

President: The Countess of Rosebery
Chairman: Rev. Dr. W Graham Monteith
Chief Executive: David Griffiths



Established in Edinburgh in 1902

greg.anderson@edinburgh.gov.uk

13th February 2009

Dear Mr Anderson,

**Consultation Response
Edinburgh Partnership Single Outcome Agreement 2009-2012**

Ecas is an Edinburgh based charity that has been working to improve the lives of people with disabilities since 1902. We welcome the opportunity to comment on the Edinburgh Partnership Single Outcome Agreement, as this is clearly a most important document for all residents of the city.

Our detailed comments are enclosed.

As a general principle we would like to highlight that having adequate accessible transport is a central requirement to achieving many of the national outcomes. Many residents and visitors are unable to get to a bus stop, and a significant number require specialist through-door-to-through-door transport that goes beyond the service provided by taxis. Their standard of living and ability to take part in society - including employment, recreation and leisure - is dependent on adequate provision of such transport. We therefore recommend in our detailed comments that reference be made to relevant actions in the Local Transport Strategy to ensure that their importance to the SOA is more widely and clearly understood.

If we can provide any further information, please let me know.

Yours sincerely

David Griffiths

David Griffiths
Chief Executive

Ecas, Norton Park, 57 Albion Road, Edinburgh EH7 5QY

TEL: 0131 475 2344 FAX: 0131 475 2343 EMAIL: info@ecas-edinburgh.org www.ecas-edinburgh.org

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Detailed comments on Edinburgh partnership Single Outcome Agreement 2009-12

1. Page 12. Outcome “ = EQ – Total income for charities delivering activities primarily in Edinburgh”. Whilst the aim to maintain income is broadly welcomed, the following points are made noting that this is listed as being an equalities indicator:

- Not all charities are working in equalities fields. If this is an equalities outcome it is recommended that only those charities involved directly in equalities related work be included.
- A very few charities make up the vast majority of income. Some of those are not involved in equalities fields and some may not directly benefit Edinburgh. Examples might include Edinburgh Leisure (large income, limited equalities benefit); boarding schools (large income, clientele external to Edinburgh and limited equalities benefit).
- Many charities with small incomes and/or no staff achieve disproportionately large community benefit simply because all their output is “added value” as opposed to charities with large incomes that are simply contracted out Council departments. Simply measuring charity income is therefore not measuring quality of life.
- The amount of grant funding to equalities charities provided by the Edinburgh Partnership Partners might be a more meaningful measure.

2. Page 13. It is recommended that the three local indicators relating to Edinburgh’s Festivals include a measure of those who attend who have a disability, and those from other equalities groups. Perhaps expressed as a % of those who attend compared to the % of the population that are disabled. It is important to demonstrate that the festivals are inclusive.

3. Page 13. In order for Edinburgh to be “the most attractive place for doing business in Europe” it must surely have a transport system that is accessible to all, including those who for whatever reason are unable to use buses, even “accessible buses” or who may require through-door-to-through-door transport. This is recognised in the Vision of the Local Transport Strategy (LTS) which starts “*Edinburgh aspires to be a city with a transport system that is accessible to all and serves all.*” It is recommended that the following actions in the LTS be included in the required actions for National Outcome 1:

- Objective G “To improve the ability of people with low incomes and people with mobility impairments to use the transport system.”
- Action A69 “Seek additional sources of funding for Community and Accessible Transport.”
- Action A76 “Seek operational efficiencies in sharing and utilising the fleets of vehicles operated by the Voluntary Sector, the City of Edinburgh Council, Scottish Ambulance Service and NHS Lothian Divisions, used to provide community and accessible transport services.”

- Action A77 “Form a voluntary sector vehicle pool structure in the four quadrants of the city.
- Action A80 “Prepare and implement Information Strategy for community and accessible transport services to assist users and suppliers.”
- Develop an indicator for “Travel by people with mobility problems” which is identified as a requirement on page 137 of the LTS.

4. Page 15. In order to fully achieve the outcome “The performance of Edinburgh’s economy is strengthened through the skills development and increased economic participation of its population”. As is made clear in recent Government policy, such as *No-One Written Off*, this outcome can only be achieved if all those who have the ability to contribute are provided with the necessary infrastructure to do so. This includes transport. It is recommended that the following actions in the LTS be included in the required actions for National Outcome 1:

- Objective G “To improve the ability of people with low incomes and people with mobility impairments to use the transport system.”
- Action A69 “Seek additional sources of funding for Community and Accessible Transport.”
- Action A76 “Seek operational efficiencies in sharing and utilising the fleets of vehicles operated by the Voluntary Sector, the City of Edinburgh Council, Scottish Ambulance Service and NHS Lothian Divisions, used to provide community and accessible transport services.”
- Action A77 “Form a voluntary sector vehicle pool structure in the four quadrants of the city.
- Action A80 “Prepare and implement Information Strategy for community and accessible transport services to assist users and suppliers.”
- Develop an indicator for “Travel by people with mobility problems” which is identified as a requirement on page 137 of the LTS.

5. Pages 23 to 27. National Outcome 6 “We live longer, healthier lives.” The general principles set out in this section are agreed. However, transport is central to almost all these goals yet is barely mentioned. It cannot be overstressed that people with mobility impairments who do not have access to appropriate transport simply cannot leave their homes; and this affects not only their physical health but also their mental health. All the items listed in the previous two paragraphs apply to National Outcome 6 as well. Additionally:

- It is recommended that the local indicators include comparators for people with disabilities. For example, those indicators relating to alcohol, anti-depressants and drugs should include the % of people with physical disabilities compared to the % of the overall population.

6. National Outcome 7. All the comments above apply. The absence of reference to the Local Transport Strategy in this section is seen as most regrettable.

7. National Outcome 10. “We live in well-designed, sustainable places where we are able to access the amenities and services we need.” The need for more accessible (not just affordable) housing and the need for transport that is accessible to all should be included in this section. Currently there is insufficient accessible housing and there is insufficient transport to enable those with severe mobility impairments to access the amenities and services they need.