

## **Report to Partnership Meeting 24 April 2020**

### **EUROPEAN PROJECTS**

#### **EU Funding Consolidated Update**

##### **PURPOSE OF REPORT**

To update Members on HITRANS involvement in European funded projects. This includes programmes Horizon 2020, Interreg North Sea Region (NSR) and Interreg VA Cross Border Programme. Feedback is welcome on additional information that might be helpful to include in the projects log.

##### **OVERVIEW**

HITRANS is currently involved in eight European projects. The Appendix includes details on all projects including current status, timelines and a description of main activities. There is also a separate 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 rates. As of April 2020, HITRANS total budget for European projects is £4,102,230.

##### **UPDATE**

Since the last Partnership Board meeting in February, we have now recruited a Business Support Assistant to support our involvement in EU projects and help with the administration and preparation of financial claims. We are also recruiting for three further staff members – a FASTER Project Officer and Business Support Assistant, and a MaaS Project Officer to support our work in Stronger Combined. The Appendix provides more detailed updates on our current project activities.

##### **COVID-19**

The majority of our European project activities will be delayed or suspended as a result of Covid-19. We are hopeful that extensions will be granted for our European projects; however, at present we do not know for certain or for what duration. We are in the process of compiling risk assessments for each project activity to measure what impacts Covid-19 might have on deliverables, particularly for projects involving pilots of new technologies and shared mobility initiatives where a delay is inevitable. We are also exploring ways our European projects might be able to assist supporting communities through this time. For example, the Sleaford passenger transport pilot, funded through the MOVE project, has cancelled passenger trips but instead is delivering goods to those in need around the community. Also, all three bike shops involved in our e-bike pilot projects at Aviemore, Grantown-on-Spey and Fort William have made their e-bikes available for free to key workers as a means of transport. We will continue to explore ways our European project activities might be able to assist during this time.

## **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 Officer  
**Date:** 15<sup>th</sup> April 2020

# 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 proposals are in progress	2018-2020	<p><b>Smart Cities Projects:</b></p> <p><b>Phase 1:</b></p> <ul style="list-style-type: none"> <li>- <i>(Completed)</i> Supply &amp; Install of Smart Bus Stop Units: Successful installation of approx. 250 smart bus stop units with QR codes</li> <li>- <i>(Completed)</i> RTPI Procurement: Improvement of real time passenger travel information in the HITRANS area – Tender was launched on PCS in October 2019 and an award was made in December following supplier interviews</li> <li>- <i>(Ongoing)</i> Wireless Mesh Procurement: initial procurement awarded by THC Summer 2019 – street related works started Aug 2019</li> <li>- <i>(Ongoing)</i> Fair Exchange (previously titled Press N’ Ride): project to create additional capacity, improved resilience &amp; better maintenance access on the Kyle railway line between Strathcarron &amp; Kyle, with the project funding a new Token Exchange Point near Stromferry – A preliminary site investigation meeting with Network Rail and signalling and telecoms contractors was cancelled due to Covid-19</li> </ul> <p><b>Phase 2 Projects:</b></p> <ul style="list-style-type: none"> <li>- <i>(In development)</i> Vehicle Management System (VMS) &amp; Ferry Information Signs: progress is being made on the proposal for approx. £500k VMS project (plus £150k-200k for ferry information signs)</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>	<p>Interreg North Sea Region (NSR)</p>	<p>Ongoing</p>	<p>Oct 2017 - June 2021</p>	<p><b>WP3 Accelerating the use of zero emission vehicles and vessels:</b></p> <ul style="list-style-type: none"> <li>- HITRANS are piloting an electric bus in rural Morayshire with Moray Council for 30 months – services started in January 2019</li> <li>- Match funding was received from SCSP to launch the service and develop marketing materials – ended Nov 2019</li> <li>- An evaluation of the pilot &amp; associated carbon reduction emissions will be completed using results from a metric spreadsheet capturing passenger numbers, total KM travelled, charge point usage and any operational issues</li> <li>- Due to Covid-19, the electric bus service is currently suspended</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 – discussion has been held with Scottish Enterprise and Transport Scotland about extending a possible trial to include a hydrogen fuel cell centre car in the train, but further development is on hold due to Covid-19</li> <li>- There may be potential to contribute funds towards a work package on hydrogen on rail being carried out by consultants for the Rail Safety and Standards Board, enabling Inverness to be considered as a hydrogen hub for fuelling trains</li> <li>- Our e-bike pilots launched in January 2020 in Aviemore, Grantown-on-Spey and Fort William, but the project is now on pause due to Covid-19</li> </ul>	<p>JC/JG</p>
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<b>INCLUSION</b>	<p>Inclusive mobility solutions across European prioritised areas</p>	<p>Horizon 2020</p>	<p>Ongoing</p>	<p>Oct 2017 – Oct 2020</p>	<p><b>WP4 Innovation Pilot Lab:</b></p> <ul style="list-style-type: none"> <li>- Our SCSP projects linked to INCLUSION are well underway – the e-bikes were marketed across newspaper articles/magazines, HiTravel Liftshare was advertised on petrol pumps throughout the HITRANS area resulting in increased membership/website traffic, and an STV campaign was launched for our Thistle Assistance Cards</li> <li>- Discussions ongoing with car club operators to expand services into CNP, but Covid-19 will delay progress on this</li> <li>- Cairngorms Connected project has conducted user-centred research to better understand transport needs &amp; co-create ideas for new mobility services</li> <li>- E-bike pilots were launched in Aviemore, Grantown-on-Spey and Fort William in January with positive responses so far – however, Covid-19 has resulted in these projects being paused for the foreseeable future</li> <li>- Completed user surveys to-date &amp; interviews with bike shop owners will help to gather evaluation data throughout this time</li> </ul>	<p>JG/RR</p>
<b>MOVE</b>	<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</p>	<p><b>Implement co-creation pilot to develop new sustainable and durable mobility solutions:</b></p> <ul style="list-style-type: none"> <li>- HITRANS are 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</li> <li>- The Highland Council are running a pilot in Sleat, Isle of Skye, and have placed an order for an electric people carrier – this was expected to arrive Spring 2020, but Covid-19 has resulted in delays</li> <li>- Due to Covid-19, the bus that until now has been used for a passenger transport project will instead be used for the transportation of goods to support the community</li> <li>- Another pilot project is under development in Orkney</li> <li>- The installation of charge points for the project is being conducted between HITRANS and THC</li> </ul>	<p>NM/JC</p>

