

ADULT SOCIAL CARE – TRANSPORT POLICY PROPOSAL

To: **Adult Social Care Committee**

Meeting Date: **4th December 2014**

From: **Adrian Loades, Executive Director, Children, Families and Adults**

Electoral division(s): **All**

Forward Plan ref: **Key decision: No**

Purpose: **This report is presented to Adult Social Care Committee to seek agreement to consultation for the proposed Transport Policy for Adult Social Care.**

Recommendation:

- a) The Committee are asked to take note of the report and make comments in relation to it.**
- b) The Committee are asked to approve a three month consultation on the proposed Transport Policy for Adult Social Care.**

<i>Officer contact:</i>		<i>Member contact:</i>	
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1. BACKGROUND

- 1.1 Adult Social Care does not, currently, have a transport policy for vulnerable adults which outlines whether transport will, or will not, be provided. This has led to inconsistencies in the allocation of transport within care packages.
- 1.2 The absence of a policy has resulted in anomalies where service users are being provided with County Council funded transport when they have access to a mobility allowance and, in some cases, a mobility vehicle.
- 1.3 The purpose of the policy is to provide clarity on when the Council will provide transport, or funding for transport as part of a social care package.

2. MAIN ISSUES

- 2.1 This policy has been developed to address the lack of guidance for staff, service users and their families around the provision of transport as part of the individual's social care support plan. It sets out the criteria that staff will use during social care assessments and reviews to determine whether an individual should be provided with statutory local authority assisted transport services or Social Care funded transport to meet their assessed eligible needs. Introduction of the policy will ensure a consistent approach to transport within social care support plans. This policy will be reviewed on a regular basis to allow for future legislation.
- 2.2 The Council has a legal duty to provide travel or assistance with travel arrangements for 'chronically sick' or 'disabled' people under Section 2(1)(d) of the Chronically Sick and Disabled Persons Act 1970. However, the Act does not provide detailed guidance on exactly when the Council should provide this assistance. This policy has been discussed with Legal colleagues who are confident that it fits with the expectations of the Act. The new Care Act 2014 does not refer specifically to travel or assistance with travel but the policy, once finalised, will be kept under regular review.
- 2.3 The Council currently fulfils the statutory duty for service users who have been assessed as having substantial or critical needs in the following ways:
 - Transport directly provided to access services, mainly day services, provided either by contracted vehicles or by our own In-House vehicles.
 - Locality Teams arranging transport using volunteer drivers or private taxi firms.
 - An individual making their own arrangements using a Direct Payment.
- 2.4 The policy balances the promotion of independence, choice and control with maintaining a duty of care that protects the most vulnerable of service users and ensures that Council resources are used in the most efficient way possible through the following parts of the policy:
 - allocation criteria for transport services
 - provision of escorts
 - support in selecting independent travel options that promote independence and choice
 - resource authorisation and approval methods
 - assessment review
 - financial management following the cancellation or variation of transport provision.

- 2.5 Section 3.0 of the draft policy (attached: [appendix a](#)) states clearly the responsibilities of the Council in ensuring Service Users have the means to access agreed services and Section 3.1 sets out the circumstances when transport will not be provided. These two sections are significant in providing the clarity of approach that will determine whether the Council funds travel or assistance to travel for people with assessed social care needs.

3.0 CONSULTATION

- 3.1 Consultation to launch on Monday 8th December 2014 and run for a minimum of three months. The consultation questionnaire ([appendix c](#)) will include a draft copy of the transport policy.
- 3.2 Consultation period is currently set to close 7th March 2015
- 3.3 There will also be an “EasiRead” version of the draft transport policy published.
- 3.4 Consultation forums will take place during the consultation period and will include:-
- i) groups of current users of council services,
 - ii) publication on council internet, in accordance with protocols.
- 3.5 Lead officers will attend appropriated boards and committees e.g.:-
- i) partnership boards,
 - ii) advocacy and user groups.

