

## Initial Integrated Impact Assessment Form

<b>Section 1 - The Policy</b>	
<b>Policy title</b>	Community Transport
<b>Implementation date</b>	1 April 2024
<p><b>Please provide an overview of the policy including the key aims and expected outcomes:</b></p> <p>The current provision of Community Transport funding in the Western Isles is primarily based on the Rural Community Transport Initiative (RCTI), a Scottish Government grant funding scheme available to community groups by application. There was also a smaller contribution from the Rural Transport Fund which helped minimise the need for financial contribution from community groups who made a successful application for RCTI funding. The Comhairle has continued to finance these schemes since 2008, with little change other than the withdrawal of some groups from the programme. As it was originally based on applications from individual groups in 2008, rather than a wider Western Isles strategy, funding is not currently spread evenly in all areas.</p> <p>The funding is currently part of the Comhairle’s transportation budget and is not ring fenced. Currently, there is considerable pressure on budgets to provide all forms of public transport. A reduction of £120k would leave a budget of £73k to distribute to community groups. This would be achieved by an application process which would take account of the needs of each area and proximity to existing services. Should financial circumstances change, such as availability of external funding in the future, there would be an opportunity to extend the scheme.</p>	
<p><b>Detail the budget implication relating to the policy:</b></p> <p>Savings of £120k per annum</p>	
<p><b>What will change as a result of this policy?</b></p> <p>Reduction of budget would mean less funding available to Community Transport providers. Opening the scheme to new bids is expected to provide a wider geographic coverage. However, a reduced budget will require groups to find other sources of revenue.</p>	
<p><b>Indicate which groups of people will be, or potentially could be, impacted upon by the implementation of this policy?</b></p> <p>Community Transport is intended to provide transport solutions to all community needs created by gaps in regular transport (bus) services. The reduction of the total grant available may be partly mitigated by the potential to support smaller project across a wider geographic aspect of the Western Isles community.</p>	
<b>Responsible Persons</b>	
Department / Section	Assets and Infrastructure / Municipal Services
Lead Officer	David Macleod
IIA Team Members	David Macleod, Norma Skinner
Responsible Head of Service	David Macleod
<b>Section 2 - Evidence</b>	



## Initial Integrated Impact Assessment Form

**What data and information has been reviewed as part of the policy development process?**

A review of Community Transport is being carried out by TAS Ltd. This is expected to provide a final Report in March 2024

**Detail what consultation has taken place as part of the policy development process?**

It has previously been identified that the geographical spread of Community Transport funding does not provide equality of access to services.

**What does the information collected and the outcome of any consultation indicate regarding potential impacts of the policy?**

Although there is a reduction in funding, it is intended that there will remain opportunities for new community transport schemes.

**Are there any gaps in knowledge? If further evidence or consultation required as part of the policy development process please detail:**

It is not clear if funding will be available from other agencies to support the work being carried out on their behalf by current Community Transport schemes e.g. patient travel.

**Section 3 - Initial Integrated Impact Assessment**

Impact Overview	Yes	No
Is the policy strategic?		✓
Will individuals have access to, or be denied access to a service or function as a result of the policy or the changes being proposed to services or functions?	✓	
Will the implementation of the policy, or the changes to the policy, result in individuals being employed, a change in staffing levels, or a change in terms and conditions, employer or location, either directly or indirectly?		✓
Is there a change in the size of a budget?	✓	
Will a service be withdrawn, changed or expanded?	✓	
Will the policy have consequences for or affect people?	✓	
Does the policy have the potential to have an impact on equality even when this only affects a relatively small number of people?		✓
Does the policy have the potential to have an impact on the economy and the delivery of economic outcomes?		✓
Is the policy likely to have a significant environmental impact?		✓

**Comments**

Funding to community groups will be reduced by £120k.

A review is underway by TAS Ltd Consultancy and this will explore the use of community transport and the potential opportunities for a wider range of community groups to be involved. Community Groups may be able to access external funding.

On this basis it is not clear at this time, exactly what impacts there may be from the reduced funding, however, there may be impacts on the level of service provided through community groups.



**Initial Integrated Impact Assessment Form**

<b>Section 3 – - Initial Integrated Impact Assessment</b>			
<b>Continued</b>			
<b>Which groups of people will be, or potentially could be, impacted upon by the implementation of this policy?</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>
age		✓	It is not entirely clear at this time, what impacts will result from reduced funding to community groups. There may be impacts to those who are young and older and do not have access to cars.
disability		✓	
sex		✓	
gender reassignment		✓	
marriage and civil partnership		✓	
pregnancy and maternity		✓	
race		✓	
religion or belief		✓	
sexual orientation		✓	
<b>Do you have evidence or reason to believe that this policy will or may impact on socio-economic inequalities?</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>
Socio-economic Disadvantage		✓	It is not entirely clear at this time, what impacts will result from reduced funding to community groups. There may be impacts to those who are on low incomes or living in more remote areas who do not have access to a car.
Low Income/Income Poverty		✓	
Low and/or no wealth		✓	
Material Deprivation		✓	
Area Deprivation		✓	
Socioeconomic Background		✓	
<b>Do you have evidence or reason to believe that this policy will or may affect individuals Human Rights?</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>
Human Rights		✓	
<b>Do you have evidence or reason to believe that this policy will have wider impacts as outlined below?</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>
Health and Wellbeing		✓	
Economic and Social Sustainability		✓	
Environmental Sustainability, Climate Change and Energy Management		✓	
The Gaelic Language		✓	
Island Proofing		✓	
Is there the potential for cumulative impact?		✓	



## Initial Integrated Impact Assessment Form

### Section 4 - Decision

Based on the initial Integrated Impact Assessment is a full IIA required?

Yes

Full IIA Lead Officer: \_\_\_\_\_

Estimated completion date: \_\_\_\_\_

No

If an IIA is deemed not to be required please detail the decision rational below:

It is not yet clear what the impact will be from reduced funding to community groups. A further IIA will be conducted if required on the outcome of the review.

### Section 5 – Lead Officer and authorising Director

Lead Officer (print name)	David A Macleod
Designation	Head of Municipal Services
Date	19 February 2024
Print name of Head of Service or Director responsible for the policy	David A Macleod
Date	19 February 2024

