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THE HIGHLANDS AND ISLANDS TRANSPORT PARTNERSHIP

Report to Partnership Meeting 16th September 2016

EUROPEAN

Smart Mobility ERDF Project

Purpose of Report
To invite Members to support a revised timeline for HITRANS funding contribution towards the successful application to the Smart Cities workstream made in partnership with The Highland Council. This is a collaborative ERDF funded Strategic Intervention entitled 'Scotland's 8th City – the Smart City'.

Background
Inverness is a member of the Scottish Cities Alliance (SCA), along with Aberdeen, Dundee, Edinburgh, Glasgow, Perth and Stirling and the Scottish Government. Each city is represented by their respective local authority. The Scottish Government is also a member of the SCA. The SCA is focused on three workstreams including low carbon, infrastructure, and smart cities. A smart city uses data and technology to enhance the delivery of city services, promote economic growth, increase sustainability and engage more actively with its citizens.

To further the smart cities workstream Scotland's cities, led by Glasgow City Council, are undertaking a collaborative ERDF funded Strategic Intervention entitled 'Scotland's 8th City – the Smart City'.

Projects undertaken as part of this strategic intervention must be centred upon data and technology, and be undertaken in collaboration with at least one other Scottish City. The Strategic Intervention's outcomes include developing innovative city services, opening up data sets, and increasing citizen engagement. The Strategic Intervention will receive £10m of ERDF funds over the period 2015-20, of which £1.8m is ring-fenced to be used in Inverness and the Highlands. This ring-fenced money must be matched by an additional £1.8m of funding.

At the HITRANS Partnership meeting in June 2015 approval was given to support the application of a £1.000,000 Smart Mobility project for Inverness which included a number of innovative travel information, bus priority and traffic management projects that would build on the recent progress achieved with the East Inverness Bus Investment Fund project.

At the time of applying the anticipated timeframe for delivering the project was over a five year timeframe. The ERDF contribution to the project was £500k with the HITRANS and The Highland Council providing the necessary match funding.
A copy of the project outline proposals is contained in Appendix 1.

The application was considered by Managing Authority's Approval Panel (MAAP) on 20th June 2016 and was one of 4 successful applications subject to Minister Approval. However, as a result of the reduced timeframe available to undertake the project we have been notified that the match funding would need to be provided over a reduced timeframe of three financial years rather than five years when the report was originally approved by the Partnership Board.

Subject to approval of the revised timeline for the project, the next stage would be to develop the Project Initiation Documents in partnership with colleagues at The Highland Council.

Recommendation

1. Members are invited to support a revised timeline for HITRANS match funding contribution towards the project which will amount to £250,000 over three financial years instead of five – 2016/17, 2017/18 and 2018/19.
2. Members are invited to support further work finalise the Project Initiation Document

Risk	Impact	Comment
RTS Delivery	√	This work supports several strategic objectives of the RTS.
Policy	√	This work supports the development of Policies H29, H30 and H33 as set out in the RTS Delivery Plan
Financial	√	A funding commitment of £250,000 over three years to match the contribution of The Highland Council in order to draw down £500,000 of ERDF funding towards the initiatives outlined in this report. HITRANS Partnership Manager will provide support in project managing elements of the project.
Equality	√	Improvement of public transport services helps reduce social exclusion by improving access to employment and services

Report by: **Neil MacRae**
Designation: **Partnership Manager**
Date: **18th August 2016**

APPENDIX 1

Part 4: Financial Information (Justification of Cost Models Selected):

Additional Information about the proposed Smart Services (Mobility) ERDF operation

Intelligent Transport Systems - Traffic Management & Adaptive Bus Priority
A fundamental deliverable of the project will be a scalable and flexible wireless mesh infrastructure that will form the backbone for future digital city services in particular for ITS solutions coordinated by the City's Urban Traffic Management and Control (UTMC) database. Services including Smart Traffic Management, Live Traffic and Public Transport Information, Smart Ticketing, smart street lighting, smart bins, smart parking and tourist information will utilise this wireless mesh infrastructure allowing improved service delivery, and incorporating potential for future innovation and expansion. For this operation, the wireless mesh will be used to deliver an Intelligent Transport System.

