

Report to Partnership Meeting 24 June 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 and the European Commission. Feedback is welcome on additional information that might be helpful to include in the projects log.

OVERVIEW

HITRANS is currently involved in nine 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 April 2022, HITRANS total budget for European projects is £4,587,663.

KEY UPDATES

The **PAV** project is progressing well. The NAVYA autonomous shuttle is now being commissioned on the route and is scheduled to enter live operations in July after operator training is completed. The trials will run until the project comes to an end in Spring 2023.

One vehicle will operate on the route at Inverness Campus, offering up to 15 seats (11 seated plus 4 standing). The expectation is that the shuttle service would be used by students and people working on the Inverness Campus site to access the Shopping and Business Park throughout the day. In addition, tourists who might be staying in campus accommodation could use the shuttle during the summer months. The trial is seen as complementary to a project in Hannover, Germany, where trialling an autonomous bus shuttle between a tram stop and a new university campus is being undertaken.

Safety is paramount to the project and all UK regulation relating to autonomous vehicles will be complied with. While the vehicle might be capable of driving itself without being controlled by an individual, an operator will be present in the vehicle at all times. The driving task will be delegated to the vehicle, but the operator will be ready to take control whenever they are required to do so.

Monitoring will be conducted throughout the pilot on various technological aspects as well as social impacts. The intention of the pilots is not only to test the viability of a route operated by an AV, but also to test the technology required to use AVs in combination with other transport modes and

better understand user perceptions. Dedicated work streams have therefore been developed to focus on the long-term socio-economic impacts of AVs, with research validated using pilot project results.

Our **eHUBS** project is making good progress, working with The Highland Council to identify sites in & around Inverness that will see the expansion of the HI-BIKE scheme and the introduction of electric car club vehicles, shared e-cargo bikes, charge point installations and real time information upgrades. Match funding has been received from Transport Scotland to help meet our project objectives, and from EST for the expansion of HI-BIKE and shareable eCargo bikes. We have also recently recruited a Project Officer of Smart Mobility who will lead on our activities within this project.

The **SUB** project has now kicked off as part of the NPA Bridging Call – the last call of the NPA 2014-2020 programme designed to build a pipeline for future main projects in the forthcoming 2021-2027 programme. The project is led by the Local Federation of East Lapland and involves partners from Finland, Iceland, Faroe Islands, Ireland, and Scotland, plus an associated partner in Norway. The project aims to identify novel solutions and best practices in the field of sustainable biking tourism around the NPA area, with 65% funding from ERDF. The project aims to build a future application for the 2021-27 programme.

An application was submitted earlier in June for a project called **SMARTA 3** to the DG MOVE call for tenders **MOVE/2022/OP/0008**. **The call seeks interest for demonstrator projects to look at Sustainable Rural Mobility for COVID-19 Resilience and Support of Ecotourism.** HITRANS were invited to develop a demonstrator project described in the call as a Demonstration Type 1 project which required the *'organisation of demonstrators in rural areas on integration of peri-urban and urban dimension in new and existing SUMP's'*. While there is no formal SUMP (Sustainable Urban Mobility Plan) in the HITRANS area previous work on a framework was undertaken for Inverness. The demonstrator project HITRANS will look to develop is around the management of passenger transport capacity to during cruise liner visit to the Port of Cromarty Firth and how this will interface with the Inner Moray Firth Development Plan travel action plan.

Building on our work in the eHubs project HITRANS have been invited to participate in an emerging Horizon Europe project **Sustainable Innovations for Shared Urban Mobility Services in Europe (SUSMOB-EUROPE)**. HITRANS role within SUSMOB Europe would be as a living lab project leader developing solutions linked to our work on the GO-HI MaaS Platform and linking this to mobility hub planning, Digital Demand Responsive Transport and potential for micro mobility solutions in the region.

