

## 5a HTAP Annual Report 2016

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- Purpose of Report

The purpose of this report is to update Board members with regard to the Health & Transport Action Plan (HTAP), and to seek approval of the HTAP Annual Report 2016.

- Background

The Regional Transport Strategy identifies the need for more detailed sub-strategies, one of which is in relation to Health & Transport. A Health & Transport Action Plan refresh was agreed by the Nestrans Board in 2014 and is available on the Nestrans' website at:

[http://www.nestrans.org.uk/db\\_docs/HTAP\\_refresh\\_final.pdf](http://www.nestrans.org.uk/db_docs/HTAP_refresh_final.pdf)

An HTAP Steering Group consisting of representatives from Nestrans, NHS Grampian, three local authorities, Scottish Ambulance Service, Aberdeen Council of Voluntary Organisations (on behalf of the three Third Sector Interface bodies) and the Chief Officer of the Aberdeenshire Integrated Health & Social Care Partnership (on behalf of three IH&SCP bodies) along with a patient representative, oversees delivery of HTAP initiatives and is supported by a full-time Programme Manager.

- Annual Report 2016

The Programme Manager has produced a Draft Annual Report which is attached as Appendix A to this report. Members are asked to approve the report for their part and to request that it be presented to each of the three Community Planning Partnerships in the Grampian area.

- Recommendation

It is recommended that the Board:

- a) Note the contents of this report and the HTAP Annual Report 2016; and
- b) Request that the report be forwarded to each of the Community Planning Partnerships.

RD/5 April 2016

## **Health & Transport Action Plan (HTAP)**

### **Annual Report**

**2015-2016**

#### **Foreword from the Chair of the HTAP Steering Group**

“The Health and Transport Action Plan (HTAP) continues to make good steady progress. The vision is persuasive and remains valid, and the case for partnership working is stronger than ever. However, progress has been slower than perhaps expected, partly because building solid foundations through the development of true partnerships takes time. When partners are faced with the context of challenging budgetary pressures, rising demand, conflicting priorities, organisational change, aging population and indeed growing patient expectations, all of this tests partnership capability.

All that said, these challenges also underpin the rationale for public bodies working together, so as to create greater efficiency. HTAP partners remain committed to working jointly. The challenge is to build on progress thus far by partners, perhaps by accelerating initiatives, and achieve the full potential embodied within the vision as soon as practicable.”

Gerry Donald, Head of Planning, NHSG (Chair of the HTAP Steering Group)

#### **Introduction**

In 2008, the North East Scotland Joint Public Sector Group approved a Health & Transport Action Plan (HTAP) for the region. The HTAP was developed on behalf of NHS Grampian, Nestrans and their partners and set out long-term strategic actions to improve integration between transport and health outcomes.

This annual report presents details of progress made by partners in relation to the aims of the Health & Transport Action Plan covering the financial year 2015-2016.

The purpose of the Health and Transport Action Plan is:

*“To enable providers of transport, health and social care services to work together in a more co-ordinated manner in order to improve outcomes and efficiency of service delivery, both in reducing the adverse impacts of transport choices on public health and in improving access to health and social care.”*

The vision for transport and public health is:

- *For people in Grampian to choose to travel by active modes such as walking and cycling whenever appropriate and to have the ability to do so conveniently and safely, in order to improve activity levels and public health;*
- *For everyone in the region to live without unacceptable risk to their health caused by the transport network or its use.*

The vision for access to health and social care is:

- *For everyone in the region to be able to access the health and social care they need and if transport is required for this to be appropriate, convenient and affordable;*

- *For the environmental impacts of journeys to be minimised.*

The HTAP document was reviewed and refreshed in 2014. The refreshed plan was then endorsed by the three Community Planning Partnership Boards in Grampian, the NHSG Board and Nestrans Board. In 2015 an Annual Report was submitted to each Community Planning Partnership Board.

