

Form name	Integrated Impact Assessment
Reference	IA616298924
Date	24/10/2024



Policy details

Request date	24/10/2024 14:19
Directorate	PCC Adult Services
Service	Adult Social Care
Title of policy, service, function	Assisted Transport Policy for Adults 18+
Type of policy, service, function	New
What is the aim of your policy, service, function, project or strategy?	<p>The Assisted Transport Policy for Adult Social Care sets out Portsmouth City Council's (the Council's) approach regarding the arranging and funding of transport for adults in receipt of social care services to meet their assessed eligible needs under the Care Act 2014. The Care Act 2014, the Care and Support (Eligibility Criteria) Regulations 2015, and the Care and Support Statutory Guidance provide the legal framework for making such decisions.</p> <p>The adult social care transport policy applies to adults:</p> <ul style="list-style-type: none"> Who have an assessed eligible social care need that requires the consideration of travel options to enable that need to be met; Aged 19-25 adult learners with an Education Health Care Plan starting a new course; Aged over 18 and not in full time education; Are ordinarily resident in Portsmouth. Ordinary residence is defined in the Care Act 2014. <p>This policy applies when the council has assessed an adult as eligible for care and support and one of the support needs is to make use of necessary facilities or services in the local community. The policy sets out the criteria, which health and social care practitioners will use, to determine whether an individual will be provided with travel assistance, as part of a care and support plan.</p> <p>The Adult Social Care Assisted Transport Policy will apply to transport arranged and/or funded by the council</p>

	<p>to ensure:</p> <ul style="list-style-type: none"> The criteria for who is eligible to receive assisted transport from adult social care is clearly defined. Decisions are made in a fair and equal way; Assisted transport is provided in a way that promotes independence by encouraging and supporting a range of travel options including independent travel and the use of concessionary travel passes; Health and social care practitioners focus on the person's strengths and their ability or potential ability to travel independently; There is efficient and directed use of the council's resources; <p>Currently assistance with transport decisions are not equitably made. The key principle underpinning the assisted transport policy for adult social care is that the decision to provide travel assistance is based on need, risk and person-centred outcomes and on promoting independence.</p> <p>For that to happen the health and social care practitioner will, as part of their assessment, determine:</p> <ul style="list-style-type: none"> what needs and outcomes the person is able to meet independently; what needs and outcomes they are able to meet from allowances that are provided specifically to meet the person's needs to get out about; what needs and outcomes they are able to meet through the support provided by a family member or informal carer; the availability of existing transport; Any factors that may pose an unreasonable demand or risk to health and safety when travelling <p>In doing so, this policy introduces a systematic approach to the consideration of transport options rather than the council meeting assisted transport needs as a first option.</p>
<p>Has any consultation been undertaken for this proposal?</p>	<p>no</p>

Equality & diversity - will it have any positive/negative impacts on the protected characteristics?

<p>With the above in mind and following data analysis, who is the policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?</p>	<p>There are currently 345 people that attend community activities, this includes day opportunities, employment and training opportunities.</p> <p>Data on current users indicate that the proposed policy potentially give rise to impacts mainly in respect of gender, disability, carers and socio-economic impacts.</p> <p>As previously stated, decisions about assistance with transport are not made in a clear and consistent way. As part of PCC's commitment to choice and independence and a strengths based approach, this policy introduces a systematic approach to the consideration of transport options and the promotion of independent travel through the use of available transport. For example, people that have a Motability vehicle, which is given for the benefit of the disabled person, should be using this rather than the council funding taxis. Similarly, If the person receives the mobility element of Disability Living Allowance (DLA) or Personal Independence Payment (PIP), the purpose of which is to assist those who have mobility problems with severe difficulty walking or who need help getting around outdoors and in the community. The use of this benefit should be explored with the person to determine if it is fully utilised. Similarly, the expectation is that residents who can travel to day care provision, either independently or with assistance from family, friends or support providers will do so but the options will considered during the assessment and care planning process.</p> <p>By introducing the policy, we are ensuring we are promoting equality for all, as everybody will be assessed for the provision of transport. The council will ensure that everyone has the information they need to make an informed decision.</p>
<p>Will any of those groups be affected in a different way to others because of your policy, project, service, function, or strategy?</p>	<p>No, the principles will apply to everyone but the person's individual circumstances will also be taken into account. This is not a blanket policy.</p>

