

11 February 2016

Agenda Item: 4

**REPORT OF THE SERVICE DIRECTOR, TRANSPORT, PROPERTY &
ENVIRONMENT**

DEPARTMENT FOR TRANSPORT (DfT) TOTAL TRANSPORT PILOT FUND

Purpose of the Report

1. To inform Committee of the progress of the County Council's Total Transport Project funded by the DfT (£300k).

Information and Advice

2. Committee, at its meeting on 21 May 2015 were informed about the County Council's successful bid for £300k of DfT Total Transport Pilot funding. The overall aim of the project is to assess if it is possible to integrate Non-Emergency Patient Transport (NEPT) and college transport services with Nottinghamshire's Transport services. This would provide a greater range of high quality transport choices at a lower cost to the various commissioning authorities. To date the project has undertaken the following actions:
 - Appointment of consultants to undertake research and project management.
 - Wide consultation with NHS contacts in Nottinghamshire in relation to primary and secondary healthcare.
 - Establishment of Steering Groups in North Nottinghamshire, Mid Nottinghamshire and South Nottinghamshire & Nottingham City.
 - Meetings and consultation with local stakeholders.
 - The project commenced in June 2015 and has an end date of March 2017. The funding has been allocated to the feasibility studies and pilot projects shown in paragraphs 6 & 7.

Data Acquisition

3. In common with other Total Transport projects across the country NEPT data has been requested from the transport provider and the local Clinical Commissioning Groups (CCGs). The issue of data release has yet to be resolved, even though we understand that Nottinghamshire CC and CCG data protection units have potentially agreed to a data release at an appropriate level of detail.
4. Transport & Travel Services, in conjunction with the Steering Groups, have developed a series of feasibility and pilot projects which will take place within the project in order to demonstrate the benefits of a co-ordinated and integrated approach to transport procurement and delivery. Until the NEPT data is released by the CCGs, it will not be possible to progress the majority of the feasibility studies which are data-dependent.

Pilot Projects and Feasibility Studies

5. The project group and stakeholders have agreed to move forward with a number of pilot projects and feasibility studies. The pilot projects will test how new interventions can improve services and access. The feasibility studies will consider and model the future possibilities of joint planning and commissioning of transport services to achieve efficiencies.

Pilot Projects

6. The Pilot Projects which have been agreed are:

(i) Bassetlaw: Harworth & Bircotes Community Transport Project

The aims of this project are to:

- support people for whom traditional public transport is a barrier to accessing health, social, employment, and training and education services
- provide a sustainable community transport service in and around Harworth which improves peoples' access to health and other services within Harworth, but also potentially links in with public bus services to enable people to access health and other services in places such as Worksop and Doncaster (thus fulfilling primary and secondary healthcare access needs). The pilot service will be operated by CT4TC who are based in Retford.

(ii) Rushcliffe: Rural Areas Access to Healthcare Project

The aims of this project are to:

- provide a sustainable community bus service from Bingham, the Cropwells, East Bridgford, Radcliffe and East Leake to healthcare appointments (both primary and secondary healthcare); the service to be provided by Nottingham Community Transport (and potentially the county council internal fleet)
- service specifically aimed at those travellers who do not qualify for NEPT transport (but who have some mobility difficulty) – this is a significant cohort which is likely to increase in future years as eligibility criteria are tightened.

Rushcliffe BC has identified these development areas as preferred project targets. NHS/ CCG are assisting in identifying “co-operative” clinics who would be willing to group some appointments on a temporal and geographic basis.

(iii) Signposting Transport Information Project

The aims of this project are to:

- develop tailored information regarding alternative local transport solutions for those not entitled to NEPT for accessing hospital appointments
- provide a more comprehensive picture of available conventional and community transport services for accessing hospital appointments

(iv) Newark & Sherwood: Newark Independent Travel Training Project

The purposes of this project are to:

- Provide independent travel training services to young adults with learning difficulties
- Provide better life chances and independence for clients
- Reduce the need for SEN and other transport

Partners are also considering piloting the following project (subject to agreement with stakeholders) which, if successful, could be replicated at other hospitals:

(v) Mid Nottinghamshire: Mansfield/ Ashfield Discharge from Hospital Scheme

The aim of this project is to:

- Provide a hospital discharge scheme from Kings Mill hospital in order to reduce the incidence of bed blocking. The project will determine how many beds can be made available if patient transport is provided when the discharge decision is made.

