

## SSA EQUALITY IMPACT AND NEEDS ANALYSIS

<b>Directorate</b>	Adult Social Services
<b>Service Area</b>	All Disability Areas
<b>Service/policy/function being assessed</b>	Implementation of a Transport Assistance Policy
<b>Which borough (s) does the service/policy apply to</b>	Wandsworth
<b>Staff involved</b>	Head of Strategic Performance and Assistant Director Business Resources
<b>Date approved by Directorate Equality Group (if applicable)</b>	Approved by AD Business Resources Chair of DEB
<b>Date approved by Policy and Review Manager</b>	27/11/18
<b>Date submitted to Directors' Board</b>	

### SUMMARY

<p>The Transport Assistance Policy will set out how assessed eligible needs will be met in relation to transport. It will ensure practice reflects the requirements of the Care Act 2014 and the Council's aim to promote people's independence as far as possible. This policy does not cover transport to universal services which are provided by the voluntary sector</p> <p>Currently, Adult Social Services commissions transport for 170 adults with disabilities. Taxis are the main mode of transport, these are provided by 19 companies at a yearly cost of £1.8 million. There are a further 156 transport service users, who are older people, attending day care commissioned by the Council, which has transport included in the service.</p> <p>The absence of a formal policy has risks and inconsistency in approach to meeting assessed transport needs. In particular, the extent to which the person's own strengths and capabilities were considered in meeting their transport needs and what support was available from their wider support network or local community.</p> <p>The policy will impact new and existing service users with assessed transport needs. Of the 326 transport users, 172 have learning disabilities, 144 have physical disabilities and 10 are mental health transport users.</p> <p>The policy will positively impact on all service users by:</p> <ul style="list-style-type: none"> <li>• Ensuring decisions to address transport needs are based on their strengths and capabilities, and their own resources and support networks.</li> <li>• Promoting their independence, wellbeing and safety as fundamental</li> <li>• Providing freedom of choice and independence in determining their travel arrangements.</li> <li>• Ensuring support is given to those who lack confidence to arrange and use independent travel safely.</li> </ul>
--

- The option of travel training will ensure persons are confident to arrange own travel, an essential life skill which will impact on their ability to access work and social activities.
- Ensure a fair and consistent approach.

Impact will be determined by the outcome of an individual's strength-based assessment. A negative impact may be that, some service users may no longer be eligible for transport and would be expected to make their own travel arrangements. To mitigate this the policy identifies a range of options and support to assist, including:

- signposting to alternative means of transport or assistance.
- availability of travel training to ensure confidence and safety in arranging own transport.
- support to service user and their family / carers to claim appropriate mobility benefits / concessionary travel pass.
- option of a travel buddy (if appropriate).
- option of sharing transport (if appropriate).
- greater use of community / voluntary support.

## 1. Background

### **Current Position:**

- Currently 3,308 adults receive support funded by Wandsworth Adult Social Services, of these 170 (0.05%) receive transport commissioned by the department and 166 of these have a learning disability.
- The majority of transport commissioned is from taxi companies. There are 19 transport providers and individual transport costs range from £22 pw to £812 pw, the average is £203 pw and total £1,794,210 per year.
- In addition to transport, 7 service users receive support from a transport buddy. These costs range from £32 pw to £217 pw, the average is £93 pw and the total £33,921 per year.
- Transport is used for the following:
  - 114 adults use transport to attend day care
  - 13 younger adults (below 26 years) use transport to attend college
  - 43 adults use transport for various care and social activities
- There are a further 156 other service users attending day care which are block commissioned by the Council, for which transport is included in the day care service. Of these transport users 144 (92%) are older people with physical and sensory disabilities. The day care and transport providers are:
  - Four Seasons (42 older services users with dementia and physical disabilities)
  - Leonard Cheshire (114 service users, predominately older people with physical disabilities)
- These providers will be included in the consultation regarding the implementation of the policy.

- The absence of a formal policy underpinning the commissioning of transport for individuals has led to inconsistent approaches in meeting assessed care and support needs.
- Care and support assessments were not based on the person’s own strengths and capabilities and therefore did not always consider the person’s potential to meet assessed transport needs using their own resources and support networks.
- Transport costs are not included in personal budgets and therefore not taken into account when calculating the amount, which the person can contribute towards the cost of their care.
- Currently 59% (192) of the 326 transport service users contribute to the cost of their care. Contributions range from £1.62 pw to £217.13 pw with an average of £50.84pw and total £507,605 per year.

