

Section 4 Integrated Impact Assessment

Summary Report Template

Each of the numbered sections below must be completed

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|----------------|--------------------------|--------------|-------------------------------------|-----------------------|
| Interim report | <input type="checkbox"/> | Final report | <input checked="" type="checkbox"/> | (Tick as appropriate) |
|----------------|--------------------------|--------------|-------------------------------------|-----------------------|

1. Title of proposal

The provision of Secure Transport for Children and Young People.

2. What will change as a result of this proposal?

At present secure transport is purchased on a spot purchase arrangement from primarily two providers. These providers are predominantly based in England, although one is exploring a base in Scotland, and as such children and young people who require to be securely transported are required to wait for lengthy periods during a highly stressful and anxious time sometimes in non-child centred settings such as in a court or police station. In addition, as the service is currently purchased under a spot purchase arrangement, the providers are not required to respond to our request for a service.

This proposal will see the award of a contract to one provider who will be required to have a either a base in central Scotland or to respond within a prescribed period of time to minimise the length of wait. In addition, through forming a detailed service specification there is more emphasis on the service being child centred and trauma informed with a measurable outcome focussed service delivery.

3. Briefly describe public involvement in this proposal to date and planned

- Consultation with children and young people to better understand their experience of secure transport
- Feedback from City of Edinburgh staff who have booked secure transport.

4. Is the proposal considered strategic under the [Fairer Scotland Duty](#)?

No

5. Date of IIA

14 October 2021

6. Who was present at the IIA? Identify facilitator, Lead Officer, report writer and any partnership representative present and main stakeholder (e.g. NHS, Council)

| Name | Job Title | Date of IIA training |
|---|---|----------------------|
| Kerry Millar (facilitator, report writer) | Planning & Commissioning Officer | Dec 2021 |
| Janine McGowan (lead officer) | Acting Team Manager, Through Care After Care & Young People's Service | |
| Mark Crawford | Team Leader, Edinburgh Secure Services | |

7. Evidence available at the time of the IIA

| Evidence | Available – detail source | Comments: what does the evidence tell you with regard to different groups who may be affected? |
|--|---------------------------|--|
| Data on populations in need | No | Although we have details of young people who currently have a need for secure transport, we cannot predict future need. In addition, there are a number of reasons as to why a young person might require secure transport and so they aren't clearly defined as one cohort. |
| Data on service uptake/access | Yes | Data on the demand for the service: <ul style="list-style-type: none"> • 2019/20 <ul style="list-style-type: none"> - 45 journeys • 2020/21 (bearing in mind courts closed due to pandemic) <ul style="list-style-type: none"> - 40 journeys |
| Data on socio-economic disadvantage e.g. low income, low wealth, material deprivation, area deprivation. | No | This information is not collected as part of accessing the service. Children and young people are scheduled to access this service when required by the Court/Children's Hearing or secure care provider. |
| Data on equality outcomes | No | This information is not routinely gathered by the service area |
| Research/literature evidence | Yes | https://content.iriss.org.uk/youthjustice/sc-transport.html https://www.gov.scot/publications/secure-care-pathway-standards-scotland/pages/7/ |

| Evidence | Available – detail source | Comments: what does the evidence tell you with regard to different groups who may be affected? |
|---|---------------------------|--|
| | | <p>Standard 14 - I fully understand what to expect of my transport and admission to secure care and I am treated with dignity, compassion, sensitivity and respect. Someone I know and trust comes with me.</p> <p>https://www.cycj.org.uk/what-we-do/secure-care/</p> <p>Quality Framework for Secure Accommodation Services- Quality framework for secure accommodation services.pdf (careinspectorate.com)</p> <p>https://cypcs.org.uk/wp-content/uploads/2021/06/Secure-Investigation.pdf</p> |
| Public/patient/client experience information | Yes | <p>A consultation was undertaken in September 2021 with young people who have experienced secure transport recently and with Practice teams/social work staff who have booked secure transport.</p> <p>Although each young person’s experience is unique to them, we will endeavour to collate their responses which will inform the service specification and discussions with the provider.</p> |
| Evidence of inclusive engagement of people who use the service and involvement findings | No | <p>At present the current Providers do not gather feedback from the young people or review the delivery of their service.</p> <p>However, the council have undertaken consultation with young people who have used the service and their feedback will be incorporated into how the service is developed in the future.</p> |
| Evidence of unmet need | N/A | |
| Good practice guidelines | Yes | <p>Although there are no specific guidelines on the provision of secure transport for children and young people, the Scottish Government recently published Secure Care Pathway and Standards Working with children in conflict with the Law 2021: standards which touches on the provision of secure transport with regard to the youth justice system.</p> |

| Evidence | Available – detail source | Comments: what does the evidence tell you with regard to different groups who may be affected? |
|---|---------------------------|---|
| | | <p>Other relevant good practice guidelines include: A Guide to Youth Justice in Scotland: policy, practice and legislation Secure Accommodation (Scotland) Regulations 2013 Youth and Criminal Justice in Scotland: the young person's journey UNCRC Children's Hearings (Scotland) Act 2011 Children and Young People (Scotland) Act 2014 Criminal Procedure (Scotland) Act 1995 Holding Safely With regards to undertaking a route to market: Public Contracts Regulations 2015 Procurement Reform (Scotland) Act 2014 This legislation informs CEC procurement processes which are an essential requirement for all procured services</p> |
| Carbon emissions generated/reduced data | No | Although this isn't gathered the provider will be required to have modern, well maintained and efficient vehicles which look like a 'normal' vehicle and are appropriate for the size of the requirement, for example the size of a family car and not a van. They will also be required to ensure a route mapping system is in place to minimise excessive mileage. |
| Environmental data | No | |
| Risk from cumulative impacts | Yes | The current system of spot purchase arrangements is not sustainable either in terms of risk management, service planning, quality assurance, best practice or best value. |
| Other (please specify) | N/A | |
| Additional evidence required | No | |

