

## **Report to Partnership Board Meeting 11 September 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, 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 August 2020, HITRANS total budget for European projects is £4,655,584.

##### **UPDATE**

We have recently recruited three additional staff members to support our work in European projects. In March 2020, Rachael MacKenzie joined us as Business Support Assistant, working on project monitoring, administration, reporting and preparation of financial claims. Marelise Hamar joined us shortly after in May as MaaS Project Officer, with the MaaS pilot project directly supporting our work in EU project Stronger Combined. In June, Kelly Martin joined us as Graduate Project Support Officer to support our work across EU projects, particularly focusing on INCLUSION as it comes to an end in October 2020. We are delighted to welcome Rachael, Marelise and Kelly to the team.

Since the last Partnership Board meeting, our Smart Cities Phase 2 proposal for Road Network Variable Messaging has been approved. The project, with a budget of £500,000, will introduce smart infrastructure through mobile devices in-vehicle to generate and notify real-time data such as road safety and issues, parking availability and ferry status. The project will improve the availability and quality of information provided to people on route to key destinations, such as ferry terminals. This will aid transport agencies and partnerships, city transport officers and drivers by:

- improving reporting and service delivery (safety, parking, ferries);
- ensuring key messages are transmitted to fixed signage at key strategic points on the journey to ferry terminals;
- enhancing driver experience by reducing stress, reducing time spent in vehicles and improving perception of transportation and mobility services; and,

- enabling data-driven decision-making, leading to a possible improvement in road-safety and reduction in congestion.

Our Stronger Combined project has made good progress in combination with the MaaS project. Following procurement in April 2020, Bewegen were awarded the contract to launch an electric bike share scheme in Inverness aimed at residents and visitors. The aim is for the scheme to help expand our offering as part of the MaaS platform. Three hubs with 30 e-bikes will be setup across the city to increase low-cost mobility options, enabling shorter journeys within the city to be made by e-bike. This in turn will help to reduce carbon emissions, pollution and contribute to The Highland Council's response to the climate emergency. The e-bikes are due to arrive later this year after an initial delay due to Covid-19.

## **COVID-19**

Several projects have now received extensions for activities and expenditure as a result of Covid-19. G-PaTRA, MOVE and Stronger Combined have all received 6-month extensions, and PAV is also expected to receive approval of 6-month extension shortly. The INCLUSION project will finish as expected in October 2020. We have not yet received our Grant Offer Letter for the FASTER project; however, this is expected shortly, and we anticipate the project will be extended into 2023 as a result of the delay. The attached Gantt Chart shows the addition of project extensions with most projects now extending into 2022 and some into 2023.

We are continuing to explore ways our European projects might be able to support communities throughout this time. For example, the Sleat 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 made their e-bikes available for free to key workers as a means of transport.

In addition to this, as part of the MOVE project, we are exploring potential eCargo bike trials to promote a modal shift from van/car deliveries towards low carbon alternatives. In the current climate of Covid-19, an increasing number of businesses are offering delivery services. Our aim is to offer eCargo bikes to businesses as a sustainable, physically distanced and economically productive alternative.

## **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:** 1<sup>st</sup> September 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 (2020-21)	2018-2021	<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 – delayed)</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 – awaiting to hear a revised date from signalling engineers</li> </ul> <p><b>Phase 2 Projects:</b></p> <ul style="list-style-type: none"> <li>- <i>(Approved)</i> Vehicle Management System (VMS) &amp; Ferry Information Signs: the proposal has now been approved with a budget of £500,000 – the start date will be slightly delayed due to Covid-19, but we do not envisage issues completing the project in the overall timeframe</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 (now extended to Dec 21)</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 is being completed using results from a metric spreadsheet, capturing passenger numbers, total KM travelled, charge point use and any operational issues</li> <li>- Due to Covid-19, the route served by the electric bus service has been suspended – instead the electric bus is running on an alternative route</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, with bikes being offered to key workers as a means of transportation</li> </ul>	<p>JC/JG</p>
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<b>INCLUSIO N</b>	Inclusive mobility solutions across European prioritised areas	Horizon 2020	Ongoing	Oct 2017 – Oct 2020	<b>WP4 Innovation Pilot Lab:</b> <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>	JG/RR
<b>MOVE</b>	Mobility Opportunities Valuable to Everybody  Focuses on co-creation to deliver unusual transport combinations  NHS Highland are also project partners	Interreg North Sea Region (NSR)	Ongoing	Sept 2018 – Aug 2021 (now extended to Feb 22)	<b>Implement co-creation pilot to develop new sustainable and durable mobility solutions:</b> <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, using an electric people carrier</li> <li>- Due to Covid-19, the vehicle that had been used for the passenger transport project is instead being used for the transportation of goods to support the community</li> <li>- Other pilot projects are under development in Orkney and the Black Isle</li> <li>- The installation of charge points for the project is being conducted between HITRANS and THC</li> <li>- A potential eCargo bike trial is in progress to support the increasing number of businesses making deliveries due to Covid-19</li> </ul>	NM/JC

