

Item:  
**16**



## Report to Partnership Meeting 6 October 2022

### EUROPEAN PROJECTS

#### EU Funding Consolidated Update

##### PURPOSE OF REPORT

To update Members on HITRANS involvement in European funded projects. This includes programmes Interreg North Sea Region, Interreg Northern Periphery & Arctic, Interreg VA Cross Border, Interreg North West Europe, European Commission and Horizon Europe. Feedback is welcome on additional information that might be helpful to include in the projects log.

##### OVERVIEW

HITRANS is currently involved in eight active European projects, as well as providing support to the Low Carbon Travel & Transport (LCTT) projects. The Appendix includes details on all projects including status, timelines, description of main activities, a Gantt Chart showing involvement into 2023 and a consolidated budgets table. Amounts have been converted into GBP using the European Commission's official monthly exchange rate. As of September 2022, HITRANS total budget for European projects is £4,624,815.

##### KEY UPDATES

The **MOVE** project concluded in July, with HITRANS having launched 3 separate pilots supported by the project: An electric people carrier in Sleat, Isle of Skye; a community bus pilot in Ferintosh; and 15 e-cargo bike trials across Inverness, Oban and Orkney. HITRANS has gained knowledge and experience through working with the MOVE partnership and focusing on co-creation to deliver these services.

The **PAV** autonomous vehicle project has now launched at Inverness Campus and will run until the project ends in Spring 2023. The service is being operated by Stagecoach and will run 6 days per week from 10am-4.20pm on a 3-kilometre route linking Inverness Campus with the Inverness Retail and Business Park, including a railway crossing facilitated by the recently introduced sustainable travel bridge. The corridor is restricted to public transport, walking, and cycling only, with those walking and cycling segregated from road vehicles across most of the route.

One vehicle is operating on the route offering up to 15 seats (11 seated and 4 standing). The expectation is that the shuttle service will be used by students and people working on the Inverness Campus site to access the neighbouring Shopping and Business Park throughout the day. Partners are keen to see the services used as much as possible throughout the trial and will look to work with schools to support school visits to allow young people to travel on the service. No fares will be charged for a special introductory period until 1<sup>st</sup> October.

As part of our **eHUBS** project, we are expanding the HI-BIKE sites in Inverness and are ordering more eCargo bikes that will offer shared eCargo bikes across the area. This will sit alongside car club vehicles and existing bus routes to create e-mobility hubs.

Our revised **FASTER** procurement for 24 x 50kw charge points will be live shortly after our previous procurement resulted in bids that far exceeded budget. An analysis has been conducted of all charge point sites and costs have been reduced wherever possible to give the best chance of a successful procurement, with sites that lack coverage prioritised. A Prior Information Notice (PIN) has been issued for potential suppliers to note an interest. The project has also received an extension to 31<sup>st</sup> October 2023, and could receive a further extension to 31<sup>st</sup> December 2023 if required.

## **FUTURE PROJECTS**

The **RURALITIES** project, funded by Horizon Europe, has been successful. The project is a vast consortium comprising of 54 partners from a range of countries, and focuses on 'climate smart, ecosystem-enhancing and knowledge-based rural expertise and training centres'. These expert learning centres will be validated and delivered via real-scale practicing in 6 EU-based "lighthouses" simplified rural socio-ecological systems (SIMSES), with HITRANS role being one of these 'lighthouses' focusing on rural transport. The project will last 5 years and is in setup phase at present. Due to the delay finalising the UK's formal association to the programme with the EU, guaranteed funding is being provided by UKRI in place of Horizon Europe while the process continues. We are in the process of applying for this funding to ensure activities can continue as planned. Our budget is €361,000 and is 100% funded.

HITRANS is part of a consortium applying for **Horizon Europe** funding as part of the call 'Accelerating the deployment of new and shared mobility services for the next decade'. The project will focus on testing and piloting innovation solutions with a view to reduce CO2 emissions and improve air quality and congestion in cities. Our work in this project will complement several of our other EU project activities, particularly eHUBS and Mobility as a Service.

Following the preparatory project completion, HITRANS joined the **SUB** full project application to the Interreg Northern Periphery and Arctic programme as an Associate Partner, as the UK is no longer a formal member of the programme. The role of Associate Partner will enable us to continue our partnership working and knowledge sharing across the NPA area, and national funding options are currently being explored to allow us to do more within the project.

## **RISK REGISTER**

### RTS Delivery

Impact – Positive

Comment – HITRANS EU project work supports several RTS objectives, particularly in the field of low carbon transport.