8. In summary, what impacts were identified and which groups will they affect?

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| <p>Equality, Health and Wellbeing and Human Rights</p> <p>Positive The change to one Provider who oversees the delivery of the secure transport service will enable the service to be measured against agreed outcomes and KPIs. There will also be an agreed escalation plan in any emergency situation. This will be child centred and outcome focussed factoring in the wellbeing of the young person.</p> <p>Negative Where the current providers have come to know some of the young people through repeated use of secure transport these acquaintances will end. However, a clear communication plan and risk assessment process will ensure key information is shared and it is hoped that were possible young people requiring multiple journeys in the future will have consistency in staff.</p> | <p>Affected populations</p> <p>Children and Young People who require secure transport</p> <p>Practice teams' staff, secure care staff and partners</p> |
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|--|------------------------------------|
| <p>Environment and Sustainability including climate change emissions and impacts</p> <p>N/A</p> | <p>Affected populations</p> |
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|---|------------------------------------|
| <p>Economic including socio-economic disadvantage</p> <p>N/A</p> | <p>Affected populations</p> |
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9. Is any part of this policy/ service to be carried out wholly or partly by contractors and if so how will equality, human rights including children's rights, environmental and sustainability issues be addressed?

Some young people may be able to be transported by City of Edinburgh Council staff, however, where it is considered appropriate or necessary this service will be carried out by an external Provider. Therefore, the issues above will be addressed through a detailed specification and KPIs which will be monitored throughout the duration of the contract. This will cover aspects such as: using a risk assessment and booking system to ensure the support needs of each young person is met, specific staff training, gender specific staff can be requested, proportionate restraint used on a case by case basis and as a last resort, adapted vehicles available if necessary, route mapping to minimise unnecessary mileage, and, modern adequately sized vehicles, for example.

This service is built upon a rights-based approach in line with the United Nations Convention on the Rights of the Child (UNCRC) and is founded on the principles of Getting it right for every child (GIRFEC) which will be made clear in all of our communication with the new provider. The specification will be checked by our colleagues in legal to ensure the restriction of liberty and restraint are proportionate and valid.

- 10. Consider how you will communicate information about this policy/ service change to children and young people and those affected by sensory impairment, speech impairment, low level literacy or numeracy, learning difficulties or English as a second language? Please provide a summary of the communications plan.**

A clear communication would be issued to all establishments and teams which book transport, noting the new system and provider details for the provision of secure transport. This would be communicated in plain English, in a format that can be made accessible to those affected by sensory impairment, speech impairment, low level literacy or numeracy, learning difficulties or English as a second language e.g. a word document that can be translated. Where required social workers, secure staff and support workers will communicate this change to any child or young person who is affected by the change in provider.

- 11. Is the policy likely to result in significant environmental effects, either positive or negative?** If yes, it is likely that a [Strategic Environmental Assessment](#) (SEA) will be required and the impacts identified in the IIA should be included in this.

N/A

- 12. Additional Information and Evidence Required**

No

If further evidence is required, please note how it will be gathered. If appropriate, mark this report as interim and submit updated final report once further evidence has been gathered.

- 13. Specific to this IIA only, what recommended actions have been, or will be, undertaken and by when? (these should be drawn from 7 – 11 above) Please complete:**

The recommendation is to progress a route to market with the intention to award to one provider, which will be procured in line with CEC policy.

| Specific actions (as a result of the IIA which may include financial implications, mitigating actions and risks of cumulative impacts) | Who will take them forward (name and job title) | Deadline for progressing | Review date |
|---|--|----------------------------------|--------------------|
| Finalise and update the specification in line with appropriate legal advice on issues such as restraint and restriction of liberty | Kerry Millar, Planning & Commissioning Officer | Jan/Feb 2022 | |
| Liaise with Commissioning and Procurement colleagues to commence the procurement of a new provider | Kerry Millar | Feb 2022 | |
| Co-ordinate a Children & Families communications plan in preparation for new provider and disseminate to the Young People's service | Janine McGowan, Acting Team Manager | March 2022 | |
| Disseminate the communications plan to the Edinburgh Secure Service | Mark Crawford, Team Leader | March 2022 | |
| DPIA to be written | Kerry Millar & Janine McGowan | Jan 2022 | |
| Add guidance onto the orb regarding the change in Provider and the booking process | Janine McGowan | After award made to new Provider | |
| | | | |

14. Are there any negative impacts in section 8 for which there are no identified mitigating actions?

No

15. How will you monitor how this proposal affects different groups, including people with protected characteristics?

The provision of secure transport is for any child or young person who needs to be securely transported. Since during the journey the young person's liberty is restricted, they could be considered to be a vulnerable group. In addition, the service may be required for young people falling into any of the 9 protected characteristics.

The specification for the new provider will ensure all children and young people who need to be securely transported will be supported by appropriately trained staff who are trauma informed. In addition, staff who book secure transport will risk assess each young person to ensure their safety and wellbeing. Using the new provider will enable performance to be benchmarked against agreed KPIs to enable more robust monitoring of the service.

16. Sign off by Head of Service/ NHS Project Lead

Name: Jackie Irvine

J. Irvine

Date 16 February 2022

17. Publication

Completed and signed IIAs should be sent to strategyandbusinessplanning@edinburgh.gov.uk to be published on the IIA directory on the Council website www.edinburgh.gov.uk/impactassessments

Edinburgh Integration Joint Board/Health and Social Care

sarah.bryson@edinburgh.gov.uk to be published on the www.edinburghhsc.scot/the-ijb/integrated-impact-assessments/