

Report to Partnership Meeting 13 September 2019

EUROPEAN PROJECTS

SUV Project and Orkney AV Roadmap

PURPOSE OF REPORT

To update Members on the recent successful award of funding to the **Stimulating the Uptake of Autonomous Vehicles by Local Authorities (SUV)** project by the INTERREG North Sea Region Programme. HITRANS is lead partner of this project consortium.

The report also provides a wider outline of Autonomous Vehicle activity that HITRANS are involved in particularly the emerging work in Orkney which has led to the production of an AV Roadmap for the county.

SUV Project Summary

Autonomous Vehicles (AV), or self-driving vehicles, promise widely available, low-cost, clean, door-to-door transport for people and goods. Widespread use on Europe's roads is anticipated by the 2030s and is expected to have numerous societal implications for equity, health, economy, and governance resulting in potential impacts on city development and design (from street to district- and regional development).

Many cities (plan to) start experimenting with AV in Europe. However, integration of AV in spatial planning has yet to start. This is urgent as cities plan district (re)developments, transport infrastructure and related investments decades ahead.

SUV aims to stimulate the up-take of electric, shared AV by developing green transport and spatial planning strategies that incorporate AV.

SUV connects within the North Sea Region (NSR) 4 local/transport authorities (UK, DE, NL and SE), 4 knowledge groups and 3 network organisations that will:

Develop and improve green transport and spatial planning strategies for the 4 participating local- and transport authorities. Prepare a publicly available series of expert analysis on the socio-economic impact of AV. Create an open and scalable innovation community connecting cities/regions and knowledge providers on AV; Implement 4 urban/regional AV pilots (minimum level 4) integrated with other, existing transport modes;

Through international think-thanks such as RICS and POLIS, local insights will be linked to international strategies and ensures broad uptake.

Project Partners

HITRANS are lead partner. This means HITRANS main role is to strategically lead the SUV project while administrative processes outsourced to external experts with this cost shared pro

rata across the partnership.

The other Scottish project partner is Robert Gordon University (RGU). RGU will explore AV technology scenarios and develop and assess the local impact of AV on local mobility patterns and other social behaviour of residents and tourist. This will be done through organising 'future user workshops' in activity 1 of WP 3

The project partnership comprises the following organisations:

- 1) HITRANS (Lead Partner)
- 2) RGU
- 3) Varberg Municipality, Sweden
- 4) Ghent University, Belgium
- 5) Halmstad University, Sweden
- 6) The Oslo School of Architecture and Design, Norway
- 7) The Royal Institution of Chartered Surveyors, UK
- 8) CLEAN, Denmark
- 9) City of Almere, The Netherlands
- 10) Region Hannover, Germany
- 11) Clean Tech Delta, The Netherlands

The project activity will take place across several work packages. These are:

- WP1 – Project Management
- WP2 – Communication activities
- WP3 – Methodology for analysing the impact of Autonomous Vehicles
- WP4 – AV Demonstrators
- WP5 – Developing Green Transport – and spatial planning strategies incorporating autonomous vehicles
- WP6 – Dissemination

Appendix 1 summarises the project.

HITRANS Role

As lead partner HITRANS will take strategic responsibility for the delivery of the project and will put in place the necessary project management support that the ensure successful deliveyr of the project.

HITRANS will lead WP 1 and 2. In both these activity areas specialist support will be hired in externally to manage and guide the Work Package Leader (HITRANS) in the administrative procedures of internal reporting, financial reporting and auditing process. As Lead Partner HITRANS will be directly responsible to the Interreg Joint Secretariat for the overall reporting, ensuring project partners' reporting follow the Interreg reporting deadlines. The external support service costs will be shared between partners and HITRANS will take care to ensure other partners have a clear place in all project governance through the steering committee.

In Work Package 4 HITRANS will develop a level 4 pilot with electric, self-driving shuttles. The provisional location identified for this pilot project is to establish a shuttle service that connects Inverness Airport Terminal with the new Airport rail station and Tornagrain. The pilot location will be finalized with a view to ensuring an appropriate and deliverable project is selected. There will be opportunities to look at additional and alternative locations and there is already work underway to look at AV opportunities in Orkney. The intention of the pilot work is to develop effective level 4 pilots that actively interact with its environment, specific expertise and solutions are required which the SUV partners might not be able to acquire themselves. Public solution competitions to source and implement viable solutions from the market in the (set up of) AV pilots. This could e.g. lead to a German company offering and testing a fleet management system in the AV pilot of Almere. Or e.g. a UK company testing their intelligent camera system at the AV pilot of Varberg.

HITRANS will through WP 5 look improve the way AV opportunities are presented in the HITRANS RTS. This will include considering how to integrate AV in the public transport services across the Highlands and Islands.

SUV Project Budget

The total project budget of SUV is 3,983,783 EURO of eligible costs. HITRANS will have control of a budget of 845,867 EURO.

Orkney Autonomous Vehicles Working Group and Road Map

Autonomous vehicles have the potential to help address many of the transport challenges in rural and island areas, including how to provide cost effective transport for an ageing population and better manage and optimise local transport resources to accommodate the rise in cruise ship tourist numbers.

Hitrans, Aquatera, Orkney Islands Council and RGU have all expressed an interest in exploring the autonomous vehicle agenda and putting vehicles on the ground in Orkney (and elsewhere in the Highlands) and vessels in the sea and have agreed to work together in an informal consortium to do so.

The objectives of the consortium are to:

- Establish a consortium to collaborate on the delivery and implementation of autonomous vehicles in island and rural settings.
- Collaborate to create a research and development centre of excellence on Orkney to coordinate the scoping, planning, procurement and delivery of autonomous vehicles in Orkney.
- Secure funding to establish AV pilot projects in Orkney.
- Engage in collaborative, longitudinal and reflective research to capture good practice in the planning, procurement and delivery of autonomous vehicles; sustainable businesses cases for financing AVs, including the involvement of existing transport providers; operations and maintenance (including health and safety); and public and stakeholder engagement and behavioural change.
- Promote an interdisciplinary and inclusive inter-agency approach to research and development activity across the fields of engineering, computing, economics, law, planning, public policy, social policy, health and social care, tourism, etc., to solve a complex web of policy, technological and industry challenges.
- Create consultancy and other capacity for commercialising knowledge generated by the collaboration.
- Provide training to the public, private and voluntary sector.

The road map set out as Appendix 2 to this report aims to identify the key enabling activities and project streams required to establish automated transport in Orkney and an indicative timetable for delivery.

RISK REGISTER

RTS Delivery

Impact – Positive

Comment – The SUV project supports several RTS objectives, particularly in the field of low carbon transport, support for EV uptake and development of Autonomous Vehicles.

Policy

Impact – Positive

Comment – SUV is supporting broader policy work by conducting research on the procurement and installation of AV pilot service and associated EV infrastructure.

Financial

Impact – Positive

Budget line and value – The project attracts a reimbursement rate of 50%. It is hoped that Scottish Government interest in Connected and Autonomous Vehicles can be translated into a material contribution to the project's delivery.

Equality

Impact – Positive

RECOMMENDATION

Members are asked to:-

1. Note the report
2. Approve officers to take forward procurement activity as lead partner in SUV to put in place a project support contract.

Report by: Ranald Robertson
Designation: Partnership Director
Date: 3rd September 2019
Background papers: Appendix 1 – SUV Project Summary
Appendix 2 – Orkney AV Roadmap