**Proposed Policy:**

- The implementation of the Transport Assistance Policy will ensure a fair and consistent approach to the identification and provision of commissioned transport and travel assistance.
- The policy’s aim is to support people to live and travel as independently and safely as possible. This is in keeping with the Council’s aim to promote people’s independence as far as possible.
- New and current transport service users will have a strength-based assessment/ review to explore if it is safe and reasonable to expect them to make their own travel arrangements. All available transport options will be considered before a final decision is made. This will include considering the most cost effective and sustainable travel arrangements for individuals.
- Assessed transport support will be an integral part of a person’s care and support plan and therefore included in personal budgets. This will ensure transport support is regularly reviewed as part of the person’s annual review/re-assessment.
- The inclusion of transport costs in personal budgets will ensure these costs are taken into account in financial assessments. None of the 170 transport users would be required to pay in increased contribution as a result of transport costs being included in their personal budgets, as they already pay their maximum contribution and would be unable to pay more.

**2. Analysis of need and impact**

**Data for this section is taken from:**

1. Council Client Information Database Mosaic – for all adult service user data
2. Office for National Statistics: 2011 Census – for Borough and London data
3. Adult Social Care Market Position Statement 2018/19 – for population growth statistics

**Key Findings:**

PROTECTED GROUP	FINDINGS
-----------------	----------

Age	Age Band	No of Transport Users (TU)	% of Transport Users (TU)	Borough %
	18-25	39	12.0%	9.5
	26-64	136	41.7%	63.6
	65-74	45	13.8%	4.7
	75-84	54	16.6%	2.9
	85+	52	16.0%	1.2
	<b>Total TU</b>	<b>326</b>	<b>100%</b>	<b>81.9</b>
<ul style="list-style-type: none"> <li>• Combined, Adults (26-64 years) and Younger Adults (18-25) represent 54% of transport service users compared to 45% of all Adult Social Service users.</li> <li>• Older people (65 years and over) represent 46% of service users compared to 55% of all Adult Social Services users.</li> <li>• The introduction of the policy will have a disproportionate impact on older people compared to the borough average as more older people receive social care services than adults age 18 – 64.</li> </ul>				
Disability	Age Band	Older People (OP) & Physical Disability (PD)	Mental Health (MH)	Learning Disability (LD)
	18-25	0	0	39
	26-64	24	4	108
	65-74	27	3	15
	75-84	41	3	10
	85+	52	0	0
	<b>Total Transport Users</b>	<b>144</b>	<b>10</b>	<b>172</b>
	<b>% of Total Transport Users (TU)</b>	<b>44.2%</b>	<b>3.1%</b>	<b>52.8%</b>
	<b>% of all Adult Social Service Users</b>	<b>59.2%</b>	<b>15.4%</b>	<b>25.4%</b>
	<b>% borough population</b>	<b>13%</b>	<b>11%</b>	<b>1%</b>
<ul style="list-style-type: none"> <li>• Of transport users with learning difficulties 86% (147) are below 65 years.</li> <li>• All of the Younger Adults transport users (below 26 years) have learning disabilities. They represent 23% of this disability group. It is expected this group of transport users will reduce as a result of policy changes being implemented in Children’s Service to assess children at age 14 for Independent Travel Training.</li> <li>• Of transport users in the OP/PD cohort 83% (120) are over 64 years.</li> <li>• Projections show the Borough’s population of ‘Older People’ will increase by 52% by 2035 and ‘Physical Disability by 16%.</li> </ul>				

