

# Equality Impact Assessment Template

The purpose of an Equality Impact Assessment (EqIA) is to improve the work of Orkney Islands Council by making sure it promotes equality and does not discriminate. This assessment records the likely impact of any changes to a function, policy or plan by anticipating the consequences, and making sure that any negative impacts are eliminated or minimised and positive impacts are maximised.

| <b>1. IDENTIFICATION OF FUNCTION, POLICY OR PLAN</b>  |  |
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| <b>Name of function/policy/plan to be assessed</b>  | Enhanced Demand Responsive Transport Initiative (EDRTI)  |
| Service/service area responsible  | Transportation Services  |
| Name of person carrying out the assessment and contact details  | Shona Croy   |
| Date of assessment  | 14 February 2012   |
| Is the function/policy/plan new or existing? (Please indicate also if the service is to be deleted, reduced or changed significantly) | Funding is awarded on an annual basis to support EDRTI projects. This assessment relates to the award of funding for financial year 2012/13. |

| <b>2. INITIAL SCREENING</b>                                 |  |
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| What are the intended outcomes of the function/policy/plan? | <p>EDRTI aims to provide and deliver transport services where there are no conventional public transport services available or accessible. The award of funding under the EDRTI, by its very nature, seeks to enhance provision of transport services within the community but the percentage funding allocated to recipients is discretionary. Provision of funding through the Enhanced Demand Responsive Transport Initiative is not a statutory duty of the Council.</p> <p>The recommendation is to increase the funding to be awarded to EDRTI for financial year 2012/13 to £90,800 and that a specific award of up to £78,400 be provided to Dial-A-Bus towards continued operation of its service, leaving a balance of funds of £12,400 to be available for other applications under the EDRTI scheme. It is also proposed that a grant up to a maximum of £79,184 be provided to Dial-A-Bus for</p> |

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|   | financial year 2013/14 to improve financial certainty.  |
| State <b>who</b> is, or may be affected by this function/policy/plan, and <b>how</b>  | <p>People who are older, young people, people with disabilities, and people living in remote geographic locations across Orkney may be affected by this proposal. However, at the time of this report there are no recipients of the EDRTI funding for the period 1 April 2012- 31 March 2013. It is therefore not possible to undertake a wholly accurate equality impact assessment on prospective applicants/ recipients pending receipt of applications, but this assessment will cover the groups most likely to be affected based on previous years' applications for funding. These groups will benefit by the proposal to award additional funding to this scheme thereby allowing more people to benefit from it.</p> <p>People who are older and people with disabilities who use the Dial-A-Bus service will be affected positively by the proposal to award funding to Dial-A-Bus for two years.</p>  |
| How have stakeholders been involved in the development of this function/policy/plan?  | <p>The Council undertook comprehensive public consultation on budgetary cuts across all Council supported services in 2010. The views and suggestions submitted by the public feedback continue to be considered as part of the budget setting process.</p> <p>Feedback from representatives of Orkney Disability Forum and previous applicants for EDRTI have also been taken into account when formulating the proposals.</p>   |
| <p>Is there any existing data and/or research relating to equalities issues in this policy area? Please summarise.</p> <p>e.g. consultations, national surveys, performance data, complaints, service user feedback, academic/consultants' reports, benchmarking (see equalities resources on OIC information portal)</p> | <p>Enhanced demand responsive transport services are supported throughout Scotland. Each Council has different funding and evaluation challenges in respect of both transport and community-based activities.</p> <p>Review reports were produced by both of the Efficient Government-related reviews of non-emergency patient transport conducted as part of the Joint Working in Orkney project in 2005 and 2009. These reviews took into account EDRT services provided in Orkney.</p> <p>Audit Scotland published a national report, <i>Transport for health and social care</i> on 4 August 2011.</p> <p>In establishing evaluation criteria to assess applications against, the Council followed Scottish Government guidelines for the Rural Public Transport Grant and Rural Community Transport initiative. Both schemes, operated by Scottish Government closed on 31 March 2008. The funding streams were merged and transferred to Local Authorities.</p> |

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|   | All grant recipients enter into a Service Level Agreement with the Council. The SLA requires successful applicants to provide data, including customer feedback and passenger figures. This data provides both quantitative and qualitative information and feedback on the value of services to the community.  |
| Could the function/policy have a differential impact on any of the following equality strands?                          | (Please provide any evidence – positive impacts/benefits, negative impacts and reasons)  |
| 1. Race: this includes ethnic or national groups, colour and nationality  | No   |
| 2. Sex: a man or a woman  | No   |
| 3. Sexual Orientation: whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes | No   |
| 4. Gender Reassignment: the process of transitioning from one gender to another   | No   |
| 5. Pregnancy and maternity  | No   |
| 6. Age: people of different ages  | Yes (Positive) Statistically older people are more likely to have disabilities. Young people and older people are more likely to have no access to their own transport. By providing tailored services to meet the needs of people who are older, young people, people with disabilities, and people living in remote geographic locations across Orkney, there is a positive impact in terms of accessibility |
| 7. Religion or beliefs or none (atheists)   | No   |
| 8. Caring responsibilities  | Yes. (Positive) People with disabilities are more likely to make use of the services provided by some of the organisations receiving grant funding and any reduction in these services will impact upon carers.  |
| 9. Marriage and Civil Partnership   | No   |
| 10. Disability: people with disabilities (whether registered or not)  | Yes. (Positive) People with disabilities are more likely to make use of the services provided by the some of the organisations receiving grant funding. By providing tailored services to meet the needs of people who are older, young people, people with disabilities, and people living in remote geographic locations across Orkney, there is a positive impact in terms of accessibility.                |

| <b>3. IMPACT ASSESSMENT</b>   |  |
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| Does the analysis above identify any differential impacts which need to be addressed?       | Yes  |
| How could you minimise or remove any potential negative impacts?                            | <p>The Council's objectives for the EDRTI are in keeping with the former Rural Community Transport Initiative, namely:</p> <ul style="list-style-type: none"> <li>• To add value to the community, and in particular providing additional community transport services for the area</li> <li>• Support for people with special needs</li> <li>• Partnership working with other bodies and</li> <li>• Availability of other sources of funding.</li> </ul> <p>To assist in appraising the applications a set of evaluation criteria (with weighting) has been developed to assess applications based on these aims and objectives. The award criteria are as follows:</p> <ul style="list-style-type: none"> <li>• Transport needs analysis (weighting 40%)</li> <li>• Support for people with additional support needs (weighting 30%)</li> <li>• Partnership working with other bodies (weighting 10%)</li> <li>• Other sources of funding (weighting 20%)</li> </ul> |
| Do you have enough information to make a judgement? If no, what information do you require? | Yes  |

| <b>4. CONCLUSIONS AND PLANNED ACTION</b>               |  |
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| Is further work required?                              | Yes  |
| What action is to be taken?                            | Monitoring of each project awarded grant funding. A requirement for customer feedback and passenger figures for all projects in receipt of grant aid |
| Who will undertake it?                                 | Head of Transport and Amenities  |
| When will it be done?                                  | On going throughout the financial year 2012-2013   |
| How will it be monitored? (e.g. through service plans) | SLA with grant recipients, receipt of passenger numbers, comparison with historical data and customer feedback.                                      |

Signature

Date 14.02.12

Name SHONA CROY  
(BLOCK CAPITALS)

**Please sign and date this form, keep one copy and send a copy to Corporate and Community Strategy. It should also be emailed to Corporate and Community Strategy.**