

Report to Partnership Meeting 5 February 2021

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 seven ongoing 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 January 2021, HITRANS total budget for European projects is £4,506,799.

UPDATES

Detailed updates for each of our projects and associated activities can be found in the attached projects log. Key updates are noted below.

Our work on the **FASTER** project is progressing well with regular meetings setup between HITRANS and the University of Strathclyde to review the detailed site assessments. Selections are taking place in each of our partner councils within the Interreg VA Programme Area: Argyll & Bute, Western Isles, and Skye, Lochalsh & Lochaber areas of Highland Council to ensure the best sites are selected for the 24 rapid chargers to be installed. University of Strathclyde are working closely with each partner council to complete detailed modelling using GIS to assess the highest priority areas for rapid charge points. The model should also be a helpful tool for Local Authorities in the future when prioritising charge point locations. The site selection work will continue up to May 2021, at which point outputs will be incorporated into tender documentation. Recruitment is underway for the appointment of a **FASTER** Project Officer to support our activities and work closely with each of the Local Authorities on installations.

Having received match funding for the eCargo bikes project through **MOVE**, ITTs have now been drafted ready to go out to tender early February for procuring the eCargo bikes. Four eCargo bikes are planned for each location at Inverness, Argyll & Bute and Orkney. The aim will be 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 to

get goods to customers. Our aim is to offer eCargo bikes as a sustainable, physically distanced and economically productive alternative, in addition to a number of other use cases.

HITRANS has also been working on the **Horizon 2020** Green Deal programme on the topic 'Green airports and ports as hubs for sustainable and smart mobility'. The topic addresses innovative concepts and solutions for airports and ports to reduce transport GHG emissions and increase contributions to mitigating climate change. Projects are expected to commence at the end of 2021 with a duration of up to 5 years. HITRANS secured involvement in three bids, submitted in January, at a funding rate of 100% (plus an additional 25% towards indirect costs). Outcomes on applications are expected by June.

COVID-19 / PROJECT EXTENSIONS

Several projects have now received extensions for activities and expenditure as a result of Covid-19. The attached Gantt Chart shows the addition of project extensions with most projects now extending into 2022 and some into 2023.

In addition, a number of programmes are launching funding rounds for extensions of existing projects to enable them to perform new activities and/or include new partners. Extensions are possible up to the end of June 2023. HITRANS is exploring the potential for these extensions for new activities in several of the North Sea Region projects, as well as joining an existing project in the Interreg North West Europe programme.

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: 26th January 2021

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 & 2 | 2018-2021 (expected to receive an extension to at least March 22) | <p>Smart Cities Projects:</p> <p>Phase 1:</p> <ul style="list-style-type: none"> - <i>(Completed)</i> Supply & Install of Smart Bus Stop Units: Successful installation of approx. 250 smart bus stop units with QR codes - <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 - <i>(Ongoing)</i> Wireless Mesh Procurement: initial procurement awarded by THC Summer 2019 – street related works started Aug 2019 - <i>Ongoing – delayed</i> Fair Exchange (previously titled Press N’ Ride): project to create additional capacity, improved resilience & better maintenance access on the Kyle railway line between Strathcarron & Kyle, with the project funding a new Token Exchange Point near Stromferry. A site meeting was held in October to determine the scope of the physical works. This will inform the paper that will be going to the Network Rail investment panel along with estimates for the signalling design and software changes <p>Phase 2 Projects:</p> <ul style="list-style-type: none"> - <i>(Ongoing)</i> Vehicle Management System (VMS) & Ferry Information Signs: the proposal has now been approved with a budget of £500,000. Procurement was launched in December for part one of the project – 3 new ferry information signs in Skye | NM/JG |