	<ul style="list-style-type: none"> <li>As all the transport users have a disability in order to receive a transport service, the policy will impact disabled persons more than the boroughs population of disabled persons.</li> </ul>						
<b>Gender (sex)</b>		<b>Male</b>		<b>Female</b>			
	<b>User Group</b>	43%		57%			
	<b>Borough</b>	48%		52%			
	<ul style="list-style-type: none"> <li>The division of service users by gender varies considerably across the age bands. However, they are in line with those of all Adult Social Service Users. For example, of Older Adults over 84 years, 77% are female and 23% males.</li> <li>In Wandsworth, there are 5% more female residents receiving transport support than the borough average. Therefore, the policy will impact slightly more on women.</li> </ul>						
<b>Gender reassignment</b>	<ul style="list-style-type: none"> <li>Data not collected</li> </ul>						
<b>Marriage and civil partnership</b>	<ul style="list-style-type: none"> <li>Data is gathered on marital status but is not relevant for the application of this policy.</li> </ul>						
<b>Pregnancy and maternity</b>	<ul style="list-style-type: none"> <li>Data not collected</li> </ul>						
<b>Race/ ethnicity</b>		<b>White</b>	<b>Mixed</b>	<b>Asian or Asian British</b>	<b>Black or Black British</b>	<b>Other Ethnic Groups</b>	
	<b>Total TU</b>	162	5	32	115	9	
	<b>% of total TU</b>	50.1%	1.5%	10.0%	35.6%	2.8%	
	<b>Borough %</b>	71.4%	5.0%	10.9%	10.7%	2.1%	
	<b>London %</b>	59.8%	5.0%	18.4%	13.3%	3.4%	
	<ul style="list-style-type: none"> <li>Of the 323 transport users where ethnicity is stated 50% are White and 50% are BME. This percentage varies considerably across the age bands. For example, of Young Adults (below 26 years) 72% are BME and 28% White. Of Older Adults over 84 years 38% are BME and 62% White.</li> <li>The introduction of this policy will have a disproportionate impact on people from a black or black British background compared to the borough average.</li> </ul>						
<b>Religion and belief, including non-belief</b>		<b>Christian</b>	<b>Jewish</b>	<b>Hindu</b>	<b>Muslim</b>	<b>No Religion</b>	<b>Not Stated</b>
	<b>Total TU</b>	105	1	8	20	8	184
	<b>% of total TU</b>	32.2%	0.3%	2.5%	6.1%	2.5%	56.4%
	<b>Borough %</b>	53.0%	0.5%	2.1%	8.1%	27.0%	7.9%
	<b>London %</b>	48.4%	1.8%	5.0%	12.4%	20.7%	8.5%

	<ul style="list-style-type: none"> <li>• Of all transport users 56% have not stated a religion. This is in line with the 60% of all Adult Social Service users who have not stated a religion.</li> <li>• Of those transport service users who have declared their religion, 32% are Christian and 6% Muslim (the two largest groups) compared to 26% and 8%, respectively for all Adult Social Service users. The Borough's population is 53% Christian and 8% Muslim.</li> <li>• With such small numbers and a high proportion of people where no religion is recorded it isn't possible to understand where specific groups could be disproportionately affected compare to the Borough population.</li> <li>• We expect that people's religion should not impact on the introduction of this policy.</li> </ul>
<b>Sexual orientation</b>	<ul style="list-style-type: none"> <li>• Data is gathered but there is not data recorded for these transport users.</li> </ul>
<b>Across groups i.e. older LGBT service users or BME young men</b>	<ul style="list-style-type: none"> <li>• Where applicable this has been included in the sections above.</li> </ul>

**Data gaps:**

Data gap(s)	How will this be addressed?
Data on the protected characteristics of: <ul style="list-style-type: none"> <li>• Gender reassignment</li> </ul>	<ul style="list-style-type: none"> <li>• To be discussed at the Directorate Equalities Group how this could be collected and recorded.</li> </ul>

**3. Impact**

Protected group	Positive	Negative
<b>Age</b>	<ul style="list-style-type: none"> <li>• New and existing service users will have a strengths-based assessment to explore if it is safe and reasonable to expect them to make their own travel arrangements. All available transport options will be considered before a final decision is made. This will include considering the most cost effective and sustainable travel arrangements for individuals.</li> </ul>	<ul style="list-style-type: none"> <li>• Under the policy service users may no longer be eligible for commissioned transport and therefore, will need to make alternative arrangements to access their social care support. To mitigate service users will:                             <ul style="list-style-type: none"> <li>○ be signposted to alternative means of transport or assistance.</li> <li>○ be able to access travel training to ensure</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>• Taking a strengths-based approach can support service users to understand their own needs and capabilities better to help them make the most of their own resources and support networks. This can enable them to improve their overall wellbeing and stay independent for longer.</li> <li>• Service users will benefit from the freedom of choice and independence that determining their travel arrangements brings.</li> <li>• Service users will be supported to regain skills and confidence they may have lost due to the over reliance on others arranging their transport.</li> <li>• The option of travel training will ensure persons are confident to arrange own travel, an essential life skill which will impact on their ability to access work and social activities. As 54% (175) of service users are of working age (below 65 years) they will be positively impacted by the policy.</li> </ul>	<p>confidence and safety in arranging own transport.</p> <ul style="list-style-type: none"> <li>○ be supported to claim appropriate mobility benefits / concessionary travel pass.</li> <li>○ be considered for a travel buddy (if appropriate)</li> </ul> <ul style="list-style-type: none"> <li>• Older adults over 84 years make up 16% (52) of transport users and are predominately females (77%). They are more likely to be too frail to use public transport / travel independently. To mitigate:             <ul style="list-style-type: none"> <li>○ assessment (or reassessment) using the strength-based approach will take physical mobility, along with other risk factors, into account when considering the suitability and feasibility of different transport options to ensure persons are in fact able to travel independently and safely.</li> </ul> </li> <li>• Currently 13 (33%) younger adults (below 26) use transport to attend college. Any changes to their current transport arrangements may affect their ability to attend college. To mitigate service users will:             <ul style="list-style-type: none"> <li>○ be signposted to alternative means of transport or assistance.</li> <li>○ be able to access transport training to ensure confidence and safety in arranging own transport.</li> <li>○ be supported to claim appropriate mobility benefits / concessionary travel pass.</li> <li>○ be considered for a travel buddy (if appropriate)</li> </ul> </li> </ul>
--	--	--

