

EQUALITIES AND ACCESS TO HEALTHCARE FORUM  
2:00pm WEDNESDAY 3rd June 2020

**Present:**

Helen Forrest (HF)	Childrens Healthcare Scotland
Ken Reid (KR)	East Lothian Access Panel
Diana Budziosz (DB)	East Lothian Council
Andrew McLellan (AMcC)	East Lothian Council
John Ballantine (JB)	Edinburgh Access Pane
Anne Cowan (AC)	Fife Council
Lesley Crosier (LC)	Midlothian Council
Mike Harrison (MH)	Midlothian Disability Access Panel
Doreen Steele (DS)	Non Councillor Member
<b>Jim Grieve (JG) (Chair)</b>	<b>SEStran</b>
Hannah Markley (HM)	SEStran
Jim Stewart (JS)	SEStran
Julie Vinders (JV)	SEStran
Keith Fisker (KF)	SEStran
Rhianne Forrest (RF)	SEStran

**Apologies:**

Tony McRae	Fife Council
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Ref.		Actions
<b>1.</b>	<b>WELCOME AND APOLOGIES FOR ABSENCE</b>	
	JG welcomed everyone to the meeting and apologies were noted as above.	
<b>2.</b>	<b>MINUTES FROM 2<sup>nd</sup> OCTOBER 2019 AND ACTIONS ARISING</b>	
	The minutes of the last meeting were approved.	
<b>3.</b>	<b>MAIN ISSUES REPORT (MIR)</b>	
	JS gave a brief presentation about the MIR. SEStran have commissioned Jacobs to develop a MIR for SEStran's new RTS. The process involved stakeholder engagement and policy and data analysis. This stage is completed and a final report will be published soon.	
	The main issue evidence base process highlighted 4 main areas to develop the new strategy; the rational for a new rts, regional context,	

regional transport network and regional transport issues and challenges. The purpose of the MIR is to create an evidence base for a new RTS.

In terms of rationale for a new RTS is due to emerging policy directions, emerging technological transport opportunities, emerging challenges for transport networks, societal and demographic changes and future uncertainties (highlighted in current pandemic). However how we develop a strategy when there is so much change is unknown at this moment in time.

The SEStran region includes people, society, environment, economy – demographic and where people live, housing demand and development, environment, public health, education and economy. These factors have all been included in the report.

Transport issues and challenges identified included; regional travel demand and patterns, inclusiveness, active travel, bus and train use, passenger journeys: mode share, freight and transport governance (how we we develop these regionally and nationally).

The RTS Main Issue summary identified a total of 36 issues and 10 main issues identified for the RTS.

These issues included; car use remains high, carbon emissions from transport are not falling, delivery coordination is poor, growing and ageing regional population and many people are excluded from opportunities because of transport. Also many people lack appropriate, affordable transport to meet needs. The future is increasingly uncertain, therefore the document will need to be flexible.

JS then discussed the next steps;

- Procure consultancy support
- MIR sets the framework
- Develop and produce the new RTS
- Discussion and engagement with key partners and SEStran forums will be involved in the process.

JS then asked for any feedback or questions. JB mentioned we have to encourage people to use public transport again which was one of the messages to come out of the MIR.

AMcC asked what the effects of social distancing are due to low capacity of buses. It was also recommended to look at our European partners shared pathways for cyclists and pedestrians.

JS mentioned 'Spaces for People' measures are seen as temporary. However, there is a desire to make things more permanent. The whole point of the RTS is to discuss best policies by speaking to partners.