4.0 POLICY AGREEMENT

- 4.1 Following the closing of the consultation period, the feedback will be collated and a response will be formulated.
- 4.2 This process will influence any proposed changes to the draft policy.
- 4.3 It is proposed that a report outlining the outcome of the consultation with an updated draft policy will be presented to Spokes and then Adult Social Care Committee at their meeting on 26th May 2015.
- 4.4 Proposed time line for the implementation of the policy is 1st June 2015

5. ALIGNMENT WITH CORPORATE PRIORITIES

5.1 Developing the local economy for the benefit of all

There are no significant implications within this category.

5.2 Helping people live healthy and independent lives

The aim of this policy is to support people in their independence by accessing the variety of local transport opportunities available, to attend support services which promote healthy and independent living.

5.3 Supporting and protecting vulnerable people

This policy will affect how transport is provided and paid for. Changes to service users' existing plans, where applicable, will only be made following statutory reviews.

6.0 SIGNIFICANT IMPLICATIONS

6.1 Resource Implications

The Learning Disability Partnership and the Physical Disability & Sensory Impairment Services have a target saving requirement on their transport budget. Although this policy, in itself, is not designed solely to achieve savings, nevertheless savings should be made as result of this and will support the savings target for both services.

There are no resource implications in relation to the council's charging policy

6.2 Statutory, Risk and Legal Implications

Legal: In terms of legal implications, our legal section has studied the document and currently can find no issues with the proposals in this policy. However, it should be noted that with the advent of the Care Act 2014, although there is nothing specifically related to transport in that Act, we should be aware of case law as it develops and any new implications that need to be taken into account. This means that the policy, once approved, will need to be reviewed on a regular basis to ensure it complies with statutory, legal and strategic responsibilities.

6.3 Equality and Diversity Implications

Any change in service user transport arrangements, as a result of this policy, could affect vulnerable adults. However, this should be mitigated by changes will only being implemented following a statutory review.

6.4 Engagement and Consultation Implications

Discussion on the proposals has taken place across the Adult and Older People's Directorate of the Children, Families and Adults Executive.

It is proposed to undertake a three month public consultation on this proposed policy, which will seek the views of:-

- Service Users,
- Family Carers,
- Voluntary Organisations,
- Independent Care Providers,
- Staff within Children, Families and Adults Executive
- Partner Agencies e.g Cambridgeshire and Peterborough Foundation Trust.

6.5 Localism and Local Member Involvement

All Members will be consulted with and their views taken into consideration.

A community Impact assessment has taken place ([appendix b](#))

The proposed transport policy empowers communities to do more for themselves.

6.6 Public Health Implications

There are no significant implications within this category.

Source Documents	Location
NONE	

TRANSPORT ALLOCATION POLICY for adults in receipt of social care services

1.0 Introduction

This policy establishes guidance around the provision of transport within a person's support plan and outlines a distinct set of criteria by which assessors of social care may determine whether an individual should be provided with statutory local authority assisted transport services or Social Care funded transport as part of a support plan. It will also identify uniform criteria, in which resources can be allocated, ensuring fair access to social care services, by the principles of equality and fairness, applied reasonably and consistently. This policy will be reviewed on a regular basis to allow for future legislation.

The duty upon Cambridgeshire County Council as a local authority is

“to provide travel or assistance with travel arrangements for ‘Chronically Sick’ or ‘disabled’ persons lies within section 2(1)(d) of the Chronically Sick and Disabled Persons Act 1970.”

Cambridgeshire County Council fulfils this duty in two main ways:

- Funding allocated in an agreed support plan for provision of transport whether that is an arranged provision or funded by direct payments.
- Provision of local authority run assisted transport, where this is arranged by the County Council on behalf of an individual

This review takes place in light of changes in the delivery of social care options. It reflects the need to provide services that:-

- offer choice respecting an individual's right to take risk,
- promote user independence, and
- maintain a duty of care that protects the most vulnerable of service users.

The policy also determines the:-

- allocation criteria to transport services,
- provision of escorts,
- support in selecting independent travel options that promote independence and choice.
- resource authorisation and approval methods,
- assessment review, and
- financial management following the cancellation or variation of transport provision.