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| G-PaTRA | <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>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 of time, 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 – 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 - There might be potential to contribute funds towards a study on hydrogen for 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 - The e-bike pilots launched in Jan 2020 in Aviemore, Grantown-on-Spey and Fort William – the project was paused for a period of time due to Covid-19, but the e-bikes were offered to key workers as a means of transportation and proved extremely popular | <p>JC/JG</p> |
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| <p>MOVE</p> | <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 (now extended to Feb 22)</p> | <p>Implement co-creation pilot to develop new sustainable and durable mobility solutions:</p> <ul style="list-style-type: none"> - HISTRANS 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, the vehicle that had been used for passenger transport was for a period of time being used for the transportation of goods to support the community - The installation of a charge point for the Sleat vehicle has now been completed - Other pilot projects are under development in Orkney and the Black Isle - eCargo bike trials are launching early 2021 to support the increasing number of businesses making deliveries due to Covid-19 and other community use cases | <p>NM/JC</p> |
| <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 HISTRANS in this project</p> | <p>Interreg North Sea Region (NSR)</p> | <p>Ongoing</p> | <p>Jan 2019 – Dec 2021 (expected to receive an extension to June 22)</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"> - HISTRANS 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"> - HISTRANS 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 - HISTRANS appointed a MaaS Project Officer in May 2020 to progress our work in the project - An e-bike share scheme will start in 2021 (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 - HISTRANS will explore needs, incentives & marketing | <p>MH/RR</p> |

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| | | | | | strategies related to integration of local ride-sharing schemes and public transport operations | |
| PAV (formerly SUV) | 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>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 June to Bax Innovation Consulting following public procurement <p>WP4 Pilot Project:</p> <ul style="list-style-type: none"> - HITRANS is exploring Inverness Campus as the pilot project location and has held initial meetings with HIE - Now working on a detailed Implementation Plan and progressing with procurement options for a 2021 launch - Also exploring potential to run a short AV trial in Orkney to test the technology in settings such as remote airports | JG/RR |
| 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 – Mar 2023 (end date TBC) | <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, and subsequently increase the number of EV car registrations - HITRANS will install 24 rapid charge points (or more if budget allows) across the HITRANS proportion of the Interreg VA programme area - HITRANS will liaise with Transport Scotland to work together on the site selections and procurement of charge points - Several meetings have been held with University of Strathclyde to progress site selection work and individual meetings with each of the three local authorities, with early results now being established and shared with the local authorities from Strathclyde’s GIS work | JG/NM |

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| 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 | 2018-2021 (extended) | <p>Inverness Low Carbon and Active Travel Hubs:</p> <ul style="list-style-type: none"> - The Low Carbon 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. - Project partners held a workshop with Active Travel partners to consider revised proposals for the Active Travel Hub element of the project. This together with other information has been submitted to the LCTT Fund administrators for their consideration. The revised submission seeks to adopt a more City wide approach to Active Travel with a series of mini-hubs complementing other Active travel development in the city. - HITRANS Officers are managing the development of designs for the Active Travel Hub element of the project which will be located at Raigmore Hospital (NHS Highland are a project partner and also provided match funding). It is envisaged that this will include a docking station for the new e-bike hire scheme, high quality bike storage for staff and visitors, a new bus shelter and improved information on all transport modes. <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 | NM/VT |
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| | | | | | <ul style="list-style-type: none"> - 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 for those not confident to undertake longer journeys by bike - 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. | |
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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 |
| | 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 | MH/RR |
| | PAV | Interreg North Sea Region (NSR) | € 845,868 | 50% | € 422,934 | JG/RR |
| | 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 |
| | TOTAL £ | Exchange Rate Jan 2021 | £4,506,799 | | £1,691,253 | |

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 | | | | |
| Ongoing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Smart Cities | | | | | | | | | | | | | | | | | | | | | Dec | Mar | | Sep | | | | | | | | |
| G-PaTRA | | | | | | | | | | | | | | | | | | Jun | | | Dec | | | | | | | | | Jun | | |
| MOVE | | | | | | | | | | | | | | | | | | | Aug | | | Feb | | | | | | | | | | |
| Str. Combined | | | | | | | | | | | | | | | | | | | | | Dec | | Jun | | | | | | | Jun | | |
| PAV | | | | | | | | | | | | | | | | | | | | | | | Sep | | | Mar | | Jun | | | | |
| LCTT | | | | | | | | | | | | | | | | | | | | | Dec | | | | | | | | | | | |
| FASTER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Mar | | |
| Previous | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SPARA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| INCLUSION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

NB:

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| | Original project duration |
| | Project extensions |
| | Possible further extensions |