The purpose of this report is not to duplicate reporting of partner organisations delivery in respect to transport, public health and access. This report provides an overview of the development of a strategic partnership and the activity directly associated with it.

## **Governance Structure**

The current governance structure oversees the delivery of the HTAP.

The Steering Group is chaired by Gerry Donald, Head of Planning, NHS Grampian and vice chaired by Derick Murray, Director of Nestrans.

The Steering Group membership is formed from senior representatives of NHSG, Nestrans, Scottish Ambulance Service, Aberdeen City Council, Aberdeenshire Council, Moray Council and cross boundary representation of the third sector interface bodies provided by the Chief Executive of Aberdeen Council of Voluntary Organisations (ACVO). The Chief Officer of Aberdeenshire Integrated Health & Social Care Partnership sits on the Steering Group on behalf of the three Integrated Health & Social Care Partnerships within the Grampian region.

The Steering Group includes a Public Representative.

The Steering Group oversees two themed sub-groups.

The Transport and Public Health Sub-Group is chaired by Caroline Comerford, Health Improvement Co-ordinator, NHSG and vice chaired by Rab Dickson, Transport Strategy Manager, Nestrans. Membership of this group also includes three senior managers from the partner local authorities.

The Access to Health & Social Care Sub-Group is chaired by Rab Dickson, Transport Strategy Manager, Nestrans and vice chaired by John Gallagher, Planning Manager (Modernisation Directorate), NHSG. Membership also includes representatives of Scottish Ambulance Service (Patient Transport), partner local authorities, the Community Transport Association, NHSG Acute Care and the THInC manager.

Both sub-groups report to the Steering Group quarterly providing updates on the work plan each group produces to deliver the aims of the HTAP.

## **Programme Manager**

The post of HTAP Programme Manager continues to be jointly funded by NHSG and Nestrans and hosted by Aberdeenshire Council. The Programme Manager is responsible for managing the programme, supporting partners, supporting the Public Representative, facilitating the sub-groups and the Steering Group, preparation of work plans, delivery of work plan actions, quarterly reporting to the Nestrans Board, writing the Annual Report and providing direct support to project delivery. The Programme Manager also researches best practice to help inform partners of examples of partnership working related to the HTAP aims.

## **Progress**

### *Transport & Public Health*

While seeking to add value to existing delivery plans and partnerships the partners have undertaken a mapping exercise reviewing current activity related to transport and public health.

Due to the demands on local authorities associated with the Smarter Choices Smarter Places funding from the Scottish Government the mapping exercise was completed later than expected. Partners have now made an initial review the mapping of activity and identified a need for further information from some partners. The mapping exercise demonstrates the wide range of good work being delivered currently. However, partners have agreed that while progress has been made around gaining external sources of funding for infrastructure for walking and cycling there are opportunities to improve the delivery of behaviour change initiatives through closer working between transport and public health professionals.

The partners recognise the increasingly high prominence given to air quality in the media, legal challenges by lobbyists in the European Court and the hidden nature of the victims of air pollution. Partners have also agreed that an opportunity for developing a specific piece of work around air quality in Aberdeen City and NHSG Public Health should be progressed.

Partners have also discussed the issue of road safety. This important area of work has changed since the formation of Police Scotland. New roles are developing. Partners are seeking ways to add value to the evolving road safety landscape, noting that one partner has had funding cuts in road safety budgets.

The partners have considered the Review of Travel Planning by Public Bodies in Grampian report, which was prepared at the request of the HTAP Chair, looking at the scope and standard of current Travel Plans. Partners support the conclusions of the report and will use it as basis for the development of Travel Planning across partner organisations. Within the framework of HTAP there is willingness to share knowledge and develop joint funding bids.

Partners have also brought together health and transport management to form a GetAbout Steering Group. GetAbout is the sustainable travel brand within the Nestrans area. This now includes NHSG Public Health demonstrating the joint working approach set out in the HTAP.