<p>If you are directly or indirectly discriminating, how are you going to mitigate the negative impact?</p>	<p>Where people accessing community activities have a range of disabilities that affect their ability to travel, independently or with an escort, these are considered as part of the Care Act assessment. Future provision will continue to include consideration of the person's disability and what support is needed to meet the eligible need for accessing day and community based services. There is no unequal outcome expected as a result of this proposal as the same principles will apply.</p> <p>Carers are more likely to be female (59%) but but the impact on carers will be addressed through the Carer's Assessment and support and services will continue to be offered to carers, including consideration of respite needs and short breaks.</p> <p>Ability to access current and future transport is not influenced or affected by gender. There is therefore no differential impact in this area.</p> <p>Older adults and people with disabilities are likely to be more socio-economically disadvantaged than the population as a whole. Financial assessments ensure that people who are socio-economically disadvantaged will not be further disadvantaged and have a checks function ensure that the person is accessing all of the relevant and eligible benefits.</p>
<p>Who have you consulted with or are planning to consult with and what was/will be your consultation methodology?</p>	<p>This is not a key decision and so we will not go out to formal consultation but all the affected individuals will be contacted by the relevant services to explain about the planned changes and the proposed implementation timeline. As set out above, people's individual circumstances will be taken into account prior to any decision being made about assistance with transport.</p>
<p>How are you going to review the policy, service, project or strategy, how often and who will be responsible?</p>	<p>The policy will not be launched until April 2025. An initial review will be set for 6 months and then it will be reviewed annually. The policy lead will be responsible.</p>

Crime - Will it make our city safer?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Housing - will it provide good quality homes?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Health - will this help promote healthy, safe and independent living?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	The policy will actively promote the health and wellbeing of service users and their carers. Where possible we will promote active active travel, such as walking and support and encourage people to develop increased independence skills through travel training to use public transport. Using a strength based approach can help support the person's strengths and allow them to lead and be in control of their day-to-day life to be as independent as possible. This ultimately allows individuals to be more proactive in managing their health and wellbeing and can help delay the development of further care needs and future hospital admissions
How are you going to measure/check the impact of your proposal?	We will monitor and measure progress towards the person meeting their personal outcomes through the person's care and support plan.

Income deprivation and poverty - will it consider income deprivation and reduce poverty?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	As part of the financial assessment and Care Act assessment process, the council will make sure the person is receiving all disability related and welfare benefits they are they are entitled to.
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How are you going to measure/check the impact of your proposal?	The FAB team will visit all affected clients, complete welfare benefits check and explain charging.
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Carbon emissions - will it reduce carbon emissions?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Energy use - will it reduce energy use?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Climate change mitigation and flooding - will it proactively mitigate against a changing climate and flooding?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Natural environment - will it ensure public spaces are greener, more sustainable and well-maintained?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Air quality - will it improve air quality?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Transport - will it make transport more sustainable and safer for the whole community?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	The Council's policy on Sustainability highlights the promotion of walking, cycling and public transport. The focus should be that where practicable activities should be sought within the local community and closer to people's homes e.g. using "It's Local Actually". The services of Shopmobility and mobility scooters also should be promoted.
How are you going to measure/check the impact of your proposal?	This will be explored through the person's care act assessment set out in their care and support plan.

Waste management - will it increase recycling and reduce the production of waste?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Culture and heritage - will it promote, protect and enhance our culture and heritage?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Employment and opportunities - will it promote the development of a skilled workforce?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Economy - will it encourage businesses to invest in the city, support sustainable growth and regeneration?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Social value

Please explain how your policy, service, function, project or strategy delivers Social Value	Transport assistance will be considered as part of a broader assessment of the person's needs and on the duty to meet needs through a care and support plan. This means that assistance with transport will generally only be provided to people, where following an assessment, it is the only means of ensuring that the person can be safely transported to a service that is meeting an assessed and eligible need.
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Involvement

Who was involved in the Integrated impact assessment?	All the information contained was taken from the discussions and decisions that have been made by the Assisted Transport Steering Group and in discussion with Andy Biddle, DAS.
Name of the person completing this form	Jacque Bickers
Date of completion	2024-10-24