



Your Moray

REPORT TO: COMMUNITY PLANNING BOARD ON 29 FEBRUARY 2024

SUBJECT: HEALTH AND TRANSPORT PARTNERSHIP ANNUAL REPORT 2022-2023

BY: HTAP PROGRAMME MANAGER

1. REASON FOR REPORT

- 1.1. The purpose of this report is to update Board members regarding the review of the Health & Transport Action Plan (HTAP), and to seek approval of the HTAP Annual Report 2022-23.

2. RECOMMENDATION

2.1. It is recommended that the Board:

- i) note the contents of this report and the HTAP Annual Report 2022-23; and**
- ii) request that the report be forwarded to each of the Community Planning Partnerships.**

3. BACKGROUND

- 3.1. The issues of health and transport are frequently interdependent but have historically been considered professionally and politically as separate issues. This has changed since the launch of the new National Transport Strategy. The Covid pandemic also significantly increased awareness of the dependencies that health services have on transport systems and public health more generally.
- 3.2. “The transport system facilitates access to jobs, education, shops, leisure, and other essential services for example health services. As well as having a key role in the wider economy, access to these daily essentials is of central importance to an individual’s socio-economic status and levels of neighbourhood social inclusion and exclusion. Therefore, availability of accessible, affordable transport may also, in itself, be regarded as a determinant of health.”

- 3.3. “Different modes of transport may also affect health through a range of other determinants. Individual travel choices can have health impacts not just on that individual but on the wider community through externalities including pollution, risk of injury to others and community severance. But equally, individuals’ travel choices are often determined by the availability, affordability, and practicality of different transport modes in their communities.” (2)
- 3.4. These interconnected issues have effects on population health, but also the practicalities of ensuring access to health and social care and the running of health and social care services.
- 3.5. In turn as the largest employer in the country the NHS is a major generator of trips and contributor to transport issues.
- 3.6. In Grampian region there has been an established partnership between health and transport partners since 2008. The purpose of HTAP 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.”
- 3.7. The work of HTAP is overseen by a governance structure comprising of a Steering Group, and two sub-groups. The Steering Group provides strategic oversight of the progress made towards the aims of the HTAP. The membership includes senior representatives of NHS Grampian, Nestrans, Scottish Ambulance Service, Aberdeen City Council, Aberdeenshire Council, Moray Council, Community Transport Association (Scotland), along with agreed representation from the third sector bodies, Health & Social Care Partnerships, a member of the Mobility & Access Committee for Scotland (MACS), Scottish Government Health Directorate and a Public Representative. The programme is supported by a Programme Manager, jointly funded by Nestrans and NHS Grampian and hosted by Aberdeenshire Council.
- 3.8. The work of partners in Grampian and the HTAP has been recognised by the Mobility & Access Committee for Scotland, Community Transport Association, Disability Equality Scotland, Public Health Scotland and COSLA as leading practice. NHS Grampian is the only health board in Scotland to have such a partnership with the transport sector.

4. REVIEW OF HEALTH AND TRANSPORT ACTION PLAN

- 4.1. The Regional Transport Strategy identifies the need for more detailed sub-strategies, one of which is in relation to Health & Transport. The existing version of the Health & Transport Action Plan 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
- 4.2. Since the time of the review in 2014 there have been a number of significant challenges and changes. These changes necessitated the need to undertake a review of the HTAP and the priorities for Grampian partners.

- Creation of Health & Social Care Partnerships
 - COVID pandemic recovery
 - Decline in life expectancy since 2012
 - Acceleration in using online appointments
 - Transport Act (S) 2019 giving health boards a duty to work with community transport bodies in providing non-emergency patient transport services in its area
 - Climate Emergency declared
 - NHS Scotland climate emergency and sustainability strategy: 2022-2026
 - Creation of Public Health Scotland
 - New National and Regional Transport Strategies
 - Global energy and cost of living crisis.
- 4.3. Throughout 2023 the Programme Manager has been leading a review of the HTAP, supported by a group of partners providing advice. Extensive stakeholder engagement, evidence review, and consultation has taken place. Particular effort has been made to seek alignment with existing and emerging strategies across organisations.
- 4.4. An option validation workshop has been scheduled for stakeholders on 30 of November. Outcomes of this workshop will enable preparation of the draft revised Action Plan, and subsequent Elected Member engagement. It is anticipated that the draft revised Action Plan will be submitted to the HTAP Steering Group at its first meeting of 2024, allowing for finalisation prior to the end of March 2023

5. ANNUAL REPORT 2022-2023

- 5.1. The Programme Manager has produced a Draft Annual Report which is attached as Appendix A to this report.
- 5.2. The report sets out short updates on the activities undertaken by partners. The report updates the Board on the Sustrans NHS Workplace Engagement Project, the completion of walking and cycling improvements made possible by ensuring that NHS Grampian secured £256K Spaces for People funding, supported progressing NHS Grampian site specific travel plans, facilitating Health Impact Assessment of the developing Aberdeen Local Transport Strategy, facilitating and supporting awareness of transport consultations and corridor studies, innovating work with vulnerable people to access active travel in Moray and collaborating to reduce winter falls.
- 5.3. The report also updates on projects partners maintain, such as THInC and THInC in the City, the Grampian Volunteer Transport Awards held for the fifth time in 2022, and promoting recruitment of volunteer drivers.
- 5.4. The report gives updates on issues where those involved with the Programme have contributed to partnerships previously not involved. For example, NHS Grampian helping maximise the value and reach of campaigns, such as

GetAbout and Clean Air Day. Also, enabling Public Health input to groups working on Road Safety and the Aberdeen Low Emission Zone.

- 5.5. The annual report also gives updates on work done in relation to influence, linking with national partners such as Public Health Scotland, Scottish Government Health Directorate, Transport Scotland.
- 5.6. The report concludes with a short overview of the HTAP Review process. It is expected that the draft HTAP3 will be put to the first HTAP Steering Group scheduled for 2024. Subject to approvals the new HTAP will be finalized by the end of the financial year and launched.
- 5.7. Board members are asked to approve the report, request that it be presented to each of the three Community Planning Partnerships in the Grampian area.

Author of Report: Andrew Stewart, HTAP Programme Manager

Background Papers:

Ref: