

## **Projects Update**

### **1. INTRODUCTION**

1.1 This report provides the Forum with an overview of current SEStran projects.

### **2. REAL TIME PASSENGER INFORMATION (RTPI)**

2.1 BustrackerSEStran provides live bus times for all of the services operated by both First Scotland East and Stagecoach Fife, within the SEStran region. This has improved the reliability of the bustracker website and mobile app for the general public, and is anticipated to increase patronage of bus services as a result.

2.2 A substantial number of public premises throughout the region are displaying, or have committed to displaying live bus times on digital screens alongside public information and news bulletins. To date, SEStran has committed to approximately 155 digital screen installations in a variety of public and commercial buildings within the SEStran area.

2.3 To accelerate the roll out of the remaining screens (approximately 130), SEStran has employed an experienced Marketing Officer to distribute all remaining equipment by the end of the 2016/17 financial year. .

2.4 Following SEStran's information session for smaller bus operators held in July 2016, SEStran are working with INEO and transport consultants WYG to enable a link between bustrackerSEStran and GPS-enabled ticket machines operated by smaller bus operators in the SEStran region.

2.5 A Smart Ticketing Challenge Fund was launched by Transport Scotland, in October 2016. The fund provides capital funding to public sector organisations looking to develop interoperable smart ticketing. Modern ticket machines are also equipped with a GPS facility which can facilitate a connection to the RTPI system. Following consultation with the region's bus operators SEStran has submitted a bid, for a 40% ERDF funding contribution, towards ticket machine upgrades for 5 bus operators ( Blue Bus Ltd., Peter Hogg of Jedburgh, A1 Coaches, Edinburgh Coachlines Ltd. and Eve's Coaches).

### **3 SESTRAN THISTLE CARD – APP DEVELOPMENT UPDATE**

3.1 The Thistle Card App is designed to replicate the original SEStran Thistle

card with an initial page for the customer to input their protected characteristic using the same previously agreed symbols. The second page displays the information to be shown to the bus driver.

**3.2** The new Thistle Card App was added to the app store in a soft launch to gain feedback. SEStran has now incorporated the feedback received from stakeholders to date, and would now like to encourage Forum members to circulate the app through their own communications channels.

**3.3** SEStran is now in discussion with developers to identify potential to include usage statistics and where the app is being used. These additions can be added as feedback incrementally as use of the initial app increases. This data could be used to inform bus operators in the future to improve services.

## **4 X-ROUTE STUDY**

**4.1** SEStran commissioned Young Scot to conduct a Co-Design project called X-Route, which engaged young people on how to improve cycling in their area and the barriers they face.

**4.2** The X-Route study<sup>1</sup> involved groups of young people, from various socio-economic backgrounds across the south east of Scotland, discussing the barriers they face when considering using active travel as a means of transport. The report was conducted using Young Scot's Co-design method, where young people are involved much earlier in decision making process through a highly participative approach developing informed insights, ideas, recommendations and solutions for service development, policy and practice.

**4.3** The report has produced a number of interesting results and insights from the workshops so far and the young people have raised a huge variety of issues faced, including some concerns. However, they have also proposed some ingenious solutions, including some proposals that SEStran is seeking to progress via a bid to the Scottish Roads Research Board

## **5 EUROPEAN PROJECTS UPDATE**

**5.1** 'SocialCar' aims to integrate public transport information, car-pooling and crowd sourced data in order to provide a single source of information for the traveller to compare multiple options/services.

**5.2** The last Social Car meeting was held in Brussels as part of the mid-term

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<sup>1</sup> [http://www.sestran.gov.uk/uploads/XRoute\\_document\\_2016\\_Final\\_2.pdf](http://www.sestran.gov.uk/uploads/XRoute_document_2016_Final_2.pdf)

conference on the 22<sup>nd</sup> of November. Local Stakeholder groups will resume in February/March of this year, and will seek additional test users later in 2017.

