NESTRANS		HTAP Annual Report
Programme: Health and Transport Action Plan		**Programme Manager Alex Geddes**
Reporting Period:	**From: 1 January 2010**	**To: 31 December 2010**

Section 1 Status Summary:

Background:

The Grampian Health and Transport Action Plan sets out the commitment of key stakeholder groups and agencies towards improving health and reducing inequalities, as well as Promoting Active Travel, looking at the Links between Transport and Public Health and improving Access to Healthcare.

The Health and Transport Action Plan [HTAP] is supported by the Chief Executives' Forum which comprises the chief operating officers and organisations of Aberdeen City, Aberdeenshire and Moray Councils, NHS Grampian, Grampian Police and Grampian Fire and Rescue Service.

A new governance structure has since been put in place, and the HTAP Steering Group now comprises of the relevant Heads of Service for Aberdeen City, Aberdeenshire and Moray Councils, NHS Grampian, the Scottish Ambulance Service and Nestrans.

A revised Constitution for the group was devised and agreed in 2010.

Sub Groups have also been set up to deliver on the three key elements identified in the HTAP:

- Active Travel;
- Links between Transport and Public Health; and
- Access to Healthcare

In addition to supporting the delivery of the above, the programme manager continues to deliver on other elements such as:

- Reducing inequalities;
- Community Severance; and
- Funding streams.

The sub groups are now in place and will continue to evolve in 2011-2012.

Active Travel

The HTAP Steering Group has now confirmed that "Active Travel" should fit within a new main heading, that of "Active Lifestyle". This is to take account of the wider need for communities to be encouraged to live a more active lifestyle with the benefits of active travel acknowledged as a main factor in improving people's health in general.

Links between the local active travel group "Get About" and NHSG Public Health are also

now in place with a programme of events and initiatives being planned for 2011-2012.

This will see a coordinated approach to the health benefits of active travel forming part of an active lifestyle campaign and the sharing of resource.

NHSG Transport Interchange ARI

In January 2010 the Programme Manager was asked to revisit the proposal for an integrated transport system in the grounds of Aberdeen Royal Infirmary in support of promoting more active travel options including cycle facilities, incorporated within a new bus port etc.

A meeting was then held to establish the background to this proposal and a sub group set up to progress the proposed project.

The sub group has agreed the concept is sound, however due to financial constraints this has meant that two options are now being progressed.

- What can be done to the existing bus port to improve this area; and
- What will the design of the interchange look like for the future, and subsequent costs involved to inform a longer term strategy.

It should be noted that the proposed long term interchange will not be about bus provision only, but will take in the needs of other modes of active travel such as cycling.

In 2011-2012 the sub group will work with service providers and partners to look at how existing services can be supported and improved in the short term, while developing a long term strategy for a new interchange as outlined above, in conjunction with NHSG's masterplan for their site.

Links between Transport and Public Health

In 2010 a new chair for this sub group was identified and a meeting organised for February 2011 with key stakeholders from the following groups:

- Environmental Services (to cover Air and Noise Pollution);
- Climate Change; and
- Road Safety.

This will inform the new chair of work in progress and identify where new links can be made. This meeting will also inform the high level HTAP programme of work being devised for 2011-2012.

The work of the Air Quality Action Plan for Aberdeen City during 2010 is outlined below, along with the current position of future noise pollution requirements.

Air Quality Management Action Plan [Aberdeen City]

Aberdeen City Council has progressed the development on an Air Quality Action Plan to reduce air pollution levels in the City's three Air Quality Management Areas.

The three areas are:

- City Centre;
- Part of Wellington Road; and
- Anderson Drive corridor.

Proposed Actions considered include:

- The promotion of modal shift and increased awareness of air quality issues.
- Encouragement to operate cleaner vehicles, both private vehicles and fleet operators.
- Road infrastructure improvements.
- Traffic management measures.
- Development of Council plans and policies to support air quality improvements.

Over 200 responses were received to a draft Air Quality Action Plan issued for public consultation in October 2010. The majority of the responses welcomed the initiatives being taken and the proposed final Action Plan will be presented at the Council's Housing & Environment and Enterprise, Planning & Infrastructure Committees in March 2011.