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: Ranald Robertson
Designation: Partnership Director
Date: 16th June 2022

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 (extended to June 2023)	<p>Phase 1: Completed</p> <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. Work is currently ongoing to install the 3 new signs. Part 2 of the project, focusing on connected in-car technologies, will begin early 2022. 	NM/JG
G-PaTRA	Green Passenger Transport in Rural Areas HITRANS are project partners working with lead partner RGU to accelerate the use of zero emission vehicles and vessels in public transport	Interreg North Sea Region (NSR)	Ongoing	Oct 2017 - June 2021 (extended to June 2023)	<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 	JG

					<p>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</p> <ul style="list-style-type: none"> - 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 has enabled us to launch DRT pilots across the region – procurement has now concluded and the contract awarded to Liftango, with a DRT Project Officer leading on this activity 	
MOVE	<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>	Interreg North Sea Region (NSR)	Ongoing	Sept 2018 – Aug 2021 (extended to Feb 2022)	<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 - E-Cargo bike trials are underway in Inverness, Oban and Orkney, running until the end of the project, with a further 3 bikes having now been possible to purchase, totalling 15 eCargo bikes across the region - Evaluations are being 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. 	JG/NM

<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 - An e-bike share scheme (HI-BIKE) has launched with 3 hubs with 30 e-bikes across Inverness for residents and visitors - The Go-Hi application launched in June 2021 offering the first mobility as a service project in the area 	<p>RR/RF</p>
<p>PAV</p>	<p>Planning for autonomous vehicles by local authorities</p>	<p>Interreg North Sea Region (NSR)</p>	<p>Ongoing</p>	<p>Sept 2019 – Sept 2022 (extended to March 2023)</p>	<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 has now concluded for the autonomous vehicle provider, with the contract awarded to NAVYA - The procurement for the AV operator has now concluded awarded to Stagecoach - Trials are expected to launch June 2022 and will run until the project ends in Spring 2023 - Also running micro-AV trials in Orkney to test the technology in a logistics setting – an open day was held with the public on 14th October at ORIC in Stromness 	<p>JG/RR</p>

					<ul style="list-style-type: none"> - Vehicles are being trialled in Stromness, Papa Westray and Graemsay - Recruitment is underway to provide local support for the project 	
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 - Procurement documentation has now been approved by the lead partner and SEUPB, and is currently live 	GR/JG
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>	European Regional Development Fund (ERDF)	Ongoing	2018-2022 (extended)	<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 	NM/VT

					<p>docking station (NHS Highland are a project partner and also provided match funding).</p> <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 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. - 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 	
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					<p>for those not confident to undertake longer journeys by bike</p> <ul style="list-style-type: none"> - 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. 	
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	<p>Autonomous Mobility</p> <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	<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)	Approved March 2021 – Started April 2021	April 2021- March 2023	<p>Implement eHUBS in & around Inverness:</p> <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 from June 2022 - Match funding has been obtained from TS and EST - A dedicated Project Officer is now in place to support our project activities 	KM/JG
SUB	Sustainable Arctic and Peripheral Biking Tourism	Interreg Northern Periphery and Arctic (NPA)	Approved Dec 2021 – work commences Jan 2022	Jan 2022 – June 2022	<p>Sustainable Biking Tourism:</p> <ul style="list-style-type: none"> - Project is led by the Local Federation of East Lapland and involves partners from Finland, Iceland, Faroe Islands, Ireland, Scotland, and Norway - Aims to identify novel solutions and best practices in the field of sustainable biking tourism around the NPA area - Aim is to prepare and submit a full project application for the main call of NPA 2021-2027 programme 	JG

EU Projects – Budgets

Status	Project Title	Programme	HITRANS Budget	Intervention Rate	HITRANS Contribution	Leads
Approved	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
	MOVE	Interreg North Sea Region (NSR)	€ 349,412	50%	€ 174,706	JG/NM
	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	RR/JG
	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	JG/RR
	SUB	Interreg Northern Periphery and Arctic (NPA)	€ 27,260	65%	€ 9,541	JG
	TOTAL £	Exchange Rate April 2022	£4,587,663		£1,708,912	

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				Jun							
Str. Combined																				Dec				Dec						
PAV																							Sep				Mar			
LCTT																														
FASTER																											May	Dec		
R2A																								Oct						
eHUBS																											Sep			
SUB																							Jun							
Previous																														
SPARA																														
INCLUSION																														

NB:

	Original project duration
	Project extensions
	Potential project extensions