<p><b>Disability</b></p>	<p>As above</p>	<ul style="list-style-type: none"> <li>• All service users have a disability. However, adults with learning disabilities represent 53% (172) of transport users. Older adults with physical or sensory disabilities represent 44% (144). These groups could be disproportionately impacted by the policy implementation. To mitigate all current service users:             <ul style="list-style-type: none"> <li>○ Will have a strength-based assessment to explore if it is safe and reasonable to expect them to make their own travel arrangements. Individual assessment of needs to take into account individual circumstances.</li> </ul> </li> <li>• Currently 83% (270) of persons use transport to access day care. Without transport, service users may not be able to access their assessed care needs. To mitigate service users will:             <ul style="list-style-type: none"> <li>○ be considered for shared transport arrangements (if appropriate)</li> <li>○ be signposted to alternative means of transport or assistance.</li> <li>○ be able to access travel training to ensure confidence and safety in arranging own transport.</li> <li>○ be supported to claim appropriate mobility benefits / concessionary travel pass.</li> <li>○ be considered for a transport buddy (if appropriate)</li> </ul> </li> <li>• Carers, particularly elderly carers, may be impacted by the policy. To mitigate a carers assessment will be undertaken to assess their individual needs.</li> </ul>
<p><b>Gender (sex)</b></p>	<p>As above</p>	<p>As above</p>



<b>Gender reassignment</b>	No data	
<b>Marriage and civil partnership</b>	No data	
<b>Pregnancy and maternity</b>	No data	
<b>Race/ethnicity</b>	As above	<ul style="list-style-type: none"> <li>• Adults from a black or black British background represent 35.6% (115) of transport users. This groups could be disproportionately impacted by the policy implementation. To mitigate all current service users: <ul style="list-style-type: none"> <li>○ Will have a strength-based assessment to explore if it is safe and reasonable to expect them to make their own travel arrangements. Individual assessment of needs to take into account individual circumstances.</li> </ul> </li> <li>• Currently 83% (270) of persons use transport to access day care. Without transport, service users may not be able to access their assessed care needs. To mitigate service users will: <ul style="list-style-type: none"> <li>○ be considered for shared transport arrangements (if appropriate)</li> <li>○ be signposted to alternative means of transport or assistance.</li> <li>○ be able to access travel training to ensure confidence and safety in arranging own transport.</li> <li>○ be supported to claim appropriate mobility benefits / concessionary travel pass.</li> <li>○ be considered for a transport buddy (if appropriate).</li> </ul> </li> </ul>

		In addition, consultation will take place with local black and ethnic minority groups to ensure this group is supported through implementation.
<b>Religion and belief, including non-belief</b>	As above	As above
<b>Sexual orientation</b>	No data	

**4. Actions**

Action	Lead Officer	Deadline
To consult with transport users their families/carers and other key stakeholders and update the EINA before the policy is finalised.	Head of Strategic Performance	May 2019
All transport users to have a strength-based assessment and sign posted to alternative means of transport or assistance, if applicable	Assistant Director Operations	Starting in September 2019
Travel training or travel buddy to be provided (if applicable)		
Support to transport users to claim appropriate mobility benefits/ concessionary travel pass, if applicable		

Commented [FJ1]: Add names

Commented [FJ2]: Be exact

**5. Consultation (optional section- as appropriate)**

Transport users their families/carers and other key stakeholders will be consulted once the policy is agreed at OSC in February. The outcome of the consultation will inform the final policy to be finalised in June 2019.