Consideration of transport provision will be for the following categories of service users:

- Older People's Services
- Physical Disability Services
- Sensory Services
- Users of Mental Health Services
- Learning Disability Services
- Drug and Alcohol Users
- Services Users with acquired immunodeficiency syndrome (Aids)/HIV

Such service users will have been assessed as being in 'critical' or 'substantial' categories of need, as identified in an assessment, in line with 'Fairer Access to Care Services' which will be replaced by the national eligibility criteria set out in the Care Act 2014

The introduction of direct payments and individualised budgets allows for not only:-

- flexibility in the choice of transport provision to meet individual needs, but also
- supports the local authority's duty to achieve efficiency savings in the key area of local authority expenditure.

2.0 Legal framework

Section 29 of the National Assistance Act 1948 defines those within local authorities have the power to make provision for 'welfare services'.

Namely – 'Local Authorities shall have the power to make arrangements for promoting the welfare of persons for whom the section applies, that is to say persons that are blind, deaf or dumb, and other persons who are substantially and permanently handicapped by illness, injury or congenital deformity or such other disabilities as may described by the Minister'.

Chapter 44, section 22 (1)(d) of the 'Chronically Sick and Disabled Persons Act 1970, clarifies the areas of need to the authority to make arrangements.

Namely '2-(1) where a local authority having functions under section 29 of the National Assistance Act 1948 are satisfied in the case of any persons whom this applies who is ordinary resident in that area, that it is necessary to meet the needs of that person for that authority to make arrangements for all or any of the following matters, namely – '(d) the provision for that person of facilities or assistance in travelling to and from their home for the purpose of participating in any services provided under arrangements made by the authority under the said section 29 or, with approval by the authority, in any services which could be provided under any such arrangements.

The role of provided transport is to assist participation in services for all those who meet Cambridgeshire County Council's eligibility criteria.

It should be noted that Parliament is progressing a new Care Act. There is nothing specific around transport issues but its impact may affect this policy. This Policy will be reviewed as further information comes to light.

3.0 Assessment and criteria

Following a social care assessment that identifies eligible needs, Cambridgeshire County Council (CCC) will consider all transport options set out in section 3.1 before considering the provision of transport through the following methods:

- Transport directly provided to access services, mainly day services, provided either by contracted vehicles or by our own In-House vehicles.
- Locality Teams arranging transport using volunteer drivers or private taxi firms.

- An individual making their own arrangements using a Direct Payment

This approach will support the development or maintenance of skills in independent travel and ensure efficient use of the Council's resources. Where transport is provided the assessed need for the assistance to access services will need to be clearly documented.

Where a service user is found to be eligible for the provision of transport services, two categories of provision arise. One is unaccompanied travel. The other is travel with support from a travel escort (see section 3.2 below).

3.1 Assessment for independent travel options taking into account an assessment of risk

Transport will not be provided where the following options are available.

- a) it is possible for the service user to walk to the venue
- b) there is accessible public or community transport available within the given period of time
- c) the use of public transport does not place the service user in a position of risk of being harmed. (e.g. physical or verbal abuse from other passengers)
- d) the service user is able to walk, or get public transport, without risk associated with ability, behaviour or health
- e) the service user could benefit from a programme of 'travel training' designed to equip the individual with the skills, and confidence, required to travel independently by public transport, were it to become available.
- f) The service user has their own transport.
- g) The service user has access to transport provided by a carer, relative or friend
- h) The service user is able to purchase transport services directly using benefits such as mobility allowance, or a concessionary bus pass
- i) The service user is able to access door to door transport schemes such as 'Dial a Ride'. If they cannot, then the reason should be listed. The funding of this transport needs to be determined.
- j) Where the user has a vehicle provided by the 'Motability scheme' which should be appropriate to meet the service user's transport needs, CCC would expect that vehicle to be used as transport for the user to and from services identified as needed by the user through assessment.
- k) Where a family carer is expected to drive a 'Motability' vehicle they should be asked to do so. However, assessors should be aware of a requirement to balance the needs of the family carer, identified in the family carers own assessment, against any responsibilities to assist with transport for the person that they care for. Other family members/friends should not be using the vehicle when required by the service user.
- l) If there is no-one available to drive the 'Motability' vehicle e.g. because the family carer(s) or named driver works, consideration needs to be given to alternative sources of funding, such as a direct payment, or to arranged provision or to fund another driver.
- m) Where people live in settings where their care is funded by the Adult Social Care Service (e.g. Residential Care, supported living Schemes), the cost of the placement will meet the full range of support needs, including transport, to attend community activities, including college and all-day opportunities.
- n) Where people are living in adult placement on a long term basis, it will be expected

that the cost of the placement will meet their full range of support needs, including transport to community activities and college.