### Policy

Impact – Positive

Comment – HITRANS EU project work supports broader policy work in a variety of ways, including making areas better connected and rural areas more accessible, and conducting research to assist with policy development.

### Financial

Impact – Positive

Budget line and value – HITRANS EU projects bring large investments to the area at attractive intervention rates, ranging from 50%-100%.

#### Equality

Impact – Positive

Comment – A large proportion of EU project work is targeted at improving the availability and accessibility of transport services in the HITRANS area, such as increasing the number of publicly available charge points, trialling new transport services in rural areas and introducing low carbon transport services.

### **RECOMMENDATION**

Members are asked to:-

1. Note the report.

**Report by:** Jayne Golding  
**Designation:** Projects and Policy Manager  
**Date:** 6<sup>th</sup> September 2022

# HITRANS European Projects Log

## Approved Projects

Project Title	Description	Programme	Status	Timeline	HITRANS Activities	Lead
<b>Smart Cities</b>	50/50 partnership with The Highland Council to deliver the Smart Cities programme for Inverness	European Regional Development Fund (ERDF)	Ongoing Phase 1 & Phase 2	2018 - June 2023	<p><b>Phase 1: Completed</b></p> <p><b>Phase 2 Projects:</b></p> <ul style="list-style-type: none"> <li>- <i>(Ongoing)</i> Vehicle Management System (VMS) &amp; Ferry Information Signs: the proposal has been approved with a total budget of £500k. Work is currently ongoing to install the 3 new signs. Part 2 of the project will kick-off Autumn 2022.</li> </ul>	NM/JG
<b>G-PaTRA</b>	<p>Green Passenger Transport in Rural Areas</p> <p>HITRANS are project partners working with lead partner RGU to accelerate the use of zero emission vehicles and vessels in public transport</p>	Interreg North Sea Region (NSR)	Ongoing	Oct 2017 – June 2023	<p><b>WP3 Accelerating the use of zero emission vehicles and vessels:</b></p> <ul style="list-style-type: none"> <li>- HITRANS is piloting an electric bus in rural Morayshire with Moray Council – services started Jan 2019</li> <li>- An evaluation of the pilot &amp; associated carbon reduction emissions is being completed using results from a metric spreadsheet, capturing passenger numbers, total KM travelled, charge point use and any operational issues</li> <li>- Due to Covid-19 the route served by the electric bus service was suspended for a period, with the bus instead being used on the Kingston service which it performed well on – it has since resumed its original route</li> <li>- The final report on the business case for battery-powered trains from Wick-Thurso has been produced and is available on the HITRANS website</li> <li>- The project will contribute funds towards a study on hydrogen for rail</li> <li>- The e-bike pilots launched in Jan 2020 in Aviemore, Grantown-on-Spey and Fort William – the project was paused for a period due to Covid-19, but the e-bikes were offered to key workers as a means of transportation and</li> </ul>	JG/RP

					<p>proved extremely popular – future phases will focus on wellbeing by advertising the bikes through local partners, including GP practices</p> <ul style="list-style-type: none"> <li>- Additional project budget and extension time has enabled us to launch DRT pilots across the region, with the contract awarded to Liftango</li> </ul>	
<b>Stronger Combined</b>	<p>Combined Mobility in the rural public transport system to build sustainable rural public services in symbiosis with private mobility providers &amp; citizens</p> <p>IBI Group are a sub-partner of HITRANS in this project</p>	Interreg North Sea Region (NSR)	Ongoing	Jan 2019 – Dec 2022	<p><b>WP3 Opening up traffic data as the basis for attraction of third party providing simplified, transnational booking and ticketing of trips:</b></p> <ul style="list-style-type: none"> <li>- HITRANS role is to explore data requirements &amp; framework for the development of combined mobility – exploring how open data could support visualisation of route planning, travel &amp; payment information in a digital format</li> </ul> <p><b>WP4 Iterative innovation process to develop validated service models:</b></p> <ul style="list-style-type: none"> <li>- HITRANS will run an innovation process to design a new combined mobility service for tourists and locals – an application was submitted to the MaaS Investment Fund in August 2019 to progress this aim, approved in Dec 2019</li> <li>- An e-bike share scheme (HI-BIKE) has launched with 3 hubs with 30 e-bikes across Inverness for residents and visitors</li> <li>- The Go-Hi application launched in June 2021 offering the first mobility as a service project in the area</li> </ul>	RR/RF
<b>PAV</b>	Planning for autonomous vehicles by local authorities	Interreg North Sea Region (NSR)	Ongoing	Sept 2019 – March 2023	<p><b>WP1 Project Management:</b></p> <ul style="list-style-type: none"> <li>- HITRANS is lead partner with a proportion of budget being contracted out for project management services</li> <li>- The contract for project management &amp; communications support was awarded in 2020 to Bax Innovation Consulting following public procurement</li> </ul> <p><b>WP4 Pilot Project:</b></p> <ul style="list-style-type: none"> <li>- HITRANS is running a passenger AV pilot at Inverness Campus</li> <li>- The service launched July 2022 and will run until the project ends in Spring 2023</li> </ul>	JG/RR

