

Report to Partnership Meeting 17 September 2021

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 VA Cross Border, Interreg North West Europe and European Commission Connect 2020. Feedback is welcome on additional information that might be helpful to include in the projects log.

OVERVIEW

HITRANS is currently involved in eight ongoing 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 2021, HITRANS total budget for European projects is £4,999,226.

KEY UPDATES

HITRANS participated in the Interreg North Sea Region Call 12 for two projects, G-PaTRA and PAV, with both applications successful. For **G-PaTRA**, this will enable us to deliver demand responsive transport pilots with an additional budget of €190,000. The project will also be extended to June 2023. For **PAV**, we will work with project partners to conduct business cases exploring the financial value and impact of AVs in public transport, with a local report completed for HITRANS. In addition, we will review the feasibility and value of deploying AVs in the logistics sectors of the North Sea Region, with a local case study completed on the value of AV logistics in and around Inverness. The extension will give HITRANS an additional budget of €41,000 for these studies and an extension to March 2023.

Our E-Cargo bikes project for **MOVE** officially launched in August after all 12 bikes had been delivered and distributed to each area. The bikes are being offered to businesses and community groups until the pilot project ends in February 2022. All necessary lights, locks and safety equipment are provided as part of the trial, and training is also offered to ensure users are confident in using the bikes before starting the trial.



In Inverness, working in partnership with Highland Bikes, the first set of E-Cargo bike trials include Laughing Tree Couriers, Velocity, High Life Highland and Prissy Queen of Desserts. Laughing Tree Couriers want to replace the current manual bike and trailer they use to enable higher load capacity and allow them to cycle further with electric assistance, thereby increasing the viability of the cycle courier concept for potential customers. Velocity intends to replace travel by van and use the bike to collect supplies for their café, establishing proof of concept, while High Life Highland will use the E-cargo bike for transporting supplies between four catering units in Inverness, including the Botanic Gardens, Canal Park Pavilion and Bellfield Park. Prissy Queen of Desserts will be delivering parcels to local customers, including post office deliveries, replacing daily journeys that would have been made by car.

In Oban, working in partnership with Oban Cycles, The Hope Kitchen will be using the E-cargo bike to distribute local food parcel deliveries as well as food between their community garden and the community café two miles distant. Go Naked Veg will replace travel by van, delivering fresh organic fruit & veg to customers around the local area. MacQueen Bros will be replacing 3-4 daily van/car journeys for small deliveries around Oban, and Act Now (Mid Argyll), Argyll and the Isles Coast and Countryside Trust will be sharing a bike in the Lochgilphead area for the benefit of many local businesses. The first event in Lochgilphead proved very successful with the bike receiving strong interest from various sectors, including health care workers seeing the potential for visiting clients at home, the Multiple Sclerosis Centre seeing the opportunity for food deliveries to their service users, and a local firm specialising in renewable energy are the first to trial the bike with local collections and deliveries. In addition to the interest from businesses and organisations, the public response was hugely positive with many passers-by keen to know more about the e-cargo bike.



In Orkney, working in partnership with Glasgow Bike Hive, E-cargo bikes have gone to Rousay, Egilsay and Wyre Community Council, Stronsay Development Trust, Sanday Community Council and Kirkwall Pier for a variety of uses around the islands. Orkney Islands Council's Marine Services' cargo bike will be based at Kirkwall Pier and used by staff to transport smaller items such as parts and tools between Kirkwall, Hatston and Scapa piers, giving the chance to test a zero-carbon alternative to using cars and vans when a smaller carrying capacity is suitable.

Positive feedback has already been received from users claiming that travel now takes less time, is more enjoyable, and the bikes have a large carrying capacity. Many businesses are already enquiring about purchasing their own e-cargo bike after the trial is over. We will conduct evaluations with each company to understand the carbon emission reductions, potential cost savings and other benefits of using an e-cargo bike rather than a car/van for deliveries and other uses.



