



EQUALITY IMPACT ASSESSMENT

Partial Assessment Form

Policy, practice, function or project assessed	Community Transport Strategy 2010-12
Lead Officer	Kathryn Hawkes – Partnerships Officer
Team	Partnerships (Community & Customer Services)
Start date of assessment	11/2/2010
Completion of assessment	07/04/2010

Please use this form to record your findings in relation to the assessment of an existing policy, function, service or practice.

A. POLICY, PRACTICE, FUNCTION OR PROJECT TO BE ASSESSED

A1. Please describe what are the main aims, objectives, purpose and intended outcomes of the policy or function?

Aim: To complement conventional means of transport in order to aid independent living, increase access to services and reduce rural isolation.

This strategy will assist the South Cambridgeshire Local Strategic Partnership (LSP) in achieving a number of the priorities in the [South Cambridgeshire Sustainable Community Strategy](#). These include, but are not limited to, working with local people to address the needs of the most vulnerable in the community and supporting schemes to improve rural transport and access to services.

Objectives:

1. To understand the need for community transport in the district.
 - a) Map existing provision and identify unmet need in virtual and geographic communities.
 - b) Ensure that provision builds upon conventional means of transport.
2. To develop the capacity, self-sufficiency and environmental sustainability of service providers to meet the identified need.
 - a) Work with service providers to re-define, prioritise and engage with target service users and vulnerable groups as required.
 - b) Address the barriers to providing a consistent, high quality service, including the recruitment, training and retention of suitable volunteers.
3. To enable easy access to community transport.
 - a) Increase awareness and take up of existing provision.
 - b) Commit to forward planning for new and existing communities.

A2. Is this policy or function associated with any other Council policy or priority?

This strategy is one of the Council's key priorities and, in particular, it will also help the District Council to meet its aims of:

- Being a listening Council, providing first class services, accessible to all
- Ensuring that South Cambridgeshire continues to be a safe and healthy place for individuals and families
- Making South Cambridgeshire a place in which residents can feel proud to live
- Assisting provision for local jobs for individuals and families
- Providing a voice for rural life

A3. Who are the intended beneficiaries/stakeholders of the policy or function? How many people are affected and from what sections of the community?

Stakeholders include:

- Individual residents of South Cambridgeshire, particularly the elderly, infirm, disabled and those isolated by the rural nature of their accommodation (or their relatives on their behalf), including young people.
- Groups of existing and potential service users who collectively need transport. These might include members of a luncheon club or other society, mobile warden scheme members, or residents within sheltered accommodation.
- Member organisations of the South Cambridgeshire Local Strategic Partnership (LSP) and its theme groups, including:
 - Transport and Access Group (a theme group of the LSP and the designated Steering Group for the strategy).
 - South Cambridgeshire District Council – elected members and relevant officers.
 - Cambridgeshire County Council – elected members for South Cambridgeshire as well as relevant officers, in particular the Transport and Access Team and Adult/Older People’s Services.
 - NHS Cambridgeshire (formerly Cambridgeshire Primary Care Trust or PCT) – public health team.
 - Improving Health Partnership (a theme group of the LSP) and the related Cambridge City and South Cambridgeshire Obesity Group.
- Third Sector CT agencies operating in South Cambridgeshire, including:
 - Cambridge & District Dial-a-Ride
 - 3CT (Haverhill Community Transport)
 - Royston Community Transport
 - Nene & Ouse Community Transport
 - Papworth Community Transport Scheme
 - Care Network
 - Age Concern
 - Various Voluntary Car Schemes
- Parish Councils and Parish Plan Committees.
- Health Sector Provider Services
 - Cambridge University Hospitals NHS Foundation Trust (CUPFT) – Addenbrookes Hospital, Patient Services.
 - Cambridgeshire and Peterborough Foundation Trust (CPFT) – providing mental health services
- The Community Transport Association (national body representing community transport schemes)

Other stakeholders are also invited to contribute to the delivery of the Community Transport Strategy on an ongoing basis.

A4. Is the policy/function corporate and far-reaching?

Yes. The strategy is one of the Council's 12 Aims for 2010-11 and it is designed to be inclusive of all residents and communities within South Cambridgeshire. Its implementation will also be influenced by the community transport plans and wider transport strategies of neighbouring County and District Councils.

A5. Are you expecting to make any significant change to the policy or service in the near future? If so, please give details.

No changes to the strategy itself are expected within the first 2-years but it will be revised at the end of this period. However, the Action Plan will be updated and revised on an ongoing basis as it is implemented, under the direction of the Steering Group.

A6. Is this a new or existing policy or function?

This is a new strategy and was adopted by Cabinet on 11 Feb 2010.

