



HEALTH SOCIAL CARE AND WELLBEING SCRUTINY COMMITTEE - 24TH OCTOBER 2017

SUBJECT: SOCIAL SERVICES ASSISTED TRANSPORT POLICY

REPORT BY: CORPORATE DIRECTOR SOCIAL SERVICES.

1. PURPOSE OF REPORT

- 1.1 The report is to seek the views of members of the scrutiny committee on the proposed assisted transport policy for adults, prior to it going to cabinet for a decision on implementation.

2. SUMMARY

- 2.1 The report will outline the need to have a policy that reflects the Social Services and Well-Being (Wales) Act 2014, explaining the ethos of the policy being to promote independence choice and control for individuals building on people's strengths and networks
- 2.2 The report will propose and time scale and method for implementation the new policy to ensure equity across all current and future service users

3. LINKS TO STRATEGY

- 3.1 The policy discussed within this report is written in line with the ethos of the Social Services and Well-Being (Wales) Act 2014, it also contributes to the following Well-being Goals within the Well-being of Future Generations Act (Wales) 2015:

- A resilient Wales
- A healthier Wales
- A more equal Wales
- A Wales of cohesive communities

4. THE REPORT

- 4.1 Assisted transport is the discretionary provision of transport by social services to enable individuals to access the community support service for which individuals have been assessed as eligible to attend for example; day services.
- 4.2 Adult Social Services are facing considerable challenges. Through legislation such as the Social Services and Well-being (Wales) Act 2014 and The Well-Being of Future Generations Act 2015, the council is required to change the way in which it works with people, promoting a focus on actively supporting people to develop lifestyles that are not reliant on statutory services. Therefore policies are required to reflect this.

- 4.3 The aim of the Assisted Transport policy (Appendix 1 and 2) is to provide a clear framework for practitioners to assess and support individuals to identify methods of promoting independence when accessing transport. By identifying what is available within the local community and provide a consistent approach to determining eligibility for funded transport where it has been identified as a requirement to access services commissioned by Social Services.
- 4.4 Appendix 1 the easy read version of the policy outlines the key elements:
- How we decide, everyone will be subject to an individual assessment or review
 - Provision of transport is only considered when linked to an eligible need for an assessed service, for example someone can be eligible for day care but not for transport.
 - Implementation of the Social Care and Well-being Act principles of promoting independence, is paramount this could result in travel training for individuals to enable them to access their community as well as attend services.
 - The policy will look to build on existing strengths and networks exploring all other options for example provision of a bus pass and /or companion bus pass
 - Existing resources will be looked at and maximised for example mobility allowance access to and use of a mobility car
 - Sign posting to help with other transport requirements such as attending hospital appointments, education and employment
 - Detail how to appeal if someone is unhappy with the decision.
- 4.5 To provide a framework that is working within the principles of the Social Services and Well-being (Wales) Act 2014 and is working in parallel with other Social Services policies for transport across the Gwent region. The policy takes account of guidance under Part 4 of the code of practice outlining that eligibility for assistance from social service is relating to provision of service under care and support and not the provision or health care, employment or education. Therefore the policy is applicable to the provision of assisted transport to access services commissioned directly by Adult Social Services.
- 4.6 The ethos of the policy is in keeping with the aforementioned legislative changes in that it seeks to:
- *Promoting independence*
 - *Maximising choice and control*
 - *Builds on strengths of someone's own network*
 - *Supporting a healthy lifestyle*
 - *Improving quality of life*
 - *Maximising dignity and respect*
 - *Developing local and community networks.*
- 4.7 The overriding principle of this policy is that the decision to provide transport is based on needs, intended outcomes and on promoting independence, as part of the Council's commitment to inclusion and independence.
- 4.8 It is proposed that the policy is implemented from 1st January 2018 for all new requests for transport made to Adult Social Services.
- 4.9 It is proposed that the policy is applied to the review of existing transport provisions at the time of the annual review of the care and support plan for those individuals who currently get it. Where individuals are identified as having access to alternative transport options, it is proposed that they be given an 8 week period in which to implement the new arrangements.

5. WELL-BEING OF FUTURE GENERATIONS

- 5.1 This report contributes to the Well-being Goals as set out in Links to Strategy above. It is consistent with the five ways of working as defined within the sustainable development principle in the Act in that it aims to promote the use of local resources where possible and local transport options, developing stronger networks and community links for individuals who reside within them.
- 5.2 The implementation of this policy aims to improve equality for access to funded services, promote independence, increase individual resilience and ensure longer term sustainable service for those who require it. The policy aims to strengthen use of public transport by local communities and increase choice and control for the individuals accessing services.

6. EQUALITIES IMPLICATIONS

- 6.1 An equalities impact assessment has been completed please refer to Appendix 4.

7. FINANCIAL IMPLICATIONS

- 7.1 It is not possible to quantify financial implications in respect of implementation of this policy at this stage However it is anticipated that in due course there would be a reduction in the amount of transport provided, therefore reduce demands upon the existing budget.
- 7.2 Current budget is £1,435,771 inclusive of staffing costs

8. PERSONNEL IMPLICATIONS

- 8.1 There are no direct personnel implications in relation to this policy.

9. CONSULTATIONS

- 9.1 Public consultation was conducted from 25th August 2017 to 25th September 2017. This consultation was implemented by:
- A mail drop of consultation packs to 100 individuals in receipt of services from social services.
 - Promoting the consultation through email correspondence to social services staff and relevant parties across the council
 - Promoting the consultation through email correspondence to partner agencies.
 - Posting the consultation of the boroughs consultation webpages
- 9.2 Following consultation with professionals, partner agencies and the general public; feedback has been very positive.
93% of respondents thought that the policy encourages people to access support in their local communities
90% felt that the policy went far enough to promote independence
97% felt the policy was clearly written
See appendix 3 for full details including additional comments.
- 9.3 It has been highlighted that there are examples presented that demonstrate the current provision of transport is somewhat over subscribed and there has been a dependency upon the local authority to provide transport even when individuals have alternative options available to them.

9.4 This has resulted in situations arising where individuals who do not have alternative transport options and have specialist transport needs, are unable to commence services they have been assessed to need that are commissioned by Social Services, more often due to limited availability of appropriate vehicles; due to vehicles being at full capacity.

10. RECOMMENDATIONS

10.1 Member are requested to give their views on endorsing the Assisted Transport Policy

11. REASONS FOR THE RECOMMENDATIONS

11.1 Scrutiny members views will be included in the future cabinet report regarding a decision to implement the policy in the time frame outlined.

12. STATUTORY POWER

12.1 None

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Consultees:

Transport department
Adult Services Staff
Adult Services DMT
Social Services SMT
Public consultation
Caerphilly Peoples First and relevant partner agencies.
Cllr Carl Cuss Cabinet Member Social Services

Appendix 1 Adult Social Services Assisted Transport Policy – Easy Read Version

Appendix 2 Adult Social Services Assisted Transport Policy – Full Version

Appendix 3 consultation summary, consultation feedback

Appendix 4 Equalities impact assessment