Also in **MOVE**, the new flexible bus service in the Ferintosh Community Council area of the Black Isle was launched in June. The demand responsive service will operate between 09.30-16.15, Monday-Friday, and complement the scheduled peak services to Inverness operated by Stagecoach. It is also hoped to have volunteer drivers to extend the service into night-time and weekends. It will take residents to and from Tore Service Station where passengers can join any of Stagecoach's mainline A9 buses.

For **Stronger Combined**, our GO-HI transport accessibility application was launched in June, making it easier for residents, tourists, and business travellers to access the information they need to make greater use of public transport and car sharing and to decide when cycling is an option. The app provides instant access to information on buses, trains, taxis, car hire, car clubs, bicycle hire, air travel and ferries. Also, to improve the overall sustainable transport offering, the Hi-Bike scheme will launch later this year with 30 bikes spread across 3 hubs in Inverness.

For our **PAV** project, we have commissioned MWLC to operate an autonomous vehicle pilot in Orkney, trialling small electric AVs for logistics uses around the island, working in partnership with Robert Gordon University, Orkney Islands Council and Orkney Research & Innovation Campus. The project will provide an opportunity for familiarisation with innovative technologies, promotion of uptake of electric vehicles, and collection of data on impact and benefits of AVs for emission free and safe transport of goods. Work is ongoing currently to select a shortlist of potential routes for the AVs in Orkney which will then be consulted upon with the relevant stakeholders and authorities.

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: 3rd September 2021

HITRANS European Projects Log

Approved Projects

Project Title	Description	Programme	Status	Timeline	HITRANS Activities	Lead
Smart Cities	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	2018-2021 (possibly extended to June 2023)	<p>Smart Cities Projects:</p> <p>Phase 1:</p> <ul style="list-style-type: none"> - <i>(Completed)</i> Supply & Install of Smart Bus Stop Units: Successful installation of approx. 250 smart bus stop units with QR codes - <i>(Completed)</i> RTPi Procurement: Improvement of real time passenger travel information in the HITRANS area - <i>(Ongoing – delayed)</i> Fair Exchange (previously titled Press N’ Ride): project to create additional capacity, improved resilience & better maintenance access on the Kyle railway line between Strathcarron & Kyle, with the project funding a new Token Exchange Point near Stromferry. Site meetings have been held to determine the scope of the physical works, informing the Network Rail investment panel along with estimates for the signalling design and software changes. <p>Phase 2 Projects:</p> <ul style="list-style-type: none"> - <i>(Ongoing)</i> Vehicle Management System (VMS) & Ferry Information Signs: the proposal has been approved with a total budget of £500k. Procurement was launched in December for phase one of the project – 3 new ferry information signs in Skye. The procurement was finalised in March and an inception meeting held in April. The work is currently ongoing to install the 3 new signs, and Phase 2 will begin in September. 	NM/JG

