

EQUALITY IMPACT ASSESSMENT – STAGE 1

EIA Ref	PR/12/26	
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SECTION 1 –Context & Background

1.1 What is the title of the policy / practice?

Changes to passenger transport services from contracted taxi provision to an in-house fleet of cars.

1.2 What is the current status of the policy / practice?

Existing

Changed

New

1.3 What are the principal aims and intended outcomes of the policy / practice?

To plan for changes to particular passenger transport runs that will impact only on changes to vehicle and driver used. To make necessary changes with minimal disruption to passengers and their families/carers.

1.4 Who has primary responsibility for delivering the policy / practice?

Transport Co-ordination Section.

1.5 Who are the main stakeholders?

Halton Borough Council, Passengers and their families/carers, Schools/Centres.

1.6 Who is the policy / practice intended to affect?

Residents

Staff

Specific Group(s)

(add details below)

People with disabilities.

There is no change proposed to the service provided, only the vehicle and driver used. A risk assessment has been carried out on this particular transport service, no specific risks or areas of concern have been identified.

1.7 Are there any other related policies / practices?

Code of Practice for Passenger Transport.

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SECTION 2 – Consideration of Impact

2.1 Relevance: – the Public Sector Equality Duty

Does this policy / practice / service have due regard to the need to: -

- (a) Eliminate discrimination, harassment, victimisation and any other conflict that is prohibited by the Equality Act 2010
- (b) Advance equality of opportunity between two persons who share a relevant protected characteristic
- (c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it

Yes (Y) No ()

State reasons below

(Relevance to service users/staff)

All drivers have received relevant training in disability awareness including awareness of specialist needs and conditions, drivers have also visited (or plan to visit) passengers and their families/carers prior to in-house transport commencing.

2.2 Has data and information has been used in determining the impact of the policy / procedure under review?

Equality Group(s)	All.
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Baseline data and information

Information from Children's and Adults in relation to specialist conditions of passengers relevant to transport. Information from schools/centres that drivers need to be aware of in order to provide transport safely.

2.3 On the basis of evidence, has the actual / potential impact of the policy/ practice been judged to be positive (+), neutral (=) or negative (-) for each of the equality groups and in what way? Is the level of impact judged to be high (H), medium ((M), or Low (L)?

Protected Characteristic	Impact type +, =, -	Level H, M, L, -	Nature of impact
Age	=	/	There is no change proposed to the service provided, only the vehicle and driver used.
Disability	=	/	There is no change proposed to the service provided, only the vehicle and driver used.
Gender	=	/	There is no change proposed to the service provided, only the vehicle and driver used.

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Race / ethnicity	=	/	There is no change proposed to the service provided, only the vehicle and driver used.
Religion / belief	=	/	There is no change proposed to the service provided, only the vehicle and driver used.
Sexual Orientation	=	/	There is no change proposed to the service provided, only the vehicle and driver used.
Transgender	=	/	There is no change proposed to the service provided, only the vehicle and driver used.
Marital status/ Civil Partnerships	=	/	There is no change proposed to the service provided, only the vehicle and driver used.
Pregnancy/Maternity	=	/	There is no change proposed to the service provided, only the vehicle and driver used.
In Halton two further vulnerable groups have been identified: -			
Carers	=	/	There is no change proposed to the service provided, only the vehicle and driver used.
Socio – economic disadvantage	=	/	There is no change proposed to the service provided, only the vehicle and driver used.

2.4 Does the policy / practice have any potential impact upon safeguarding vulnerable people?

No, all drivers have valid CRB clearances and have received appropriate training.

2.5 How will the impact of the policy / practice be monitored?

Continual monitoring from Transport Co-ordination.

2.6 Who will be responsible for monitoring?

Lead Officer Transport Co-ordination.

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- 2.7** If any negative impacts, or potential negative impacts, have been identified what mitigating actions will be put in place, thereby eliminating the need for a further Stage 2 assessment.
Where none have been identified insert 'no further action required' in the first column

Action & purpose / outcome	Priority	Timeframe	Lead Officer
No further action required	(H, M, L)		

2.8 Summary of stakeholders involved in this review

Job Title or Name	Organisation / representative of
Transport Co-ordination	Halton Borough Council
Special Education Department	Halton Borough Council
Adults Learning Difficulties	Halton Borough Council
School staff	Various Schools affected
Centre staff	Various Centres affected

2.9 Completion Statement

As the identified Lead Officer of this review I confirm that:-

No negative impact has been identified for one or more equality groups and that a Stage 2 Assessment is not required Y ☐

Signed:



Date: 21/03/2012

Completed EIAs should be sent to Les Unsworth, Corporate and Organisational Policy, to be given a unique reference number and for inclusion on the central register.