Integrated Impact Assessment – Summary Report

Each of the numbered sections below must be completed
Please state if the IIA is interim or final

1.   Title of proposal

Taxicard

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

The Taxicard service, for those with health conditions and impairments impacting use of ordinary buses, will cease to be funded on a phased basis to 2024/25. There will be a transition to a new set of arrangements for users utilising the Council's Transport Hub and a wider variety of service providers.

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

Nil

4.   Is the proposal considered strategic under the Fairer Scotland Duty?

No

5.   Date of IIA

12/01/23

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

Name	Job Title	Date of IIA training
Gavin Brown (Lead Officer)	Head of Network Management and Enforcement	
Ross Murray (Facilitator)	Operations Manager - Place	05/01/2023

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 and to the environmental impacts of your proposal
Data on populations in need	Data on eligibility of citizens.	Evidences a reduction in demand for this service in recent years.
Data on service uptake/access	Data on usage/uptake of taxicard. Journey data provided monthly by taxi firms.	Evidences a reduction of uptake for this service. Monthly journey data sent with invoices from supplier. Journey data is uploaded to internal system and customers who have exceeded their 104 journey allocation are added to list which is returned to supplier.
Data on socio-economic disadvantage e.g. low income, low wealth, material deprivation, area deprivation.		
Data on equality outcomes		
Research/literature evidence		
Public/patient/client experience information		
Evidence of inclusive engagement of people who use the service and involvement findings		
Evidence of unmet need		
Good practice guidelines		
Carbon emissions generated/reduced data		
Environmental data		

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal
Risk from cumulative impacts		
Other (please specify)	Benchmarking on other local authorities.	This shows that few local authorities provide this service.
	Rates charged by service providers.	Evidence shows that a number of taxi firms in the city provide cost reduction for taxicard users, or provide alternative service, despite lack of subsidy from Council.
	Lothian Buses Fleet Details	There has been a significant improvement in the accessibility on Lothian Bus services since the initial introduction of the Taxicard service. At the 2022 Scottish Transport Awards, Lothian Buses won the 'Excellence in Transport Accessibility Award'.
	Scottish Government Fair Fares Review – Transform Scotland Report	A Fair Fares review is being progressed which is likely to look at accessible services for people with a disability.
Additional evidence required		

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

Equality, Health and Wellbeing and Human Rights	Affected populations
Positive - Allowing individuals to make a more informed decision on what service they use. - Individuals not constrained to the use of one taxi supplier as is case under current arrangements. (Multiple types of taxis) - Users not restricted to 104 taxi journeys per-year as is current arrangement.	**Taxicard users/People with disabilities**
Negative	

Equality, Health and Wellbeing and Human Rights	Affected populations
- Current Taxicard users may feel isolated or unable to make essential journeys if unaware or unfamiliar with replacement arrangements.	**Taxicard users/ People with disabilities**

Environment and Sustainability including climate change emissions and impacts	Affected populations
Positive - Allows for a new joined-up approach with, and better use of, the Council's existing concessionary transport fleet - Planning and scheduling of journeys throughout the city is more efficient, meaning fewer vehicles making fewer journeys. - Use of fewer vehicles aids the transition to a net-zero fleet.	**All** **All** **All/CEC**
Negative - Current taxi provider uses electric vehicles. The Council's fleet is not currently fully electric.	 **All**

Economic	Affected populations
Positive Provides customers with choice and ability to seek out more economical journeys.	**Taxicard users/ People with disabilities**
Negative - If replacement arrangements are not successful in meeting needs of taxicard users then this may lead to isolation and difficulty in making essential journeys, including accessing shops and services throughout the city.	**Taxicard users/ People with disabilities**

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?

Replacement services will involve a variety of approaches, including the use of some contracted services. These will be procured utilising the Council's Procurement Framework and thus will guarantee the above.

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.**

Individual engagement with representative groups on what future arrangements will look like. This will allow for a joint-communications plan to be developed to deal with points raised during consultation process.

11. **Is the plan, programme, strategy or policy likely to result in significant environmental effects, either positive or negative? If yes, it is likely that a <u>Strategic Environmental Assessment</u> (SEA) will be required and the impacts identified in the IIA should be included in this. See section 2.10 in the Guidance for further information.**

N/A

12. **Additional Information and Evidence Required**

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.

None required

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:**

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
Engage with stakeholders in the design of any potential alternative arrangements. This will allow for a joint-communications plan to be developed.	Gavin Brown	TBC	
Continue to progress net zero fleet review.	Scott Millar	Ongoing	

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 service will continue to gather data that is already collated. This will include data on replacement services.
We will monitor customer contact.
We will continue to work with the Council's Transport Forum to gather the views of stakeholders.

16.   Sign off by Head of Service

Name Gavin N Brown

Date   23/01/23

17.   Publication
Completed and signed IIAs should be sent to:
integratedimpactassessments@edinburgh.gov.uk to be published 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 at www.edinburghhsc.scot/the-ijb/integrated-impact-assessments/