- o) Where people contribute towards the provision of a shared community vehicle, such as in 'Supported Living' settings, there is an expectation that this would be used to transport them to community activities including college.

The procedures for assessing independent travel options must include an assessment of risk, in accordance with a professional judgement and expertise of the assessor, taking into account eligibility criteria.

3.2 Circumstances where CCC assisted transport may provide a passenger assistant

CCC assisted transport may be provided when the person is found to have an eligible need, following their assessment, to attend a particular service and, following an assessment of independence and risk, is found not to be able to use any of the available options identified in 3.1; and when it is identified in a carers comprehensive assessment that not providing transport would place an unreasonable, and additional, responsibility on the carer or family member.

Service users, assessed as being unable to travel unaccompanied, will usually be provided with transport with a passenger assistant. The passenger assistant provides assistance over, and above, that offered by the driver of the vehicle.

A local authority assisted transport passenger assistant may be provided when the service user has been assessed as having eligible needs for social care services, following their assessment and, following an assessment of independence risk, is found not to be able to use any of the available options mentioned in 3.1 and where any of the following conditions apply:-

- a) the service user may pose a risk to themselves or any passenger or to the driver when travelling.
- b) the service user has experienced epileptic seizure during the previous two years while travelling. It should be noted that the passenger assistant may not be able to administer medication.
- c) the service user's experience is severe and/or enduring medical conditions, including learning disabilities and mental health problems, that might affect their ability to travel without assistance.

A passenger assistant may also be provided following risk assessment where a grouping of adults determines the need for one

3.3 Provision of CCC assisted transport to services not commissioned directly by CCC

Some service users access services not commissioned directly by CCC adult social care services, but may be assessed as being eligible for transport to access such services. These include:-

- further education funded colleges,
- lifelong learning courses,
- community opportunities
- voluntary placements and

- work.

In such circumstances, the service user's need for transport provision must be assessed if the service to be accessed is to be incorporated in to the support plan, as part of the assessment for critical or substantial needs. A CCC assessment will take into consideration the independent travel options in 3.1.

Where service users choose to attend college courses outside the boundaries of the CCC, transport to, and from, the college will not be provided, even if it has been provided under Children's Services.

CCC will not, usually, meet the cost of a service user's travel to, and from, residential further education colleges at the start, or end, of the term. Nor the start, or end, of a mid term breaks. This is a family or personal responsibility.

3.4 Health, Safety and Approval to transport

3.4.1 Seat Belts

Seat belts must be provided in all CCC commissioned transport either local authority assisted or arranged through a support plan and worn by drivers, passenger assistants and passengers at all times. [UK Seatbelt Guide](#)

Any request, or need, to opt out of this requirement will be considered on health grounds only. This must be accompanied by written relevant evidence, e.g. medical reports and risk assessments.

3.4.2 Transporting service users with life limiting conditions

There will be times when people with life limiting conditions could be taken seriously ill during transit. In this situation the care plan and or risk assessment for the individual should be followed and appropriate emergency services used. With these kind of situations the escort may wish to use professional judgment as to continuing with the journey and not causing others distress and respectfully managing the situation.

3.4.3 Managing expectations of people with complex needs in Local Authority Assisted Transport

Transport requires service users to be transported as safely and effectively as possible. Service users who have any of the following issues should seek approval from the transport department prior to agreeing **any** form of transport provision.

3.4.3.1 Non industry standard wheelchairs

Wheelchairs that are not of an approved manufacture must be assessed but may be refused if they cannot be safely secured in the vehicle due to the type of chair involved. Users may need to transfer safely to a seat on the transport provided.

3.4.3.2 Epilepsy management

Clients who's epilepsy cannot be safely managed by risk assessment and care plan, may need to be reviewed by transport and a multidisciplinary assessment of the transport and risks understood.

3.4.3.3 Challenging / inappropriate behaviour

People with challenging and inappropriate behaviour should have a detailed risk plan of

how to manage these incidents or a joint decision to individually transport should be based on a case by case situation.