B. EVIDENCE/ DATA and CONSULTATION

It is important to consider all information that is available in determining whether the policy or function could have a differential impact. Please attach examples of monitoring information, research or consultation reports.

B1. What monitoring or other information do you have about relevant target groups, which will show the impact of the policy or function?

The Community Transport Strategy 2010-12 is aimed at everyone in the district. However, in drafting the strategy, the mapping and population research undertaken was primarily age-related, owing to the current eligibility criteria for existing community transport schemes, all of which operate independently and with their own constitution. These are primarily in place to serve residents who are older, infirm, disabled or simply unable to access public transport. The population over 65 and over 75 years of age was mapped against the schemes in place across the district and some of the village services available.

B2. Have you compared the data you have with the equality profile of the local population? What does it show?

The equality profile shows, amongst other things, that the population of South Cambridgeshire is ageing and that there are high numbers of people with a disability or limiting long-term illness (13.3% of total population). There are c. 2500 claimants of incapacity benefits across the district and there are health and social inequalities. Rural isolation is also a factor in determining how community transport services should be shaped to meet the needs of the residents of the district.

B3. Have you identified any improvements or other changes that could be made from monitoring the data?

The action plan for the strategy indicates that one of the Council's early tasks will be to extend this mapping to younger people and different priority groups, including residents of South Cambridgeshire with a disability.

B4. Have you consulted or involved external stakeholders about the policy or function? If so, what were their views?

There was an official consultation period of approximately 4 months. During this time, there were 2 Councillor workshops that were attended by District and County Councillors. There were approximately 30 responses from residents and voluntary sector organisations. Parish Councils gave their feedback and made requests for help in addressing some of the transport issues they face. An article in the South Cambridgeshire Magazine advertised the consultation and the strategy was available on the SCDC website in two places: under community transport and within the community engagement calendar.

B5. Have you undertaken any consultation with staff to assess their perception of any impacts of the policy or function? If so, what has been learnt from them?

All Officers and Elected Members have had the opportunity to input into the strategy and some have given specific input, including:

- ❖ Traveller Site Team Leader gave input from the Gypsy and Traveller perspective.
- ❖ Planning Policy Officers gave a Transport Planning perspective and continue to look after the policy development side of the strategy.
- ❖ Supported Housing Manager helped with consultation and promotion of community transport to client group through others who work in Sheltered Housing
- ❖ Community Liaison Support Assistant helped to contact all parish councils and encourage response to official consultation document
- ❖ Partnerships Manager supported the strategy going through the LSP
- ❖ All District and County Council members of the South Cambs Transport and Access Group (the Steering Group for the strategy) have been involved in its development.
- ❖ Councillors involved in CT workshops are as follows:
 - Cllr Wright (SCDC)
 - Cllr Bard (SCDC)
 - Cllr Barret, R (SCDC)
 - Cllr Heazell (SCDC)
 - Cllr Wotherspoon (SCDC)
 - Cllr Hall (SCDC)
 - Cllr Harangozo (SCDC)
 - Cllr Loynes (SCDC)
 - Cllr Batchelor (SCDC and County)
 - Cllr Clarke (County)
 - Cllr Reynolds (County)
 - Cllr Whelan (County)
 - Cllr Stone (County)

B6. Please provide information about any other consultation, research, or involvement undertaken in relation to this impact assessment.

Some elementary mapping and secondary research into the population based on age has been undertaken. This has included mapping whether people have access to 'essential village services' and whether each village across the district has been visited by a community transport scheme within the last year. This is the first step in the process of researching the district and identifying gaps in service provision, etc.

There has also been research into the provision of community transport across the country and links are being made to the Cambridgeshire County Council Local Transport Planning Process.

C1. IMPACT OF THE POLICY OR FUNCTION

Assess the potential impact on each of the equality strands/groups. The impact could be negative, positive or neutral. If you assess a negative impact for any of the groups then you will need to assess whether that impact is low, medium or high. Refer to the evidence you use.

DESCRIPTION OF IMPACT	Nature of Impact (Positive, Neutral, Adverse)	Extent of Impact (Low, Medium, High)
GENDER: Identify the potential impact of the policy or function on men and women	Neutral	
The CTS should benefit both genders positively but is not gender specific.		
RACE: Identify the potential impact of the policy or function on different race/ethnic groups	Neutral	
The CT should benefit people of all races but is not race specific. However, there may need to be some dedicated work done within Gypsy and Traveller communities to establish whether they have particular transport needs and whether, for example, a bespoke car scheme might meet their needs.		
DISABILITY: Identify the potential impact of the policy or function on disabled people	Positive	
The CTS should benefit disabled people within South Cambridgeshire as CT schemes are set up primarily to support those who cannot access public transport. There are links to County Disability Strategy and there is more mapping of disability related issues to be done.		
AGE: Identify the potential impact of the policy or function on different age groups	Positive	
The CTS is currently predominantly relevant to the older people within the district. However, moving forward, this strategy should result in the development of transport solutions for people of all ages.		
SEXUAL ORIENTATION: potential impact of the policy on lesbian, gay men, bisexual or heterosexual people	Neutral	
The CTS should benefit people of any sexual orientation positively but is not specific to any.		
RELIGION/FAITH: Identify the potential impact the policy on different religious/faith groups	Neutral	
The CTS should benefit people of any faith positively but is not specific to any.		
OTHER	Positive	
With regard to the informal 7th factor of disadvantage owing to 'rurality', there is hoped to be a positive impact on communities in South Cambridgeshire who will benefit from knowledge about and the provision of services they hadn't used before.		