G-PaTRA	<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>	<p>Interreg North Sea Region (NSR)</p>	<p>Ongoing</p>	<p>Oct 2017 - June 2021 (now extended to Jun 2023)</p>	<p>WP3 Accelerating the use of zero emission vehicles and vessels:</p> <ul style="list-style-type: none"> - HITRANS is piloting an electric bus in rural Morayshire with Moray Council for 30 months – services started Jan 2019 - Match funding was received from SCSP to launch the service & develop marketing materials – ended Nov 2019 - An evaluation of the pilot & 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 - 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 - The final report on the business case for battery-powered trains from Wick-Thurso has been produced and is available on the HITRANS website - The project will contribute funds towards a study on hydrogen for rail, in the lead up to COP26 - 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 proved extremely popular - The e-bikes are now more widely available again for use by residents and visitors, with the intention to focus on wellbeing by advertising the bikes through local partners, including GP practices - Additional project budget and extension time will enable us to launch DRT pilots across the region, due to go out to tender in Sept 2021 	<p>JC/JG</p>
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<p>MOVE</p>	<p>Mobility Opportunities Valuable to Everybody</p> <p>Focuses on co-creation to deliver unusual transport combinations</p> <p>NHS Highland are also project partners</p>	<p>Interreg North Sea Region (NSR)</p>	<p>Ongoing</p>	<p>Sept 2018 – Aug 2021 (now extended to Feb 22)</p>	<p>Implement co-creation pilot to develop new sustainable and durable mobility solutions:</p> <ul style="list-style-type: none"> - HITRANS is working with partner councils to deliver pilots addressing social exclusion by improving accessibility and low carbon travel opportunities into main population centres from rural and peri-urban areas - The Highland Council is running a pilot in Sleat, Isle of Skye, using an electric people carrier - Due to Covid-19 and the inability to run a shared passenger transport scheme, the vehicle was instead used to transport goods around the community which was well received - The installation of a charge point for the Sleat vehicle has now been completed - The Ferintosh community bus pilot launched in June 2021, complementing the scheduled peak services operated by Stagecoach, and will be run by an electric bus by October - E-Cargo bike trials are underway in Inverness, Oban and Orkney, running until the end of the project in Feb 2022 - Evaluations will be compiled from each organisation using the bikes to understand the carbon emission reductions, potential cost savings and other impacts from using an e-cargo bike instead of a car/van for deliveries etc. 	<p>NM/JC/JG</p>
<p>Stronger Combined</p>	<p>Combined Mobility in the rural public transport system to build sustainable rural public services in symbiosis with private mobility providers & citizens</p> <p>IBI Group are a sub-partner of HITRANS in this project</p>	<p>Interreg North Sea Region (NSR)</p>	<p>Ongoing</p>	<p>Jan 2019 – Dec 2022</p>	<p>WP3 Opening up traffic data as the basis for attraction of third party providing simplified, transnational booking and ticketing of trips:</p> <ul style="list-style-type: none"> - HITRANS role is to explore data requirements & framework for the development of combined mobility – exploring how open data could support visualisation of route planning, travel & payment information in a digital format <p>WP4 Iterative innovation process to develop validated service models:</p> <ul style="list-style-type: none"> - 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 	<p>RR/RF</p>

					<ul style="list-style-type: none"> - An e-bike share scheme will launch later this year with 3 hubs with 30 e-bikes will be setup across Inverness for residents and visitors - The Go-Hi application launched in June offering the first mobility as a service project in the area 	
PAV	Planning for autonomous vehicles by local authorities	Interreg North Sea Region (NSR)	Ongoing	Sept 2019 – Sept 2022 (expected to receive an extension to March 23)	<p>WP1 Project Management:</p> <ul style="list-style-type: none"> - HITRANS is lead partner with a proportion of budget being contracted out for project management services - The contract for project management & communications support was awarded in 2020 to Bax Innovation Consulting following public procurement <p>WP4 Pilot Project:</p> <ul style="list-style-type: none"> - HITRANS is running a passenger AV pilot at Inverness Campus and has held meetings with HIE and The Highland Council to agree permissions and requirements - Procurement being launched Sept 2021 for both the autonomous vehicle and operator contract ahead of a start date in early 2022 - Also running a micro-AV trial in Orkney to test the technology in a logistics setting 	JG/RR
FASTER	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	<ul style="list-style-type: none"> - 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 - HITRANS will install 24 rapid charge points (or more if budget allows) across the HITRANS proportion of the Interreg VA programme area - HITRANS appointed a FASTER Project Officer in March 2021 to lead our involvement in the project - Site selection work is progressing well, working with the University of Strathclyde, Transport Scotland, and each local authority to create a shortlist of 8 sites per location 	GR/JG/NM