The ITS wireless platform will enable the implementation of smart technologies across the city's traffic signal network. With the exception of a few junctions in the city centre there is currently no real-time co-ordination of traffic management. The proposed wireless platform will not only enable this to be rolled out across the city but also improve the efficiency of each junction and enable each site to host intelligent bus priority that will improve public transport journey times and help encourage modal shift. This component of the project will involve adding the necessary technologies to collect / manage the data to improve public transport reliability, the management of on and off street car parking as well as the impact of roadworks, major events and road traffic incidents in real-time.

- The existing Urban Traffic Management and Control (UTMC) database provides the hub to co-ordinate multiple integrated transport solutions, across Inverness and City Region. Without the UTMC Database these systems will continue to operate in isolation and prevent the development of citizen focused transport solutions and future development.
- The first deliverable will be to procure and then install a flexible wireless mesh infrastructure across the city's traffic signal network which will enable real-time communication and co-ordination with the UTMC database for the first time.
- The project will then seek to implement a number of innovative Services underpinned by this technology. Services will include Smart Traffic Management, Live Traffic assessment, Live & static Transport Information, Smart Ticketing, Smart Street Lighting, Smart Bins, Smart Parking, Roadworks and Incident management, intelligent public transport prioritisation and Tourist Information.
- The aim is to enhance existing infrastructure to allow data generated by disparate systems to be linked, published and focused to deliver added benefit to users.
- The enhancements to existing assets would not be made without this match funding and will deliver data sets via the backbone MESH network. The network will also ensure that any future infrastructure installations will be given a universal pathway for any data generated and also a pathway for information dissemination to the public in the streetscape environment.
- By linking the assets to a central database with a Mesh pathway a sustainable model is established for any future additions both in data sources, control options and message outlets.

Live Traffic and Public Transport Information
The investment in ITS infrastructure and software will enable the collection and expansion live information across a number of different transport modes, which is vital to improving the journey

experience of both the regular commuter and the first time visitor. This project would enable better management of the transport network to help reduce traffic congestion and also enable anyone travelling within the city to make informed transport choices in real-time. This would be achieved by making real-time updates available to transport managers but also directly to the public through a number of channels including a bespoke website, live information displays on street and at public transport interchanges. These information displays would pilot innovative technology such as solar powered displays, application of NFC and QR technology and would benefit regular commuters and specific event management.

The project will enable the implementation of the following smart mobility solutions;
- Expansion of at stop public transport information in real-time to every stop in Inverness via a Number of formats including digital displays, NFC/QR codes on static displays and via the travelhighland.info website and Travelinescotland app.
- Expand network of Bluetooth installations - currently deployed on the trunk road network for journey time information - to include key local roads and public transport and deploy them in an innovative pilot to transmit personalised travel information rather than just receive data. This would enable vehicles to receive public information messages that could inform their journey choices. For example real-time notification of accidents, roadworks or traffic congestion.
- Installation of smart technologies to support the roll out of Decimalised Parking Enforcement by the Highland Council later in 2016 including innovative services to enable smart payment of parking via mobile technology and also support efficient parking enforcement and management by The Highland Council. The technology may also provide the basis for supporting the management and use of the electric vehicle charging infrastructure and potential car club.
- Provide opportunities to add value to the Scottish Government's smart ticketing and payment across all forms of public transport in the form of marketing or dispensing of tickets for the high volume of visitors to the city.

Inclusion of 0.2 FTE post

The project co-ordinator role is based on 0.2 working on the Smart Mobility / ITS Project and the same role will also involve work on a 0.8 for the Open Data application. The one role working on the different projects will complement each project section and has project tie-ins, between the projects. The Open Data will be creating Data generated from the Smart Mobility and ITS Projects.