4.	<b>DEMAND RESPONSIVE TRANSPORT (DRT) STRATEGIC STUDY</b>	
	<p>JV presented the DRT study which was recently conducted through the Transport Scotland Low Emission Zone (LEZ) Public Transport Provision Fund.</p> <p>The study is split up into policy context, operational context, stakeholder engagement, strength weaknesses opportunities and challenges and recommendations on the way forward for DRT.</p> <ul style="list-style-type: none"> <li>• Policy context: NTS – reduces inequalities, takes climate action, helps deliver inclusive economic growth, improves our health and well-being.</li> <li>• Operational context: DRT services in each LA in SEStran region. Mainly used for commuting, socialising, health and social care and education.</li> <li>• Accessibility analysis: SYSTRA, gaps in the public transport network. 5% of population in SEStran region have no public transport access to key destinations. 9% for Scottish Borders and East Lothian.</li> <li>• Stakeholder engagement; role for DRT to support mobility, health and social wellbeing, challenges and strengths. This created a strength weaknesses opportunity and challenges analysis (SWOC).</li> <li>• SWOC: The provision of DRT is not a statutory requirement. Its an essential form of transport for many of its users.</li> </ul> <p>JV highlighted the way forward is by working with stakeholders, LAs and national government to recognise the value of DRT. Considering implications of policies and stimulating knowledge sharing and partnership working will be key.</p> <p>AMcC asked if DRT covers the Royal Voluntary Service (RVS), as East Lothian has high levels of use and there is only limited access out to rural areas for handicabs. AMcC will send JV information from RVS.</p> <p>DS asked if any KPIs or any tactics have been thought of to take forward because alot of the study is qualitative. JV noted, in terms of taking it forward, its going to be key to develop the NTS. The NEC (national entitlement card), gives you access to free public transport. SEStran will incorporate DRT as a key mode of public transport. DS then asked if there is any possibility to getting a statutory position. JV mentioned this can be explored in the future to really push on a regional basis and perhaps on a longer term basis. JG mentioned the transport transition plan and suggested the DRT could be involved, especially dealing with areas that have limited access to public transport.</p> <p>KR asked about the analysis of DRT and what the underline demand could be. JG mentioned there is a growing demand and these studies were completed on the back of the LEZ.</p>	

<b>5.</b>	<b>THISTLE ASSISTANCE PROGRAMME</b>	
	<p>RF gave a brief presentation about the Thistle Card programme. The Thistle card has been revamped to a more modern look. RF highlighted there is an extended survey online (twitter). There has been a lot of engagement while going through the new branding. The twitter account is a good platform to communicate with people. RF then went through the Thistle card website which has been accessibility tested and noted cards can now be ordered online.</p> <p>KF mentioned the Thistle Assistance card is and ongoing project and suggested if anyone had any feedback regarding the card/app then to contact him. KF also noted that there is the poster to download which shows the different versions of logos. The brand guidelines have just been agreed. HM will send out with meeting minutes.</p> <p>KF will publish phase 1 soon but is still working with developers. When proposals are taken forward to phase 2 then the briefs will be shared. Timing for phase 1 is looking like a 12 month project to get a concept of when we can procure.</p> <p>KR asked if it would it be possible for the link to the survey to be circulated.</p>	<p><b>HM</b></p> <p><b>RF</b></p>
<b>6.</b>	<b>GENERAL DISCUSSION</b>	
	<p>AH suggested the transport transition plan would be useful to include on the next agenda to reflect with the group on some of the key changes in the region to support people travelling. JG noted there is a possibility of convening a meeting sooner due to changing circumstances.</p> <p>AMcC mentioned the changes to the NHS real estate. There are going to be major changes in around the bioquarter and changes for people for access to health. As a result, the council areas may put pressure on local GPs. East Lothian have two major hubs to allow people to get an appointment within 24 hours.</p> <p>JS noted that access to health care has been identified as an issue in the MIR. Centralising things can help in one way but it creates transport difficulties for other people.</p> <p>JS also mentioned the development of the RTS will also be useful to include in the next agenda.</p>	
<b>7.</b>	<b>AOCB</b>	
	None	
<b>9.</b>	<b>DATE OF NEXT MEETING</b>	
	The date of the next meeting is (time & date tbc) 2020 in <b>Room</b> (tbc), <b>Victoria Quay, Edinburgh, EH6 6QQ.</b>	