- 5.3** ‘**SHARE-North**’ addresses the concept of ‘Shared Mobility’ and looks at the development, implementation and promotion of Car Clubs, Bike Sharing and Car Sharing. The planned living labs will integrate modern technology with activities to support changes in mobility behaviour. The objectives are: resource efficiency, improving accessibility (incl. non-traditional target groups), increased efficiency in the use of transport infrastructure, reduction of space consumption for transport, improving quality of life and low carbon transport.
- 5.4** The last SHARE-North partner meeting was held in Kortrijk and Ghent in Belgium on the 6<sup>th</sup> to 11<sup>th</sup> of November. SEStran held a workshop around a Shared Mobility Manual for Municipalities. As part of the project’s dissemination tasks, a series of webinars are to be held during the lifetime of the project. The first took place on the 20<sup>th</sup> of January, with an introduction to the ‘Sharing Economy’.
- 5.5** ‘**REGIO-MOB**’ aims to promote “learning, sharing of knowledge and transferring best practices between the participating regional and local authorities to design and implement regional mobility plans (or Regional Transport Strategies) bearing in mind the stakeholders with regional relevance and contributing to the sustainable growth of Europe.” Accordingly this project provides an opportunity for SEStran to attract European funding towards the necessary development of the RTS and to learn and share knowledge with other cities throughout Europe. The project will attract 85% funding from Europe.
- 5.6** The last REGIO-MOB consortium meeting was held in Edinburgh at the City Chambers on the 11<sup>th</sup> and 12<sup>th</sup> of January. Park and Ride and Edinburgh’s A90 Queue Management System were two examples of best practice chosen by the REGIO-MOB project partners. Presentations from both Edinburgh Council and Stagecoach were given, and a subsequent workshop hosted by SEStran was held.

## **6. OPPORTUNITIES FOR NEW EUROPEAN PROJECTS**

### **6.1 Interreg, North West Europe – March 2017 Call**

#### **6.1.2 SCRIPT (Sustainable Carbon Reduction in Port Transport)**

It is well understood that transport, in general, is a major contributor to

carbon emissions totals and freight transport's contribution is significant; with a particular concentration around ports and their hinterland as a result of the necessary traffic required to transfer goods to and from the ports.

**6.1.3** SEStran and partners' objective is to engage with ports and freight transport operators and their supply chains in selected estuarine and inland waterway locations within the North West Europe area to effect large-scale behavioural change with respect to the use of low carbon logistics and transportation and the implementation of different low carbon solutions. Work continues towards a submission in March this year with a meeting due to be held in Brussels in February.

## **6.2 Interreg, North Sea Region**

### **6.2.1 Surflogh**

**6.2.2** The Surflogh project bid, aimed at improving the role of logistic hubs in the network of urban logistics in the North Sea Region, was unsuccessful from the Interreg North Sea Region programme in October 2016. However, the consortium involved, having taken account of feedback from the unsuccessful submission is keen to re-submit at the end of January 2017.

## **6.3 Horizon 2020**

### **6.3.1 E-MOTIVE**

In partnership with Leeds University, Institute for Transport Studies and CENIT in Spain, SEStran is currently pursuing a bid to Horizon 2020. The consortium for this project now includes 8 academic/research institutes, 5 cities/regions and approximately 10 demonstration projects in total. SEStran's role in this project will focus on Young People, developing SEStran's existing relationship with Young Scot as a demonstration project. The deadline for submission of this project is February 2017.

**6.3.2** SEStran is currently in discussion with Napier University's Transport Research Institute (TRI) regarding future bids under the headings of "...innovative solutions to achieve sustainability..." and "improving, acceptability, inclusive mobility and equity..." to be considered later this financial year.

## **7. EU Exit**

**7.1** The UK government has announced that the Article 50 process will be

initiated at the end of March 2017. However, a recent court judgement has ruled that the exit decision needs formal parliamentary support. In a speech on 17 January, the PM announced that the decision will be put before parliament along with the strategy for exiting the EU.

- 7.2** In the meantime, The Scottish Government has announced that it will be,....” passing on in full to Scottish stakeholders, the guarantees on EU funding that the UK Government has provided to cover the period between now and the point that the UK proposes to leave the EU – to provide stability and certainty for these key sectors of the Scottish economy.” The guarantee covers all European Structural and Investment Funds (ESIF) Programmes 2014-20, including European Regional Development Funds (ERDF), European Social Funds (ESF), European Territorial Co-operation (ETC) programmes, agri-environment schemes, and all projects funded directly by the European Commission through, for example Horizon 2020.
- 7.3** Some 45% of the 2014-20 ERDF and ESF programmes are already committed, with almost all the approved projects running to the end of 2018. The Managing Authority (MA) will report to the Joint Programme Monitoring Committee (JPMC) on 30 November 2016 with options for committing the funds for the second phase of the programme.
- 7.4** The guarantee provides reassurance for projects which have been approved by the Managing Authority (MA) and those which will go through the approval process before the UK leaves the European Union.
- 7.5** As members will be aware, ministers representing both the UK and Scottish governments have been appointed to deal with the exit process. Until the process starts, there is nothing further to report and SEStran continues to pursue partnerships and bids in an effort to secure further EU funding while the opportunity remains.

## **8 RECOMMENDATIONS**

- 8.1** That the Forum notes the content of the report

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20<sup>th</sup> January 2017