

Adult Social Care Transport Policy

Evidence based equality analysis

Main aims, purpose and outcomes and how does it fit in with the wider aims of the organisation:

This Policy seeks to provide definitive guidance for staff and the wider public about the use of transport which is arranged by Cheshire West and Chester Council as part of a care and support plan for vulnerable adults.

It aims to ensure that the council has a fair and consistent approach to the assessment and arrangement of transport for people whose care and support needs are eligible under the Care Act 2014 as being met by the council. Examples may include attending day opportunities, leisure services and other activities which are part of the individual's care and support plan. The Policy promotes independent travel through the use of commonly available forms of transport, such as community and public transport.

The Policy has a number of specific aims, to:

- Promote independence and reablement
- Maximise choice and control
- Respect personal dignity
- Improve the quality of life
- Support health and wellbeing access local and universal services
- Ensure safeguarding
- Promote person centred outcomes

The Policy supports the priority in the Council Plan 2020-24 of enabling more adults to live longer, healthier and happier lives. It also reflects the Cheshire West Place Plan priorities of:

- Promoting wellbeing and self-care
- Reducing the complexity of navigating health, social care and community based systems and services
- Reducing inequalities between groups and services

The Transport Policy should be read in conjunction with the Charging Policy for adult non-residential care and support Services

Lead officer: Paula Snow, Senior Manager, Transformation and Provider Services

Stakeholders and audience: Staff, service users, carers, partner agencies and the wider public

For each of the areas below, an assessment needs to be made on whether the policy has a positive, negative or neutral impact, and brief details of why this decision was made and notes of any mitigation should be included. Where the impact is negative, this needs to be given a high, medium or low assessment. It is important to rate the impact of the policy based on the current situation (i.e. disregarding any actions planned to be carried out in future).

High impact – a significant potential impact, risk of exposure, history of complaints, no mitigating measures in place etc.

Medium impact –some potential impact exists, some mitigating measures are in place, poor evidence

Low impact – almost no relevancy to the process, e.g. an area that is very much legislation led and where the Council has very little discretion

	Neutral	Positive	Negative
Target group / area			
Race and ethnicity (including Gypsies and	The Policy has a neutral impact and will assist people	The review of the Transport Policy places it firmly in the	

Travellers; migrant workers, asylum seekers etc.)	regardless of protected characteristics, as required by the Equality Act 2010.	scope of the Care Act 2014. This allows for greater clarity around the definition and assessment of eligible need and through the requirement to prepare a Care Plan, enables services to be identified that better meet the circumstances of the individual	
Disability (as defined by the Equality Act - a person has a disability if they have a physical or mental impairment that has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities)		See above. In addition the whole point of the transport service is to provide assistance and information for vulnerable people on how to access care and support service. Disabled people and those with learning disabilities will especially benefit from the implementation of the Policy.	
Sex	The Policy has a neutral impact and will assist people regardless of protective characteristics, as required by the Equality Act 2010.		
Gender identity (gender reassignment)	The Policy has a neutral impact and will assist people regardless of protected characteristics under the Equality Act 2010		
Religion and belief	The Policy has a neutral impact and will assist people		

	regardless of protected characteristics under the Equality Act 2010		
Sexual orientation (including heterosexual, lesbian, gay, bisexual)	The Policy has a neutral impact and will assist people regardless of protected characteristics under the Equality Act 2010		
Age (children and young people aged 0 – 24, adults aged 25 – 50, younger older people aged 51 – 75/80; older older people 81+. The age categories are for illustration only as overriding consideration should be given to needs)	A separate Policy and approach is in place for school age children who qualify for transport from home to educational establishments.	<p>The Policy is directed to helping all vulnerable adults over 18 years of age who have been assessed as being eligible for help under the Care Act. This includes young people between the ages of 18 – 25 who will benefit from the policy. The application of the Policy is based on need rather than age but it is inevitable that larger numbers of those who benefit will be from older age groups.</p> <p>The Policy seeks to ensure that children and young people who have special needs and are transitioning to adulthood have seamless access to transport through a fair and consistently applied assessment of their needs in adult life.</p>	
Carers		The Policy will benefit carers as it will enable vulnerable people	

		to access support services which will enhance wellbeing and reduce pressure on those who care. Under the Care Act carers are entitled to request an assessment of their own needs. The Policy brings the provision of transport firmly in the framework of the Act and the process of care planning.	
Rural communities		Accessible transport is critical to the wellbeing of people who live in rural communities. The Policy allows for a full needs assessment to be undertaken which takes account of the available options for community and public transport and will provide help, advice and information according to the outcome of the assessment. As an outcome there is the potential for increased access to transport for rural communities.	
Areas of deprivation		The Policy aims to provide a fair and consistent approach to the provision of transport. Should an individual be assessed as in need under the Care Act, a financial assessment will be undertaken - the Policy is explicit in its	Where a re-assessment of need is carried out as part of producing or reviewing a care and support plan, it may be the case that the outcome of the financial assessment results in a

		commitment that no one should pay more than they can afford.	charge being made. The council will however try to ensure that the individual has information about the range of benefits available.
Human rights	Adherence to human rights legislation is fundamental to all work of the council and there is nothing in the Policy that inhibits an individual's human rights. Quite the reverse due to the Policy's emphasis on personal care planning which enables the individual to take centre stage in designing the services that can improve their quality of life.		
Health and wellbeing (consider both the wider determinants of health such as education, housing, employment, environment, crime and transport, as well as the possible impacts on lifestyles and the effect there may be on health and care services)		The Policy is built on improving health and wellbeing. It ushers in a clear and consistent approach to assessing individual need and the planning of personalised care. As set out in the purpose above, the Policy supports key corporate objectives through the Council Plan 2020 to 2024, in that it enables more adults to live longer, healthier and	

		<p>happier lives.</p> <p>It also meets the Cheshire West Place Plan priority of promoting wellbeing and self care. It fits in with Health and Wellbeing Strategy aims of living well and ageing well.</p>	
<p>Procurement/partnership (if project due to be carried out by contractors/partners etc, identify steps taken to ensure equality compliance)</p>		<p>Transport assessed and arranged by the council can take a number of different forms and involve a wide variety of providers. The Policy will for the first time set out the way in which the council will approach the provision of transport and give clarity to providers and potential providers.</p>	

Evidence:

Action plan:

Actions required	Key activity	Priority	Outcomes required	Officer responsible	Review date
<p>Cascading and circulation of the policy</p>	<p>i) Availability of the policy for commissioners, practitioners and other staff who will use it</p>		<p>Policy is readily accessible for those who need to use or refer to it.</p>	<p>TBC</p>	<p>April 2021</p>

	ii) Ensure availability of the Policy on the website Live Well.				
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Sign off	
Lead officer:	Paula Snow, Senior Manager, Transformation and Provider Services
Approved by Tier 4 Manager:	Phil Purvis Senior Manager Policy and Co-ordination, Adults and Health
Moderation and/or Scrutiny	
Date: 6 August 2020	People Equality and Diversity Group
Date analysis to be reviewed based on rating (high impact – review in one year, medium impact - review in two years, low impact in three years)	EA is considered as low impact. The Policy will be reviewed in July 2021 and any further equality and diversity implications identified.