

<b>NESTRANS</b>		<b>HTAP Annual Report</b>
<b>Programme: Health and Transport Action Plan</b>		<b>Programme Manager Alex Geddes</b>
<b>Reporting Period:</b>	<b>From: 1 January 2011</b>	<b>To: 30 November 2011</b>

## 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.

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

- Active Lifestyle;
- Links between Transport and Public Health; and
- Access to Health and Social Care.

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.

During the early stages of this sub group's work, it became clear that there were links between their work and that of the Links between Transport and Public Health sub group, such as air quality and noise pollution would all improve the more people were encouraged to walk or cycle and work to support such an approach continues to evolve. That said, there is still a requirement for the latter sub group to continue to develop, as there is still a need to establish the effects that transport has on the health of the public and this will be outlined within that section.

The health benefits of such an approach to travel options cannot be underestimated and as we see a huge rise in obesity in Scotland, the need to encourage active travel as part of an active lifestyle must be further encouraged as the growing burden on NHS Scotland and the public purse to deal with such health issues must be understood.

It is the intention of the HTAP to increase awareness of these costs to the general public and set out a programme of work to promote the health benefits of active travel in the region in 2012 and beyond.

### NHSG Transport Interchange ARI

In 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. for the benefit of staff, patients and visitors.

A meeting was then held to establish the background to this proposal and the programme manager suggested that a sub group, led by Nestrans, should be set up to progress the proposed project.

In 2011 the sub group has worked 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. The sub group reported progress through the HTAP Highlight Report to ensure progress was monitored and if assistance was identified this could be highlighted within the structure.

Two options have been proposed and if the following can be progressed the delivery phase is proposed for the first six months of 2012.

The current position is:

- To confirm if the detailed design can be delivered within the agreed timescale;
- That links are in place with NHSG regarding tree re-alignment issues; and
- That links are in place with NHSG regarding temporary traffic management requirements during the delivery phase.

### Links between Transport and Public Health

In March 2011 the Programme Manager facilitated a meeting to support the newly appointed chair for this sub group, and the following main themes explored to identify where gaps may exist and support provided:

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

At the meeting it was identified by group members that considerable good work is in progress or about to start in relation to air quality and noise pollution both of which support

the national climate change delivery plan, and progress on these main themes continue to be reported through the HTAP governance structure.

The group emphasised the importance of road safety from the practical perspective and a meeting is proposed to include road safety experts to identify what more could be done to support the road safety strategy documents currently in place from a public health perspective.

In addition the HTAP will continue to explore the effects that transport has on health and report the findings through the HTAP Steering Group for support and direction.

#### Air Quality Management Action Plan [Aberdeen City]

Aberdeen City Council has progressed the development of 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.

Other initiatives taken forward by Aberdeen City Council during 2010 -2011 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 Sea Area).

In 2011 - 2012 an air quality impact assessment has been requested for the cumulative impact of all the major developments proposed in the Aberdeenshire and City area, as there are a number of large housing and business developments programmed for the areas and the assessment will look at how these will effect the AQMAs within Aberdeen City with and without the transport infrastructure improvements such as AWPR and Haudagain improvements.

The findings from the assessment will be reported to the HTAP Steering Group for support and direction.

### 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 was likely to commence in summer 2011 and was the responsibility of the Scottish Government to progress. However, due to issues affecting the Scottish Government involvement, the mapping exercise did not take place and we are awaiting further direction on this matter from them.

Once we have clarity, the information will be fed through the HTAP reporting structure to ensure that work is monitored and supported in relation to the outcome of the mapping exercise.

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 Delivery Service

In 2010, the HTAP Programme Manager was asked to attend the Public Sector Property Group (PSPG) 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 of that year it was suggested that a shared mail service would have significant benefits in improving efficiency and effectiveness, thereby saving costs and reducing fuel/emissions 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.

In 2011 the Programme Manager chaired a sub group to deliver this proposal and progress has been made to take this to live implementation in 2012, following test runs currently underway by the partners.

The partners have worked constructively to overcome organisational and cultural barriers and now have a Memo of Understanding in place with a Service Level Agreement at the final stage of agreement.

A major issue identified has been the delivery of the low carbon vehicles from the suppliers, with the latest delivery date now being 30 November 2011. Several points of concern regarding the supplier have been outlined to Transport Scotland and the situation continues to be monitored. That said, the concept of a shared delivery service is still a sound proposal as it will still reduce the volume of partners' delivery vehicles driving to main sites thus support the aim of reducing emissions and efficiencies will be gained as partners vehicles reduce their mileage and running costs.