Further progress has been through partners having developed a joint approach to evaluation of Smarter Choices Smarter Places projects. Such approaches are welcomed by the Scottish Government.

Another good example of new working relationships has been the partnership working between NHSG Public Health and Aberdeen City Council to carry out a Health Inequalities Impact Assessment of the Aberdeen Local Transport Strategy. These examples, should in time, become the norm across partners.

Progress is being made around collating the evidence for increased investment in active travel infrastructure and campaigns, cross sector awareness of activities and ensuring the reach of campaigns is maximised. Partners agreed more information sharing could improve

the quality and the opportunity for lobbying for greater investment in infrastructure that supports the aims of the Transport & Public Health Sub-Group.

Partners note the overlap between Travel Planning and public health and the connections with the access issues being considered by the Access to Health & Social Care Sub-Group.

### Access to Health & Social Care

The work plan for the Access to Health & Social Care Sub-Group focuses on improving information on available services, supporting the community transport sector, piloting integrated transport and developing the work of partners to ensure Travel Planning by organisations gives consideration to accessibility.

#### *THInC*

A key focus of this theme has been the ongoing funding by partners (NHSG, Nestrans, Aberdeen City Council, Aberdeenshire Council and the Moray Council) of the THInC (Travel to Health & Social Care Information Centre) project.

THInC was launched in January 2013. Initially, providing information to health appointments the project has extended its remit to include social care appointments.

The long term vision is to integrate appointments and transport bookings. Currently transport for health and social care is provided by several organisations, is spread across budgets and does not provide equal coverage across Grampian region. It can be confusing and distressing for residents to navigate. In being a regional point of contact for all health and social care service users THInC helps assist people to access services.

The following case studies give a flavour of the situations some users of health and social care services encounter and advice provided by THInC.

1. A man from the Keith area who was diagnosed with cancer and other health issues felt able to use the rail service from Keith to Aberdeen for his Chemotherapy at ARI but not the return journey. He was made aware of Keith Cancer Support, Royal Voluntary Service and Clan Elgin as sources of assistance. Macmillan cancer support number also given.
2. A caller receiving chemotherapy at Aberdeen Royal Infirmary required transport from Ellon. She usually feels ill going on her own and has been late for her appointments using Patient Transport. Clan, Macmillan and RVS recommended.
3. Lady phoned to find out about transport options for her dad to travel from Strichen to Fraserburgh to visit his wife (of 69 years) now resident in a care home. Recommended applying for a TaxiCard, Aberdeenshire A2B dial a bus and Buchan Dial a Community Bus. Also recommended Stagecoach bus from Strichen to Fraserburgh and taxi from the bus station. A list of Fraserburgh taxi operators was also supplied.
4. Having received short notice that her Scottish Ambulance Service patient transport for the following day had been cancelled the caller, who travels using a wheelchair, found the only available transport was a taxi. This was not affordable so the only option for the caller was to cancel the appointment.
5. A lady from Gardenstown called looking for transport information to Banff Hospital as ambulance transport is not provided. There was no suitable public transport available so the RVS volunteer car scheme was recommended.

THInC is managed on behalf of the funding partners by Aberdeenshire Council. It operates with a very clear Grampian wide remit and promotes the project regionally. The project has also helped partners understand the capacity of operators across the region and is assisting with the development of an ever growing understanding across the transport and health/social care sectors of access issues and how they relate to social and health inequalities.

#### *THInC: Transport in the City Pilot*

Unmet need for transport to health and social care appointments were identified through calls received by THInC. HTAP partners approached Aberdeen Council of Voluntary Organisations (ACVO) and Buchan Dial a Community Bus to develop a pilot with the aim of addressing this need. ACVO's Social Transport Project funded the provision of a vehicle and driver with bookings handled by THInC.