3.4.4 Medication

Medication for a service user will be carried on CCC assisted transport for use by the named person. If a requirement to administer medication to the service user occurs, then the person required to administer it must be appropriately trained. A risk assessment must be in place and the transport company must know the identity of the trained person.

4.0 Carers

Under the Carers and Disabled Children Act 2000, eligible carers are given the right to request an assessment of their own needs for services. Whilst there is no prescribed menu of services that can be offered; The Carers (Equal Opportunities) Act 2004 states that local authorities, when carrying out carers assessments, must consider how service provision will impact on the carers lives, with regard to;

- work,
- education,
- training and
- leisure.

It is expected that, where possible, the carer, who is a named driver of a 'Motability' vehicle, should be able to transport the service user to and from the venue. However, It must be recognised that this may not be an option if such an arrangement contradicts the carer's assessment of need, as indentified in the 2004 act.

4.1 Part carer provision/part CCC care provision

It may be determined that a carer can be provided with transport, for the person that they care for, up to an agreed maximum commitment each week. This may result in a carer providing transport on certain days of the week, with CCC providing transport either through the assisted transport provision or alternative arrangements agreed within the support plan on the remaining days. These arrangements must be within current guidelines and meet the requirement of the carer's assessment. Details of the arrangement must be recorded in both the services user's and carer's assessments.

5.0 Approval and resource allocation of CCC Assisted Transport

1. Social and Education Transport Team (SETT) should be consulted before final agreement for transport provision is agreed. SETT will be able to indicate costs and resource availability. (This to be expanded on through SLA).
2. All transport proposals must be written into the Support Plan prior to approval by relevant manager.
3. Written approval can then be submitted to SETT alongside the transport request.

5.1 Direct payment and arranged provisions as part of self directed support

Transport requirements, and costing, will be included as an item in an individual's support plan.

6.0 Assessment review

All transport arrangements will be reviewed as part of the annual assessment review. The criteria detailed in sections 3 and 4 will appertain. Where a service user is accustomed to assisted travel this will not be a criterion for the continuation of such provision. Where it is felt that an individual may already be able or could develop the skills to travel independently a full assessment for independent travel, including an assessment of risk, will be carried out, and an appropriate transport package will be identified. However, transitional plans must be put in place to ensure any risks are managed and access to a service is maintained, eg whilst the service user undertakes a programme of travel training, should such an option become available.

7.0 Charges to service users

All assisted transport provided, or arranged, by CCC Adult Social Care Services is subject to a charge per journey. The charge will be reviewed in line with inflation on an annual basis.

Transport agreed within a support plan (other than CCC assisted transport) is included in the financial assessment made around contributions to care and there is no additional charge for these services.

8.0 Financial management – cancellation or variation of transport costs or provision

Social care assessors and practitioners will remind service users each time transport provision is re-assessed that, where transport provision is provided, service users must notify them, directly, of any planned journey cancellation at least 24 hours in advance. Late cancellations will result in a charge for journeys not taken. Where the reason for cancellation is not foreseen, for example sickness on the day, each case will be considered on its merits.

9.0 Appeals and complaints procedure

Any service user who is not satisfied with the local authority decision in relation to transport, or the nature of the service provided, will have the right to instigate the CCC complaints procedure. In conducting an investigation into the complaint the appropriate manager will look at the operation of the policy and procedure, and will also be able to consider any special circumstances that may apply to any applicant including cases of financial hardship.

If the service user continues to remain dissatisfied with the outcome of their complaint there is a right to appeal, through the CCC Adult Social Care complaints procedure, for the investigation and decision to be reviewed. Dissatisfaction with the council policy itself cannot be considered through this process, although the usual rights and representation are available.

10.0 Review of Policy

This policy will be reviewed one year after implementing and then on a rolling three year basis as a minimum. This policy will also be reviewed in light of any external and/or

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internal policy changes which may have an impact on its accuracy.