The programme manager has also had talks with the University of Aberdeen's dot.rural team that specialises in the digital economy, part of which will be "Shared Logistics". Although they have not yet started work in this area, they were keen to know more about our work and a team member has now been assigned to the sub group to provide support from their perspective. The team member has significant expertise in the shared logistics arena and the sub group view this as beneficial to their work.

The sub group will continue to work together in 2012 and are now entering phase 2 of the project that is what else can be shared from a logistics perspective so that efficiencies can continue to be evaluated and delivered.

### **Access to Healthcare**

It was recognised in 2011 that this area of work was complex and lacked statistical evidence on patient volume, current cost to NHS Grampian with regard to patient transport and other such data. This issue was also identified in the recent Audit Scotland Report on Access to Health and Social care services.

In the latter part of 2011 the Programme Manager was tasked with re-convening a sub group that had looked at this issue in 2010 but had made little progress.

During this process and due to other work carried out by the programme manager, it became clear the one vital element missing was an "Information Hub" where people that did not fit the Scottish Ambulance Service Patient Transport Scheme could come for transport related advice and the team could work towards gathering such data as transport costs to health and social care; areas that may appear to lack transport support through a mapping exercise and act as brokers between transport providers

The proposed hub would also support NHSG from a patient discharge perspective and a project brief is currently under development.

It should be made clear that the "Hub" is not the full solution, but will play a critical roll in providing the framework to the end vision of a fully "Integrated Transport and Patient Focused Booking System".

It is the aim of the HTAP to provide a structured path towards the end vision in 2012- 2013.

### Community Path at Inch

During 2010 -2011 progress was made within the partnership to deliver on the proposal to build a bridge and path to link a new housing scheme in Inch 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 was proposed that this bridge and path would be delivered before the end of the financial year with the following benefits to residents of the community:

- Residents would be able to walk to and from their local healthcare services if able.
- This would see a reduction in cars needing to access NHSG car parking facilities at Inch.
- It would 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.
- It would support the reduction of emissions in general as residents are encouraged to walk to and from local services and the village centre.

In addition to the above it would also support many of 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]

Despite some delays, the project has now been delivered to the benefit of the residents.

### Support for Disabled Groups.

In 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.

Following this meeting and after some work to identify key issues the programme manager approached First Aberdeen and in 2010 the "Safe Journey Card was devised and launched.

This card has proved popular with the disability groups and continued to grow in 2011.

In addition, the programme manager continued to work with this sub group and in 2011 a "Stepping Out Leaflet" was produced, and will be launched January 2012. This will see guidance on how people with various disabilities can get to and from public transport safely and it is currently being transcribed onto audio cd format for those with sight impairment.

In consultation with this group, it is an aim of the HTAP to utilise the skills from Nestrans in relation to personal travel planning and with some volunteers identify some key issues they may face while walking to and from key sites to see what support may be given to allow members to lead a more active lifestyle.

In addition talks have opened up with Stagecoach to see what can be delivered in the rural communities to support such matters in 2012.

### Health Transport Framework

In 2011 the programme manager raised the profile of the Health Transport Framework within the HTAP steering group and clear direction was given to provide support for this framework with NHS Grampian.

Support was provided to the NHSG travel plan co-ordinator and a significant section of the framework completed. The programme manager continued to provide updates to the Scottish Government Health Directorate, and Grampian was seen as leading the way in this area.

Significant work still remains with this document and it is the aim of the HTAP to continue support for this framework through to completion in 2012 –2013.

### Virtual Visiting

In 2011 work on this proposal slowed due to demands on NHSG personnel, however there was a clear wish to deliver such a proposal.

The programme manager has recently confirmed support from a key member of staff within NHSG and there is currently a move towards setting up a sub group to look at how this may be delivered as a pilot initially.

It is the aim of the HTAP to see this delivered as a pilot in 2012-2013.

## Section 2 – Opportunities - Risks & Issues:

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

## Section3 – Programme Outlook

During 2011 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 2012-2013 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 and Patient Focused Booking Hub".

The HTAP Programme of work for 2012 - 2013 is now under consideration and will support many of the aims outlined above while open to new demands placed upon the HTAP themes.

The main focus of the HTAP for 2012-2013 should be on how services can be delivered differently whilst achieving the aims set out, and ensuring the service provision to the public is maintained or improved.