					<ul style="list-style-type: none"> <li>- Also running micro-AV trials in Orkney to test the technology in a logistics setting, with vehicles being trialled in Stromness, Papa Westray and Graemsay</li> </ul>	
<b>FASTER</b>	Project between NI, Ireland & Scotland to install EV rapid charge points in the Interreg VA programme area	Interreg VA – Special EU Programmes Body (SEUPB)	Ongoing	Sept 2020 – May 2023 (extended to Oct 2023)	<ul style="list-style-type: none"> <li>- The project will install 73 EV rapid charge points across the Interreg VA programme area of Scotland, Northern Ireland and Ireland to increase the number of publicly accessible rapid charge points</li> <li>- HITRANS will install 24 x 50kW charge points across the West Highlands &amp; Islands – the HITRANS proportion of the Interreg VA programme area</li> <li>- Procurement for the charge point installations will go live in September 2022</li> </ul>	GR/JG
<b>LCTT</b>	<p>Low Carbon Travel &amp; Transport Hubs</p> <p>HITRANS are contributing £15k each year to each scheme for The Highland Council, Moray Council and Orkney Islands Council to deliver low carbon travel &amp; transport hubs</p>	European Regional Development Fund (ERDF)	Ongoing	2018-2021 (extended)	<p><b>Inverness Low Carbon and Active Travel Hubs:</b></p> <ul style="list-style-type: none"> <li>- The Low Carbon Hub will be located within the Rose Street multi-storey carpark, establishing an EV charging hub with 13 multi-use EV charge points capable of further expansion, and will trial innovative energy supply sources and storage that can act as a catalyst for encouraging the transition to ultra-low emission vehicles across the Highlands. Work to implement the new chargers is progressing with contracts documents currently being prepared.</li> <li>- Following a workshop with Active Travel partners, revised proposals for the Active Travel Hub element of the project have been approved. The new proposals seek to adopt a more City-wide approach to Active Travel with a series of mini hubs complementing other Active travel development in the city.</li> <li>- The proposals for Raigmore Hospital will see radically improved cycle parking facilities for both staff and visitors along with improved public transport information and waiting facilities as well as the inclusion of an e-bike hire docking station (NHS Highland are a project partner and also provided match funding).</li> </ul> <p><b>Orkney LCTT – Stromness Multi Modal Low Carbon &amp; Active Travel Hub:</b></p>	NM/VT