Other initiatives taken forward by Aberdeen City Council during 2010 included:

- The commencement of a feasibility study into a City Centre Low Emission Zone,
- Consideration of 'No Idling' signs at strategic locations such as taxi ranks.
- Work to develop a Car Club and Bicycle Rental scheme, and
- Air quality promotional work, including involvement in a European project on carbon reduction and reduced emissions, CARE-North (Carbon Responsible Transport Strategies for the North East Area).

A seminar was held in Aberdeen that considered good practice with regard to measures to reduce transport related CO2 emissions and improve air quality.

Noise Control:

EU legislation requires member states to produce maps of their areas showing transport related noise levels and take action to reduce levels in the worst affected areas.

Maps were produced by the Scottish Government in 2008 and subsequently Candidate Noise Management Areas (CNMAs) produced identifying the potentially worst areas, including several CNMAs in the Grampian area.

Following further consideration of noise exposure in 2010, the Grampian CNMAs will not be designated as Noise Management Areas in the near future. However, it should be noted that Aberdeen City falls within a second phase of the requirements of the EU legislation.

This means that all transport networks in the City will require to be mapped by 2012 and any potential Noise Management Areas identified.

Previously only A class roads with over 20,000 vehicles per day were included in the mapping for the Grampian area. The mapping process is likely to commence in summer 2011.

Aberdeen City Council were also made aware that there is Scottish Government grant funding for air quality work in 2011/12. While this is only £0.5m for across Scotland, a bid was submitted and an allocation has now been approved.

Aberdeenshire and Moray Councils continue to monitor key sites throughout their area. However, at the time of this report there are no areas of concern.

Shared Mail Run Service

In 2010, the HTAP Programme Manager was asked to attend the Public Sector Property Group as clear links had been established between asset management and transport.

Following a presentation on low carbon vehicles facilitated by the HTAP Programme Manager, it was identified that Community Planning Partnerships (CPPs) could apply for top-up funding to purchase low carbon vehicles to the sum of £130,000 per CPP.

At the PSPG in August it was suggested that a shared mail service would have significant benefits and support for this was given. The PSPG asked if the HTAP Programme Manager could link into the Facilities Sub Group and Transport Sub Group to deliver on this proposal, and work with the CPPs to develop an application for the funding, which has since been approved.

The potential for this to reduce running costs and maintenance savings within the public sector is significant and should be seen as a main link within the "Links between Transport and Public Health" section of the HTAP, as less vehicles will be providing the service and the vehicles used will be low carbon, thus having an impact in reducing emissions within the public sector. The proposal will also support efficiency savings by all members of the PSPG.

The delivery phase is now underway and progress will be reported through the HTAP governance structure during 2011-2012.

Climate Change:

In 2010 the HTAP Programme Manager invited Alex Hill, advisor to the Scottish Government on the Climate Change Delivery Plan to speak to the group on his work nationally. During this presentation clear links were established to the work being carried out locally by the HTAP and how this would support the national delivery plan and this link is being maintained to ensure good practice can be exchanged.

Access to Healthcare

A new chair from Scottish Ambulance Service has been identified in relation to the Access to Healthcare theme and took up this role in early 2011.

Progress in 2010 relates to:

Shared Patient Transport

This proposal has seen a significant set back during 2010 due to the cut backs faced by the public sector.

At a recent meeting with the Scottish Ambulance Service, the British Red Cross and the Councils' Public Transport Units the following was noted:

- The Scottish Ambulance Service is to reduce the amount of Patient Transport vehicles in their fleet nationally, and are reviewing their criteria for use;
- The British Red Cross is to reduce the numbers of vehicles in their fleet; and
- local authorities across the area are to reduce their funding to public transport providers.

Due to the significance of the cuts this will impact on patient transport across the region, however it will also present an excellent opportunity for such a service to be shared, including the third sector, and this will form part of the HTAP Programme of work for 2011-2012.

As part of this, the HTAP will consider the potential for an "Integrated Transport System" to support members of the public who are identified as being "in need" but fall outside existing criteria to get to and from their health and social care services, and will include links to a "Transport to Health and Social Care Charter" which will also be developed as part of the HTAP Programme for 2011-2012

Links between NHSG, Aberdeen City, Aberdeenshire and Moray Planning Departments

During 2010 links were established between NHS Grampian and the planning departments of Aberdeen City, Aberdeenshire, and Moray Councils.