COMMUNITY IMPACT ASSESSMENT

Directorate / Service Area		Officer undertaking the assessment
Adult Social Care		Name: Derrick Biggs..... Job Title: Head of Provider Services Contact details 01354 750084:
Service / Document / Function being assessed		
All Adult Social Care Services including services managed on behalf of the County Council within Cambridge and Peterborough Foundation Trust.		
Business Plan Proposal Number (if relevant)		
Aims and Objectives of Service / Document / Function		
<p>This is the formulation of a transport policy for all Adult Services within the responsibility of Cambridgeshire County Council. It includes services run by partner organisations, eg the Mental Health Services run by Cambridge and Peterborough Foundation Trust. It will also include services run by private and voluntary organisations contracted by the County Council.</p>		
What is changing?		
<p>There is currently no overall policy for the allocation and use of transport for adults who require it to access services in accordance with assessed needs. This Community Impact Assessment covers the drafting of a transport policy in order to ensure that there are clear guidelines and parity in place for all service users who, due to individual circumstances, require transport to access services as provided by, or on behalf of, the County Council following a needs-led assessment, in many cases in conjunction with their support plan following self-directed support.</p>		
Who is involved in this impact assessment?		
<p>e.g. Council officers, partners, service users and community representatives.</p> <p>There are many stakeholders involved in this piece of work. It would be relevant to all service users of adult social care in Cambridgeshire County Council and also relevant family carers. It would affect all staff in relation to providing clear guidelines and criteria for the provision of transport. There also needs to be awareness by fellow organisations such as Cambridge and Peterborough Foundation Trust, and also private and independent sector providers who either provide transport themselves or use transport provided directly or contracted by the County Council. It will also involve Members of the County Council who will need to agree this policy.</p>		

What will the impact be?

Tick to indicate if the impact on each of the following protected characteristics is positive, neutral or negative.

Impact	Positive	Neutral	Negative
Age	√		
Disability	√		
Gender reassignment		√	
Marriage and civil partnership		√	
Pregnancy and maternity		√	
Race		√	
Religion or belief		√	
Sex		√	
Sexual orientation		√	
The following additional characteristics can be significant in areas of Cambridgeshire.			
Rural isolation	√		
Deprivation	√		

For each of the above characteristics where there is a positive, negative and / or neutral impact, please provide details, including evidence for this view. Describe the actions that will be taken to mitigate any negative impacts and how the actions are to be recorded and monitored. Describe any issues that may need to be addressed or opportunities that may arise.

Positive Impact
The aim of this policy is to ensure consistency in approach in the allocation of transport for services users to access services. With the introduction, and increased take-up, of self directed support, the need for transport is now being more clearly defined in service users' support plans. This policy will eliminate the possibility of individual decisions being made by practitioners without clear guidelines and will thus limit that inconsistency.
Negative Impact
As no policy currently exists there could be changes to individual service users' requirements in the allocation of transport as a result of this policy. A section of the policy states clearly when transport will or will not be provided. However, any changes in any of the transport provision to service users can only be effected following a statutory review, which is a requirement when any changes to individual packages are to be considered.

Neutral Impact
N/A

Issues or Opportunities that may need to be addressed
<p>It will be necessary to do a lengthy consultation, for a period of approximately three months, with a large cross section of current service users, family carers, organisations and providers in the voluntary and independent sector and staff with the services. This will include colleagues working within Cambridgeshire and Peterborough Foundation Trust.</p> <p>Following feedback received during the consultation period, it will then be necessary to consider the responses, and if appropriate and necessary, to amend the transport policy accordingly. Following any changes to the transport policy, it will again be necessary to elicit the agreement of senior managers of Adult Social Care in the County Council and also elected Members.</p>

Adult Social Care Transport – wider public consultation

Cambridgeshire County Council is establishing a policy for the provision of adult social care transport which will help assessors of social care determine whether we are able to provide local authority assisted transport services as part of a care package. It will also outline the criteria for the allocation of available resources to ensure that access to services is equal and fair. To support us in this aim we would like to find out how our transport services in Cambridgeshire are helping you to maintain a healthy, independent life - what works well, and what you think is missing. You can have your say by completing the following questionnaire and providing us with any comments or opinions. We look forward to hearing from you.

SECTION ONE ABOUT YOU

Please tell us a little bit more about you. This will give us a better understanding of our “customer base”, and ensures that we have considered the views of a wide range of people.