The pilot, titled THInC: Transport in the City, will end in December 2016 but has demonstrated value in further developing the hub principle established by partners through THInC. The transport service is provided by Buchan Dial a Community Bus, with trip bookings taken, scheduled and dispatched by THInC.

#### *Working with Aberdeen University*

Since the early development of the HTAP partners have worked closely with colleagues at Aberdeen University. The dot.rural project delivered by the Aberdeen University produced FITS (Fully Integrated Transport Solutions). This software provides a central information resource of available transport options. The informal dialogue was developed into a formal Knowledge Exchange between partners and the university. This has been mutually beneficial to partners and the university, providing a valuable exchange of knowledge and ideas between transport practitioners and academics.

The dot.rural project has ended, however, Aberdeen University continue to be an engaged stakeholder. An agreement is in place for partners to utilise the FITS software on the basis that the university retains ownership. Currently partners are discussing the practical issue of hosting the software. Once in place it will be used as the back-up information source by THInC staff. This "real world" trial of the software will help inform future development.

#### *Sharing Best Practice*

To further develop the principles outlined above partners have arranged a presentation event for April 2016 where NHS Lothian and Scottish Ambulance Service will share their experiences in developing and delivering the Lothian Hub. This project deals mainly with hospital discharge and transfer but illustrates the potential of a hub model.

Partners have also given consideration to the final report from the Scottish Government funded Lochaber Transport Pilot which ended in December 2015. The project helped residents in the Lochaber area attend health appointments by connecting individuals with available volunteer driver schemes.

### *Supporting Community Transport*

A review of the inaugural Grampian Volunteer Transport Awards & Recruitment Drive held in 2014 has resulted in partners agreeing to facilitate this project being repeated on a biannual basis. Partners are working towards this being delivered in autumn 2016.

In support of the HTAP Aberdeenshire Council's Community Transport Forum invited community transport operators from across Grampian to a joint training event and assisted with the development of a region wide perspective within the sector.

Partners hope to further support the development of community transport recognising the important role the sector plays in assisting residents to access health and social care services and, generally, to participate in society.

### *Aberdeenshire Alcohol & Drug Partnership Concessionary Travel Pilot*

Partners considered the findings of the Concessionary Travel Pilot carried out between Aberdeenshire Alcohol & Drug Partnership and Transport Scotland. Partners noted the positive benefit to attendance of recovery services and the associated benefits to individuals and are seeking clarification on why the eligibility criteria change is not being rolled out nationally.

## **Going Forward**

Following consideration of gaps and opportunities identified through the activity mapping exercise completed by partner organisations a detailed work plan will be developed based on the public health issues and inequalities highlighted in the HTAP. This process is anticipated to lead to pieces of work demonstrating the HTAP aims in practice, with health and transport professionals jointly working to achieve shared outcomes.

Partners working on the Access to Health & Social Care Sub-Group will be engaged in data sharing, gap analysis and planning workshops to produce a shared development plan for THInC. This will be informed by partners drawing on knowledge gained through links with similar projects around the country.

Public involvement will continue to be an important aspect to the work of partners and it is hoped that the new Public Representative will, with the help of the Programme Manager, visit stakeholder groups across the region and help challenge and inform partner organisations.

## **Conclusion**

This report has covered the evolution of the partnership and the activity of the past 12 months. The range of issues where transport and health overlap are many and complex. Existing activity by partners supports many of the HTAP aims. There has been positive progress.

Going forward partners will continue to develop the level and extent of partnership working across a range of issues drawing together the expertise, resources and delivery in support of our shared objectives.

The challenge for all partners will be to bridge the gap between where we are and the aspirations of the visions within the HTAP.

The full HTAP document is available on the NHSG and Nestrans websites.

For further information please contact Andrew Stewart, HTAP Programme Manager, 01224 664092 or [Andrew.Stewart@aberdeenshire.gov.uk](mailto:Andrew.Stewart@aberdeenshire.gov.uk)