					<ul style="list-style-type: none"> <li>- The Stromness Multi Modal Low Carbon and Active Travel Hub will provide a combination of transport decarbonising initiatives covering ferries, buses, cars and bicycles, utilising surplus electricity from Orkney’s renewable wind and tidal energy</li> <li>- The Stromness Ferry terminal has been chosen as it is where several modes of transport come together, with the mainland ferry sitting for up to 16 hours a day on diesel engines, and opportunity to electrify the arterial Stromness to Kirkwall bus route</li> <li>- The project has been severely delayed through the COVID-19 lockdown with limited progress in recent months.</li> <li>- Site installation works for the new MV Hamnavoe shore power connection stopped in March, after the installation of the new SSE substation. Works are due to start back on site in September with commissioning of the shore power system expected to take place in October.</li> <li>- Electric Bus charge point was installed in Dec 2019 with the public charge points due to be installed in October</li> <li>- The original design for the cycle hub has been reviewed by OIC with details re-submitted to address comments raised by building standards.</li> </ul> <p><b>Moray LCTT – Speyside Low Carbon Hub and Speyside Way Active Travel Path Development:</b></p> <ul style="list-style-type: none"> <li>- The Speyside Low Carbon Hub project includes the installation of EV charge points, incorporating 2 rapid chargers, one of which will be dedicated for charging public transport buses, and a fast charger for dedicated use of the local car club to support the introduction of a car &amp; e-bike club for the Speyside area</li> <li>- The hub will also include open cycle storage and bike repair stations at strategic points on the Speyside Way, close to vehicle parking locations to encourage park &amp; ride for those not confident to undertake longer journeys by bike</li> <li>- All the path upgrade works to improve the Speyside Way between Craigellachie and Carron have been completed.</li> </ul>	
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					<p>This provides a much higher quality route to encourage local commuting by bicycle.</p> <ul style="list-style-type: none"> <li>- Installation of additional rapid chargers are pending an upgrade of the local substation by SSE. Once this has been completed a local car club will expand to operate from Aberlour, and will include e-bike hire in the offering, making Aberlour a real low carbon hub for Speyside.</li> <li>- An application for additional funding to extend the path upgrade to Cragganmore at the western end of Moray has also been made to LCTT.</li> </ul>	
<b>Ride-2-Autonomy</b>	A project to test autonomous mobility as part of the Smart Urban Mobility initiative	European Commission's Connect 2020 Programme	Ongoing	April 2021-Oct 2022	<p><b>Autonomous Mobility</b></p> <ul style="list-style-type: none"> <li>- HITRANS role within the project is to test autonomous vehicles for viability and learning, building on the PAV pilot at Inverness Campus</li> <li>- Focus on stakeholder engagement and behaviour change</li> </ul>	JG/RR
<b>eHUBS</b>	<p>Develop electric mobility hubs in cities</p> <p>An existing project that HITRANS were invited to join – the project has already had success launching eHUBS across different cities in Europe</p>	Interreg North West Europe (NWE)	Ongoing	April 2021-March 2023	<p><b>Implement eHUBS in &amp; around Inverness:</b></p> <ul style="list-style-type: none"> <li>- HITRANS main activities in the project are to implement shared e-bike hires, e-cargo bikes, electric car clubs and Mobility as a Service in and around the city of Inverness</li> <li>- The hubs will be launched from Summer 2022, featuring a combination of the above mobility modes</li> <li>- Hi-Bike will see an expansion as part of the project</li> <li>- Match funding has been obtained by EST and Transport Scotland</li> </ul>	KH/JG
<b>RURALITIES</b>	Climate smart, ecosystem-enhancing and knowledge-based rural expertise and training centres	Horizon Europe	Approved 2022 – currently in setup phase	2022 - 2027	<p><b>RURALITIES:</b></p> <ul style="list-style-type: none"> <li>- Expert learning centres will be validated and delivered via real-scale practicing in 6 EU-based "lighthouses" simplified rural socio-ecological systems (SIMSES)</li> <li>- HITRANS role will be one of these 'lighthouses' focusing on rural transport</li> <li>- Due to the delay finalising the UK's formal association to the programme with the EU, guaranteed funding is being provided by UKRI in place of Horizon Europe while the process continues</li> </ul>	JG/RR



## EU Projects – Budgets

Status	Project Title	Programme	HITRANS Budget	Intervention Rate	HITRANS Contribution	Leads
<b>Approved</b>	Smart Cities (Phase 2)	European Regional Development Fund (ERDF)	£500,000	70%	£150,000	NM/JG
	G-PaTRA	Interreg North Sea Region (NSR)	€ 699,874	50%	€ 349,937	JG/RP
	Stronger Combined	Interreg North Sea Region (NSR)	€ 352,851	50%	€ 176,426	RR/RF
	PAV	Interreg North Sea Region (NSR)	€ 1,027,339	50%	€ 513,670	JG/RR
	FASTER	Interreg VA SEUPB Cross-Border Programme	€ 1,675,703	85%	€ 251,355	GR/JG
	LCTT	European Regional Development Fund (ERDF)	£135,000	n/a	£135,000	NM/VT
	Ride2Autonomy	European Commission Connect 2020	€ 85,000	70%	€ 25,500	JG/RR
	eHUBS	Interreg North West Europe (NWE)	€ 456,783	60%	€ 182,713	KH/JG
	RURALITIES	Horizon Europe	€ 361,000	100%	€ 0	JG/RR
	<b>TOTAL £</b>	<b>Exchange Rate September 2022</b>	<b>£4,624,815</b>		<b>£1,569,333</b>	

# EU Projects Gantt Chart – to 2023

	2017				2018				2019				2020				2021				2022				2023					
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
<b>Ongoing</b>																														
Smart Cities																				Dec								Jun		
G-PaTRA																			Jun									Jun		
Str. Combined																				Dec				Dec						
PAV																							Sep				Mar			
LCTT																														
FASTER																											May	Oct		
R2A																								Oct						
eHUBS																												Sep		
RURALITIES <i>Continues to 2027</i>																														
<b>Previous</b>																														
SPARA																														
INCLUSION																														
MOVE																														

NB:

	Original project duration
	Project extensions