1. *Are you:* ☐ Male ☐ Female ☐ Prefer not to say
2. *How old are you?* ☐ Under 25 ☐ 25-30 ☐ 30-39 ☐ 40-49 ☐ 50 - 59 ☐ 60 – 69 ☐ 70 – 79 ☐ 80+
3. *What is your home postcode?* _____
This is important to us because it will allow us to identify whether people experience particular problems in certain areas. It will not be used to identify you in any way.
4. *Which of the following best describes where you live?*
☐ my own home ☐ rented accommodation ☐ sheltered accommodation ☐ Residential Care ☐ supported living
☐ with family
- 5.. *Do you own or have access to a car funded by a mobility allowance?* ☐ Yes ☐ No

If yes do you drive it yourself? ☐ Yes ☐ No
6. *Do you have a disability that makes it difficult for you to get around?*
☐ Yes ☐ No ☐ Prefer not to say

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7. *Do you currently access Adult Social Care Transport services or transport funded by the service you attend?*

☐ Yes ☐ No

If yes please describe the services you use _____

8. *Are you in receipt of a Personal Independence Payment (PIP) or Disability Living Allowance (DLA)? (PIP was scheduled to replace DLA in April 2013).*

☐ Yes ☐ No ☐ Prefer not to say

SECTION TWO

YOUR COMMUNITY AND SOCIAL LIFE

9. *Can we ask about your social life, this gives us an insight into how we can support your ability to live an independent life?*

	Yes	No	Comments
Do you attend any clubs or groups? If so which ones?			
Would you like to be more involved? (If so, what is preventing you currently?)			
Does being part of a club/ group help you to feel independent, safe and well?			
Does lack of available transport prevent attendance			

SECTION THREE YOUR TRAVEL PREFERENCES

The role of provided transport is to assist participation in services for all those who meet the eligibility criteria. However, transport can only fairly be provided where, having considered all the options, you need this help. Where possible Cambridgeshire County Council will encourage and support you in making your own transport arrangements. We would therefore like to know how you normally travel.

10. *We would like to know about the main transport service you use. Do you use the following types of transport?*

	Yes	No	Comments
Your own car			
Public transport			
Family and friends transport			
Bicycle			
Train			
Taxi			
Dial-a-ride			
Shopmobility			
Council transport service			
Taxicard			
Other, please specify			

11. *We would also like to know about your use of public transport*

	Yes	No	Comment
Can you access public transport?			
Do you need someone accompanying you to use public transport?			
Do you need help getting around locally?			

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12. *How do you usually travel to and from the following? Select the transport mode you use for most trips to*

	Public transport	Own Transport	Council Transport	Volunteer Transport
Work				
Study – school/college/university				
Health Services – doctor/dentist				
Essential shopping – groceries etc				
Non essential shopping - clothes etc				
Visiting friends/relatives				
Leisure/recreational facilities				
Community/day centres				
Other – please state below				

13. *Do you know about the range of transport services available in your area that can support you to pursue your activities?*

Service	I currently use this service	I have heard of this service and I do know how to access it	I have heard of this service but I do not know how to access this service	I have not heard of this service
Community ie Dial-a-Ride				
Voluntary Drivers				
Local community car schemes				
Age UK				
British Legion				
British Red Cross				
Patient Transport services				
Cambridgeshire County Council transport				

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Service	I currently use this service	I have heard of this service and I do know how to access it	I have heard of this service but I do not know how to access this service	I have not heard of this service
Public transport				
Other – Please state below				

14. *Would you be willing to pay or continue to pay for your transport?* ☐ Yes ☐ No

15. *Would you be willing to pay a contribution/reasonable costs for council transport to*

1. local facilities ☐ Yes ☐ No

2. facilities outside of the local area ☐ Yes ☐ No

16. *Would you be willing to accept a change of day care centre or the service you attend, to the nearest appropriate facility, if this ensured continued transport availability*

☐ Yes ☐ No

17. *Would you be able to use your own/local transport facilities instead of council transport to do this?*

☐ Yes ☐ No

AND FINALLY -

For your information we have provided a copy of our draft policy and would ask if you have any comments that you please write them in this box:

Appendix c

Thank you very much for your time