<p><b>Stronger Combined</b></p>	<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>	<p>Interreg North Sea Region (NSR)</p>	<p>Ongoing</p>	<p>Jan 2019 – Dec 2021</p>	<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>- Additional funding has been secured through SCSP for the recruitment of a MaaS Project Officer</li> <li>- HITRANS will explore needs, incentives &amp; marketing strategies related to integration of local ride-sharing schemes and public transport operations</li> </ul>	<p>NM/JG</p>
<p><b>PAV (formerly SUV)</b></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</p>	<p><b>WP1 Project Management:</b></p> <ul style="list-style-type: none"> <li>- HITRANS is lead partner with a large proportion of budget to be contracted out for project management services</li> <li>- The procurement for project management support went live on PCS and OJEU early March, with the contract expected to be awarded in May/June</li> <li>- HITRANS worked with hosts in Almere to organise the PAV Partnership Conference in February – Almere is one of four locations testing autonomous vehicles in the project</li> </ul> <p><b>WP4 Pilot Project:</b></p> <ul style="list-style-type: none"> <li>- HITRANS had initially planned to trial an autonomous shuttle between the new railway station at Inverness Airport, the airport terminal and Tornagrain – however, due to changed timeframes for Dalcross station the projects no longer align timewise</li> <li>- HITRANS is now exploring an alternative that was highlighted at application stage – to test an autonomous shuttle for passengers at Uig Ferry Terminal</li> </ul>	<p>RR/JG</p>

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)	Approved January 2020	Mar 2020 – Mar 2023 (TBC)	<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, and subsequently increase the number of EV car registrations.</li> <li>- HITRANS will install 24 rapid charge points (or more if budget allows) across the HITRANS proportion of the Interreg VA programme area</li> <li>- HITRANS has met with Transport Scotland on how we can work together for site selections and procurement of charge points</li> <li>- HITRANS is currently recruiting for a Business Support Assistant and Project Officer to support our work in the project</li> </ul>	JG/NM
LCTT	<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	2018-2020	<p><b>Inverness LCTT – Hubs at Raigmore &amp; Rose Street:</b></p> <ul style="list-style-type: none"> <li>- The Inverness Low Carbon and Active Travel Hub will be located within the Rose Street multi-storey carpark. The hub will establish 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</li> <li>- The project will also develop an Active Travel Hub to provide walking and cycling advice, bike hire, cycling workshop and support outreach programmes.</li> <li>- A secondary multi-modal hub will be located at Raigmore Hospital, providing a large bike hub for staff and patients, EV rapid charge points, e-car club and provide improved public transport facilities and information</li> </ul> <p><b>Orkney LCTT – Stromness Multi Modal Low Carbon &amp; Active Travel Hub:</b></p> <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</li> </ul>	NM/VT

					<p>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</p> <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 bicycle</li> </ul>	
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## EU Projects – Budgets

Status	Project Title	Programme	HITRANS Budget	Intervention Rate	HITRANS Contribution	Lead
Approved	Smart Cities	European Regional Development Fund (ERDF)	£500,000	70%	£150,000	NM/JG
	G-PaTRA	Interreg North Sea Region (NSR)	€ 509,874	50%	€ 254,937	JC/JG
	INCLUSION	Horizon 2020	€ 166,438	100%	€ 0	JG/RR
	MOVE	Interreg North Sea Region (NSR)	€ 349,412	50%	€ 174,706	NM/JC
	Stronger Combined	Interreg North Sea Region (NSR)	€ 352,851	50%	€ 176,426	NM/JG
	PAV (SUV)	Interreg North Sea Region (NSR)	€ 845,868	50%	€ 422,934	RR/JG
	FASTER	Interreg VA SEUPB Cross-Border Programme	€ 1,675,703	85%	€ 251,355	JG/NM
	LCTT	European Regional Development Fund (ERDF)	£135,000	n/a	£135,000	NM/VT
	<b>TOTAL £</b>	<b>Exchange Rate April 2020</b>	<b>£4,102,230</b>		<b>£1,423,238</b>	

# 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				
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