LCTT	<p>Low Carbon Travel & 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 & transport hubs</p>	<p>European Regional Development Fund (ERDF)</p>	<p>Ongoing</p>	<p>2018-2021 (extended)</p>	<p>Inverness Low Carbon and Active Travel Hubs:</p> <ul style="list-style-type: none"> - 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. - 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. - 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). <p>Orkney LCTT – Stromness Multi Modal Low Carbon & Active Travel Hub:</p> <ul style="list-style-type: none"> - 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 - 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 - The project has been severely delayed through the COVID-19 lockdown with limited progress in recent months. - Site installation works for the new MV Hamnavoe shore power connection stopped in March, after the installation 	<p>NM/VT</p>
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					<p>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.</p> <ul style="list-style-type: none"> - Electric Bus charge point was installed in Dec 2019 with the public charge points due to be installed in October - The original design for the cycle hub has been reviewed by OIC with details re-submitted to address comments raised by building standards. <p>Moray LCTT – Speyside Low Carbon Hub and Speyside Way Active Travel Path Development:</p> <ul style="list-style-type: none"> - 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 & e-bike club for the Speyside area - 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 & ride for those not confident to undertake longer journeys by bike - All the path upgrade works to improve the Speyside Way between Craigellachie and Carron have been completed. This provides a much higher quality route to encourage local commuting by bicycle. - 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. - An application for additional funding to extend the path upgrade to Cragganmore at the western end of Moray has also been made to LCTT. 	
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Ride-2-Autonomy	A project to test autonomous mobility as part of the Smart Urban Mobility initiative	European Commission's Connect 2020 Programme	Approved March 2021 – Started April 2021	April 2021-Oct 2022	Autonomous Mobility <ul style="list-style-type: none"> - HITRANS role within the project will be to test autonomous vehicles for viability and learning, building on the PAV pilot at Inverness Campus - Focus on stakeholder engagement and behaviour change 	JG/RR
eHUBS	Develop electric mobility hubs in cities An existing project that HITRANS were invited to join – the project has already had success launching eHUBS across different cities in Europe	Interreg North West Europe (NWE)	Approved March 2021 – Started April 2021	April 2021-March 2023	Implement eHUBS in & around Inverness: <ul style="list-style-type: none"> - HITRANS main activities in the project will be to implement shared e-bike hires, e-cargo bikes, electric car clubs and Mobility as a Service - The hubs will be launched June 2022 - Early meetings have taken place to agree locations and discuss land agreements/permissions required for the hubs, and procurement will be launched autumn 2021 	JG/RR

EU Projects – Budgets

Status	Project Title	Programme	HITRANS Budget	Intervention Rate	HITRANS Contribution	Leads
Approved	Smart Cities (Phase 1&2)	European Regional Development Fund (ERDF)	£1,000,000	50-70%	£400,000	NM/JG
	G-PaTRA	Interreg North Sea Region (NSR)	€ 699,874	50%	€ 349,937	JC/JG
	MOVE	Interreg North Sea Region (NSR)	€ 349,412	50%	€ 174,706	NM/JC/JG
	Stronger Combined	Interreg North Sea Region (NSR)	€ 352,851	50%	€ 176,426	RR/RF
	PAV	Interreg North Sea Region (NSR)	€ 886,868	50%	€ 443,434	RR/JG
	FASTER	Interreg VA SEUPB Cross-Border Programme	€ 1,675,703	85%	€ 251,355	GR/JG/NM
	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	JG/RR
	TOTAL £	Exchange Rate Sept 2021	£4,999,226		£1,910,459	

EU Projects Gantt Chart

	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		
Ongoing																														
Smart Cities																				Dec								Jun		
G-PaTRA																		Jun										Jun		
MOVE																		Aug			Feb									
Str. Combined																				Dec						Dec				
PAV																							Sep			Mar		Jun		
LCTT																				Dec										
FASTER																												May		
R2A																										Oct				
eHUBS																												Sep		
Previous																														
SPARA																														
INCLUSION																														

NB:

	Original project duration
	Project extensions
	Possible further extensions