<b>Stronger Combined</b>	<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>	Interreg North Sea Region (NSR)	Ongoing	Jan 2019 – Dec 2021 (now extended to June 22)	<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>- HITRANS appointed a MaaS Project Officer in May 2020 to progress our work in the project</li> <li>- An e-bike share scheme will start later this year (start date dependent on movement restrictions due to Covid-19) – 3 hubs with 30 e-bikes will be setup across Inverness for residents and visitors</li> <li>- HITRANS will explore needs, incentives &amp; marketing strategies related to integration of local ride-sharing schemes and public transport operations</li> </ul>	NM/JG

<b>PAV (formerly SUV)</b>	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><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 awarded in June to Bax Innovation Consulting</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 to test an autonomous shuttle at Inverness Campus</li> <li>- HITRANS are also exploring the potential to run a short AV trial in Orkney to test the technology in settings such as remote airports</li> <li>- Progress has been delayed due to Covid-19, but pilot projects are expected to pick up later this year</li> </ul>	RR/JG
<b>FASTER</b>	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	?? 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>- Awaiting receipt of Grant Offer Letter</li> </ul>	JG/NM



<b>LCTT</b>	<p>Low Carbon Travel &amp; Transport Hubs</p> <p>HITRANS are contributing £15k each year to each project lead by The Highland Council, Moray Council and Orkney Islands Council to deliver low carbon travel &amp; transport hubs</p>	<p>European Regional Development Fund (ERDF)</p>	<p>Ongoing</p>	<p>2018-2021</p>	<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. Work to implement the new chargers is progressing with contracts documents currently being prepared.</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. Following a negative reaction to the initial proposals for the hub within the Rose St Car Park, project partners have agreed to hold a workshop to review this element of the project and seek input from key stakeholders</li> <li>- A secondary multi-modal hub will be located at Raigmore Hospital (NHS Highland are a project partner and also provided match funding), providing a large bike hub for staff and patients, EV rapid charge points, e-car club and provide improved public transport facilities and information. Details for the siting of the individual elements have still to be agreed but it is hoped that the final design can be complemented by one of the docking stations for HITRANS new e-bike hire scheme.</li> <li>- HITRANS have agreed to assist project partners by recruiting a new Project Officer to lead the delivery of the project.</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</li> </ul>	<p>NM/VT</p>
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					<p>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</p> <ul style="list-style-type: none"> <li>- The project has been severely delayed through the COVID-19 lockdown with limited progress in recent months.</li> <li>- 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.</li> <li>- Electric Bus charge point was installed in Dec 2019 with the public charge points due to be installed in October</li> <li>- The original design for the cycle hub has been reviewed by OIC with details re-submitted to address comments raised by building standards.</li> </ul> <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 bike</li> <li>- 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.</li> <li>- 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</li> </ul>	
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					<p>operate from Aberlour, and will include e-bike hire in the offering, making Aberlour a real low carbon hub for Speyside.</p> <ul style="list-style-type: none"><li>- An application for additional funding to extend the path upgrade to Cragganmore at the western end of Moray has also been made to LCTT.</li></ul>	
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## EU Projects – Budgets

Status	Project Title	Programme	HITRANS Budget	Intervention Rate	HITRANS Contribution	Lead
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)	€ 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	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 Aug 2020</b>	<b>£4,655,584</b>		<b>£1,690,753</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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**NB:**

Project extensions