied access to a service or function as a result of the policy or the changes being proposed to services or functions?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the implementation of the policy, or the changes to the policy, result in individuals being employed, a change in staffing levels, or a change in terms and conditions, employer, or location, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is there a change in the size of a budget? (No. The Needs Assessment process is intended to establish individual need and to allocate finite resources towards meeting that need.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will a service be withdrawn, changed, or expanded?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the policy have consequences for or affect people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Does the policy have the potential to have an impact on equality even when this only affects a relatively small number of people?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the policy have the potential to have an impact on the economy and the delivery of economic outcomes?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is the policy likely to have a significant environmental impact?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Comments		
<p>The Policy demonstrates how individual circumstances will be considered when facilitating access to services.</p> <p>The securing of bespoke transport solutions will have a positive impact on those accessing services as well as presenting the potential for enhanced spend within the local economy with more monies going towards meeting an individual's personal transport requirements via the Self-Directed Support planning process.</p>		



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Section 3 – - Initial Integrated Impact Assessment - Continued

Comhairle nan Eilean Siar, Health and Social Care Department is committed to providing supportive and inclusive care to all its service users.

In completing this Initial Integrated Impact Assessment, legislative guidance has been accessed directly from the Equality Act 2010 <https://www.gov.uk/guidance/equality-act-2010-guidance>

Protected Characteristics

The Equality Act 2010 outlines nine grounds upon which discrimination is unlawful. These are known as 'protected characteristics' and they are:

1. Age
2. Disability
3. Gender reassignment
4. Marriage and Civil Partnership
5. Pregnancy and Maternity
6. Race
7. Religion and Belief
8. Sex
9. Sexual Orientation.

Important: When considering the impacts that **any** planned or commissioned service may have on protected characteristic groups, the individual needs and personal circumstances of every service user is taken in to account at point of formal Assessment; thus, ensuring a working model of good practice in terms of equality and inclusiveness.

Which groups of people will be, or potentially could be, impacted upon by the implementation of this policy?	Yes	No	Comments
1. Age.	✓		Policy applicable to adults as defined in the appropriate social work legislation and within the context of the Equality Act 2010 The positive effect intended is one of inclusiveness.



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2. Disability	✓	<p>The Policy takes into account disability and the most appropriate form and mechanism to provide transport. Thus, the positive effect intended is to operate wholly, non-discriminatory, person-centered service.</p> <p>Legislative Context:</p> <p>The Equality Act 2010 defines a disabled person as a person with a disability. A person has a disability for the purposes of the Act if he or she has a physical or mental impairment, and the impairment has a substantial and long-term adverse effect on his or her ability to carry out normal day-to-day activities.</p>
3. Gender reassignment	✓	<p>Assisted Transport is available to eligible users regardless of any gender reassignment status.</p> <p>Legislative Context:</p> <p>Definition of ‘gender reassignment’</p> <p>Gender reassignment is defined in the Equality Act 2010 as a person who is proposing to undergo, is undergoing, or has undergone a process (or part of a process) for the purpose of reassigning a person’s sex by changing physiological or other attributes of sex.</p>
4. Marriage and Civil Partnership	✓	<p>Assisted Transport available to eligible users regardless of marital status.</p> <p>Important: Marriage and civil partnership is a protected characteristic under the Equality Act 2010, for the purposes of direct or indirect discrimination, and relates only to employment.</p>



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5. Pregnancy and Maternity		√	Assisted Transport is available to eligible users regardless of pregnancy and maternity status.
6. Race		√	<p>Assisted Transport is available to eligible users regardless of race.</p> <p>Legislative Context:</p> <p>The Equality Act 2010 defines race as including colour, nationality and ethnic or national origins.</p>
7. Religion and Belief		√	<p>Assisted Transport is available to eligible users regardless of Religion and Belief status.</p> <p>Legislative context:</p> <p>The Equality Act 2010 says you must not be discriminated against because: you are (or are not) of a particular religion. You hold (or do not hold) a particular philosophical belief. someone thinks you are of a particular religion or hold a particular belief (this is known as discrimination by perception</p>
8. Sex		√	<p>Assisted Transport is available to eligible users regardless of sex(Gender) Including Pregnancy and Maternity</p> <p>Legislative Context:</p> <p>Sex is a protected characteristic under the Equality Act 2010. This means that both men and women are protected from discrimination because of their sex.</p>
9. sexual orientation		√	<p>Assisted Transport is available to eligible users regardless of sexual orientation.</p> <p>Legislative Context:</p> <p>Definition of 'sexual orientation'</p>



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			<p>The Equality Act 2010 defines sexual orientation as meaning a sexual orientation towards:</p> <p>Persons of the same sex</p> <p>Persons of the opposite sex</p> <p>Persons of either sex.</p>
Do you have evidence or reason to believe that this policy will or may impact on socio-economic inequalities?	Yes	No √	Comments
Socio-economic Disadvantage	√		Service Users will be expected to use the mobility component of existing benefits to meet transport needs, benefit maximisation will be a service offered. However, the policy addresses any factors impacting on benefits utilisation or other arrangements being used to secure the appropriate transport for an individual or family carer. Personal circumstances including where any associated financial risks present a barrier to participation or to the detriment of personal independence will be addressed and a transport service provide through the Self-Directed Support Care Planning process.
Low Income/Income Poverty	√		The assessment and care planning processes takes into account the service user and/or carers financial circumstances and the care plan will include actions to provide a service that mitigates any poverty or financial hardship circumstances.
Low and/or no wealth	√		Each request for assisted transport will be considered on individual merit
Material Deprivation		√	No bearing
Area Deprivation			No bearing
Socioeconomic Background	√		As stated, full consideration will be given individual's circumstances and desired outcomes to balance any potential inequalities.



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Do you have evidence or reason to believe that this policy will or may affect individuals Human Rights?	Yes	No	Comments
Human Rights		√	The principles of the social work legislation support to the promotion through person centres assessment and provision of services to meet personal outcomes.
Do you have evidence or reason to believe that this policy will have wider impacts as outlined below?	Yes	No	Comments
Health and Wellbeing	√		The policy will actively promote the health and wellbeing of service users and their carers
Economic and Social Sustainability	√		Quality of geographical access to local services: The policy could potentially support eligible users to be based in their local communities in the first instance if appropriate.
Environmental Sustainability, Climate Change and Energy Management		√	No bearing
The Gaelic Language		√	While the policy has no direct bearing on language, the Gaelic First policy is noted, and any issues of language will be dealt with at the point of assessment and outcome planning.
Island Proofing		√	No bearing
Is there the potential for cumulative impact?		√	No bearing



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Section 4 - Decision

Based on the initial Integrated Impact Assessment is a full IIA required?

Yes

Full IIA Lead Officer: _____

Estimated completion date:

No

If an IIA is deemed not to be required, please detail the decision rational below:

The Policy has no detrimental impact on existing or future service users and carers. The Policy detailed the process to be followed to explore all options to ensure assisted transport or transport services are a fundamental aspect of an individual's social work assessment and outcome focused care planning arrangements.

Section 5 - Sign Off and Authorisation

Signed by Lead Officer	
Designation	
Date	
Counter Signature (Head of Service or Director responsible for the policy)	
Date	

All completed assessments should be forwarded to equalities@cne-siar.gov.uk