This will mean that NHSG will be made aware of new developments to ensure medical care and support can be considered as part of the planning process, and also ensure planners are made aware of possible issues faced by NHSG should this become a matter of concern.

Community Path at Insch

During 2010 progress has been made within the partnership to deliver on the proposal to build a bridge and path to link a new housing scheme in Insch to their local health services and village amenities.

The new scheme had suffered from a severance issue for a number of years in that the local health services could be seen from the housing scheme but due to a stream, access could only be achieved by driving two miles around the village.

It is proposed that this bridge and path will now be delivered before the end of this financial year with the following benefits to residents of the community:

- Residents will now be able to walk to and from their local healthcare services if able.
- This will see a reduction in cars needing to access NHSG car parking facilities at Insch.
- It will allow children living in the scheme to walk to and from their local primary school, thus supporting them in the national aim of leading a more active lifestyle, and assist in reducing emissions from the school run.
- Will support the reduction of emissions in general as residents are encouraged to walk to and from local services and the village centre.

The delivery of this project will see all the above benefits plus meet all the aims and objectives of the HTAP namely:

- Promoting Active Travel [as part of an Active Lifestyle];
- Links between Transport and Public Health [by reducing emissions]; and
- Access to Healthcare [providing other means of accessing their healthcare]

Support for Disabled Groups.

In February 2010 the Programme Manager was approached by various disability groups in relation to issues they faced in using public transport to get to and from health and social care services.

After further consideration it became evident that the main problem was within Aberdeen City and an approach was made to First Aberdeen to see what could be done to improve access.

At this meeting the following main issues were discussed:

- Visual : Those suffering from such an impairment could normally get to the bus stop required but had difficulty in knowing when the bus was approaching their destination due to various issues e.g. advertising on bus windows.
- Loss of Hearing: Made it difficult to speak to the driver and confirm their destination if unsure of route.
- Learning Difficulties: Difficulties in recognising routes and text

With regard to the first two disabilities a low tech proposal was made, namely the "Safe Journey Card" which provides information discretely whilst ensuring drivers are aware of the passengers' needs. The scheme was launched on 26 August 2010 at an event staged by First Aberdeen, "Try a Bus Day". At this event those with disabilities could board one of the new style buses and see the latest safety features while meeting the management of First Aberdeen to share their experiences.

Since the launch, in excess of 5,000 Safe Journey Cards have been distributed across the region, as it allows those with disabilities region-wide to use the card whilst in Aberdeen..

Work will continue to support those with disabilities throughout 2011-2012.

In addition the HTAP and First Aberdeen are working towards a solution for those with learning difficulties to use public transport with confidence as part of the work programme

for 2011-2012, and as part of that the programme manager will commence work with Stagecoach to see how similar issues faced in the rural community can be addressed.

Section 2 – Opportunities - Risks & Issues:

All risks are captured in the risk log, which is available to view on request.

Section3 – Programme Outlook

During 2010 significant progress has been made during a difficult financial period.

Although mention is made in relation to the financial climate and the difficulties this has imposed, it also became clear that the current situation provides a springboard to provide services in a different way.

It should also provide an opportunity in 2011-2012 to focus on the significant budget still available rather than dwell on any cuts recently imposed, and the HTAP on different levels could provide some opportunities to demonstrate how this could be achieved, such as the introduction of an "Integrated Transport Hub".

The HTAP Programme of work for 2011 - 2012 is now in place and contains comment on delivery as part of the monitoring and evaluation process.

In addition to the above work outlined, it is proposed that progress should also be made in the HTAP Programme for 2011- 2012 in relation to:

- Virtual Visiting. [Where members of the public can visit relatives and friends via a live web link, thus reducing the need to travel and demand for parking, and with the added benefit of reducing the amount of people within the hospital confines thus reducing the risk of infections being transmitted]
- HTAP Pilot Scheme: This will see the HTAP focus resource in an area of deprivation for a period of a year, thus allowing lessons to be learned on the aims of the HTAP within a controlled area. This will be supported from an academic perspective by the University of Aberdeen, while the HTAP resource will provide the practical support, e.g. Get About will support the modal shift to active travel while NHSG Public Health will promote the health benefits of such a change in lifestyle etc.

The main focus of the HTAP for 2011-2012 should be how services can be delivered differently whilst achieving the aims set out, and ensuring the service provision to the public is maintained or improved