Feasibility Studies

7. The Feasibility Studies which have been agreed with the project stakeholders are:

(i) Community Transport Contribution to NHS

The aims of this feasibility study are to:

- estimate the proper cost / saving to NHS of access to primary and secondary healthcare by CT social car and minibus schemes which are not funded by NHS services
- identify community transport provision not being funded by NHS/CCG

(ii) Transport Gap & Duplication Analysis

The aims of this feasibility study are to:

- model the Non-Emergency Patient Transport and other Transport data to establish gaps and duplications in transport on a countywide and local basis, in order to estimate the potential for integration and savings

(iii) Renal Transport Modelling

The aims of this feasibility study are to:

- model Renal Transport using NEPT Renal Patient data to establish whether efficiencies can be made and can be better utilised to deliver an effective and more cost-efficient renal patient transport service

(iv) Transport Solutions Hub Integration with NEPT Procurement

The aims of this feasibility study are to:

- develop the Transport Solutions Hub (enhanced with NEPT and College Transport Data) as a one-stop shop for integrated transport solutions
- develop the Transport Solutions Hub with a view to inclusion within 2016 / 2017 NEPT Procurement Process (starting June 2016). This study will be undertaken in partnership with EMAS (East Midlands Ambulance Service).

8. The expected outcomes from the pilots and feasibility studies are summarised below:

- (i) Enhanced travel opportunities for older people, younger people, low income residents, disabled persons, college and school students, hospital patients and unemployed people – in particular those from isolated rural areas who are unable to use traditional public transport services
- (ii) Improvements to the delivery of existing or new local bus services, especially in isolated rural areas
- (iii) More efficient use of transport resources within Nottinghamshire County Council/ Nottingham City/ other partners e.g. Health

- (iv) Efficiency savings to all partners as own transport services utilised more efficiently/ own clients transported most appropriately

Next Steps

9. Further meetings will be held with partners to ensure that the feasibility and pilot projects are progressed and delivered within the programme timetables. Regular update reports on progress will be brought to the Committee on a quarterly basis.

Other Options Considered

10. To do nothing will not realise the potential benefits for efficiencies and improvements in local transport provision.

Environment & Sustainability

11. Local passenger transport is key to congestion management, reduction in car use and improving air quality. The more efficient use of vehicle resources will contribute to these aims.

Statutory and Policy Implications

12. This report has been compiled after consideration of implications in respect of finance, the public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

13. The cost of the pilots and feasibility studies are funded from the bid.

Implications for Service Users

14. Improvements in local transport services will enhance the availability of transport services and choice and enable people, especially in isolated rural areas to access key services.

RECOMMENDATIONS

It is recommended that Committee:

- 1) Note the progress of the DfT Total Transport Project and the contents of the pilot projects and feasibility studies.

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For any enquiries about this report please contact:
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Constitutional Comments (LM 18/01/2016)

15. The report is for noting only.

Financial Comments (SES 19/01/2016)

16. The financial implications are set out in the report.

Background Papers

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

County Council Mobility Strategy (http://www.nottinghamshire.gov.uk/travelling/travel/communitytransport/mobility-strategy-for-nottinghamshire/)	April 2011
Transport & Highways Committee – DfT Total Transport Pilot Fund	21 May 2015
House of Commons Transport Committee “Passenger Transport in Isolated Communities”	14 July 2014
DfT Letter – Total Transport Fund (TTF) and application form	14 January 2015
DfT – TTF Awards Letter	27 March 2015
DfT Minibus Fund Awards	9 April 2015

Electoral Divisions and Members Affected

All