PLEASE NOTE: Following completion of the section above, if the nature of the impact is adverse then you may need to proceed to a full equality impact assessment.

C2. Could you minimise or remove any adverse or potential impact that is high, medium or low significance, in advance of a full impact assessment? Explain how.

N/a

C3. Does the policy or function actively promote equal opportunities and good community relations? Or could changes be made so that it does so?

Yes, the CTS does promote equal opportunities and good community relations. The nature of community transport is such that Voluntary and Community Sector organisations are the primary deliverers of the services. They will be actively involved in the delivery of the strategy, as will partners such as the NHS, Parish Councils and the County Council. Largely we will look to community-led initiatives such as community car schemes to deliver services where there are gaps. Delivery of the strategy will require partnership working at all stages, from frontline delivery, through officer co-ordination, to Steering Group activity.

C4. Please provide any further information, qualitative or quantitative that does not fit into the questions but you feel has a likely impact on this assessment.

The Evidence Base document related to this strategy is key in providing the basis for the work within the action plan but it is an ever-changing and evolving document. More research will be done and the results added to the Evidence Base so that the picture we build up of the district is clearer and current.

D. CONCLUSIONS			
D1. Was there sufficient data to complete the partial assessment?	Yes?	<input checked="" type="checkbox"/>	If “NO”, what arrangements are in place for evidence gathering and continuing with the assessment?
	No?	<input type="checkbox"/>	
D2. Is the outcome of the partial assessment that the policy or function would have an adverse impact (medium or high impact) on one or more target group?	Yes?	<input type="checkbox"/>	If “YES”, will you proceed to a full assessment? If so, what arrangements are in place to carry out the full assessment?
	No?	<input checked="" type="checkbox"/>	
D3. Is the outcome of the partial assessment that the policy or function would have a neutral or positive impact on equalities?	Yes?	<input checked="" type="checkbox"/>	<p>If “YES”, have you included proposals in the Action Plan to further improve the impact of the policy or function on equalities?</p> <p>Yes, and these improvements are integral to the delivery of the strategy’s action plan.</p> <p>Do you plan to review the service or policy again in future to assess whether there has been any change? If so, when?</p> <p>The Strategy will be reviewed and re-drafted every 2 years.</p>
	No?	<input type="checkbox"/>	<p>Has the Equalities Steering Group and the Consultative Forum reviewed the assessment? If so what were their comments?</p> <p>Not yet.</p>

D4. Do you have any other conclusions/outcomes from the partial assessment?

ACTION PLAN for enhancing existing practice

Recommendation/ issue to be addressed	Planned Milestone	Planned completion of milestone (date)	Officer Responsible	Progress
More specific research into children and young people's transport needs	Consultation and engagement with key groups of children and young people	End Yr 1 (2010/11)	Partnerships Officer	
More specific research into disability across the district	e.g. Mapping of those claiming Disability Living Allowance	End Yr 1 (2010/11)	Partnerships Officer	
More specific research into the needs of the Gypsy and Traveller community.	Engagement with Gypsy and Traveller community (potentially through the SCDC Traveller liaison team) to determine their needs.	End Yr 1 (2010/11)	Partnerships Officer	

RESOURCES

Does the above action plan require any additional resources?

Consultation resources and key skills of those involved with the Community Engagement and Youth Participation Strategies.

ARRANGEMENTS FOR MONITORING

Please give your plans for monitoring the achievement of the above actions.

The Actions above appear in the action plan of the strategy and will be reviewed quarterly by the Steering Group, and then every 2 years

as part of the refresh. Also, they will be reviewed as this EQIA is reviewed. The Equality and Diversity Officer is going to attend the Steering Group for the strategy and this will be picked up there.

SIGN OFF: The officers below confirm that this partial assessment has been completed in accordance with the Council's guidance

Signature of Lead Officer

Date:

Signature of Corporate Manager or Chief Officer:

Date:

Please retain the original form on your service area and return a copy of the completed form to the Equality & Diversity Officer.