Projects Update/ /EU Update

1.   INTRODUCTION

1.1   The report provides the Board with an update on key aspects of projects and appraisal undertaken in the last quarter, seeks their agreement on a number of project grant awards and potential strategy of focussing grant schemes on delivering maximum EU match funds for the SEStran region. The report then provides an update on the process for the UK leaving the EU and finally, within the recommendations, seeks agreement that should an underspend in the current year be evident, that such underspend should be carried forward and assigned to Sustainable and Active Travel Grant Scheme (SATGS) actions in 2017/18.

2.   REAL TIME PASSENGER INFORMATION

2.1   SEStran has now appointed a marketing specialist to accelerate the roll-out of the remaining RTPI digital screens. The appointment was effective from 16 January 2017 and it is hoped to have most of the remaining 130 screens distributed by the end of the financial year.

2.2   As advised in the report to the December 2016 Partnership Board, SEStran are currently working with INEO and transport consultants WYG to enable a link between Bustracker SEStran and GPS-enabled ticket machines operated by smaller bus operators in the SEStran region. This work is also programmed to be complete by the end of this financial year.

2.3   SEStran is delighted to inform the Board that its bid to the Smart Ticketing Challenge Fund, launched by Transport Scotland in October 2016, was successful. The fund provides capital funding to public sector organisations looking to develop interoperable smart ticketing. As reported previously, modern ticket machines are also equipped with a GPS facility which can facilitate a connection to the RTPI system. Work is underway to procure the necessary equipment, through a Transport Scotland framework contract and thereafter to kit-out the following bus operators: Blue Bus Ltd., Waverley Travel, A1 Coaches, Edinburgh Coachlines Ltd. and Eve's Coaches. The total investment is £79285 with an ERDF contribution of £31714. Again the installation will be complete by 31st March 2017.

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 are now in discussions with experts such as Code Clan and xDesign to identify further potential for the apps development.

3.4 Hitrans (Highlands and Islands Strategic Transport Partnership) alongside Tactran (Tayside and Central Scotland Transport Partnership) have both now launched their own versions of the Thistle Card using templates provided by SEStran.

3.5 Promotional campaigns with Forth 1 and Forth 2 to further publicise Bustracker SEStran and the Thistle Card were launched on 22 February and will run until the end of the financial year. These are intended to encourage more use of the bus and to increase awareness of the Thistle Card.

4. **Sustainable and Active Travel Grant Scheme**

4.1 The SEStran Sustainable and Active Travel Grant Scheme aims to support and encourage Travel Planning and Active Travel measures. SATGS can be used to support physical measures implemented as part of a Travel Plan and provide support for organisations actively developing a Travel Plan.

4.2 Grants have in the past ranged from £500 to £25,000 and normally up to a maximum of 50% of any proposal, although in exceptional circumstances higher awards may be made. However, as described in paragraph 5.5 other options for the use of this fund will be considered in the next financial year.

5. **Regional Cycle Network Grant Scheme (RCNGS)**

5.1 SEStran operates the Sustrans funded Regional Cycle Network Grant which seeks to encourage the development of the Cycle Network throughout the Region, in particular cross-boundary infrastructure.

5.2 The RCNGS can be used to support feasibility studies, design work, the development of infrastructure and monitoring, as well as supporting innovation and public engagement. Grants generally range from £500 to £25,000 although higher sums will be considered.

5.3 The Grant Scheme is now closed for this financial year as the funding, plus an additional £25,000 offered by Sustrans, has been allocated. The Board's approval is sought for the following grants:

BioQuarter Topographical Survey to complement existing feasibility work	£8,000
Transition St Andrews- Crail to St Andrews cycle link further landowner consultation	£3917.50
Edinburgh and Lothians Greenspace Trust- Diaches Braes surface upgrade	£65,000

5.4 As advised in the financial update to the previous Partnership Board meeting, an under spend of £56,000 relative to the approved budget was predicted and, as recommended, this would be used for increased investment in projects. The Diaches Braes upgrade is recognised as a strategic link in SEStran's Cross-Boundary Cycle Development study. The total cost of the upgrade work amounts to £105,000 and the Board is requested to agree to a contribution from SEStran of £40,000 in order to fully fund the project.

5.5 In anticipation of a reduced level of expenditure in the RTPI project, as a result of a reduced need for further development work, it is proposed to increase the budget under the heading of Sustainable and Active Travel Grant Schemes and look to achieve best value for investment by seeking to match fund potentially larger schemes in combination with the Regional Cycle Network Grant Scheme and EU funding.

6. European Projects Update

6.1 **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.

6.2 The last Social Car meeting was held in Brussels as part of the mid-term conference on the 22nd of November. Local Stakeholder groups will resume in February/March of this year, and will seek additional test users later in 2017.

6.3 **'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.

6.4 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 20th of January, with an introduction to the 'Sharing Economy'.

6.5 **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.

6.6   The last REGIO-MOB consortium meeting was held in Edinburgh at the City Chambers on the 11th and 12th of January. Park and Rides and Edinburgh's A90 Queue Management System were two examples of best practice chosen by the REGIO-MOB project partners. Presentations from both Edinburgh City Council and Stagecoach East Scotland were given, and a subsequent workshop was hosted by SEStran.

7.   Opportunities For New European Projects

7.1   Interreg, North West Europe

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.

7.1.1   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.

7.2   Interreg, North Sea Region

7.2.1   **SURFLOGH (Sustainable Urban Logistics Hubs)**
The original SURFLOGH project bid, aimed at improving the role of logistic hubs in the network of urban logistics in the North Sea Region, submitted in the previous call last year, was unsuccessful. However, led by the Province of Drenthe in the Netherlands, the partnership and bid has been re-cast with SEStran remaining as a full partner along with Napier University's Transport Research Institute (TRI) and re-submitted at the beginning of February. A response to the bid is expected in June 2017.

7.3   Horizon 2020

7.3.1   **I-MAsS** (Inclusive Mobility As a Service)
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 be a demonstration project in partnership with Young Scot, called yTravel. yTravel will aim to develop and deliver innovative ways to provide inclusive mobility and accessibility solutions to all young people aged 16-25 years living in the South East of Scotland, based on co-produced identification of needs and innovative solutions. The deadline for submission of this project is February 2017.

7.3.2 INSTINCT
A further bid in partnership with Napier's TRI which will address the long-standing problem of the integration of transport infrastructure and urban development policies has been submitted. It will focus on the development and take-up of practical measures by municipal, regional and national governments, and public transport companies and organisations, to improve this integration and so deliver more sustainable transport and spatial development on the ground. This in turn will increase the attractiveness and convenience of sustainable modes of transport (public transport, cycling and walking) and at the same time reduce transport-related energy use and greenhouse gas emissions.

8. EU Exit

8.1 The UK government has reaffirmed that the Article 50 process will be initiated at the end of March 2017. In January, the Prime Minister outlined her approach to the process and intended strategy to achieve the best deal for the UK. This will include coming out of the single market and will necessitate making new arrangements with individual countries, following the exit process.

9. Scottish Transport Awards 2017
9.1 Now in its 15th year, the prestigious Scottish Transport Awards 2017 brings together the transport community to recognise and celebrate industry achievements across Scotland.

Supported by the Scottish Government and Transport Scotland, this year's ceremony will be held at the Radisson Blu Hotel in Glasgow on 15th June 2017.

Roy Brannen, Chief Executive, Transport Scotland on the Scottish Transport Awards:

"These Awards are a great opportunity to recognise the contribution by our professionals in improving and enhancing Scotland's transport networks. Everyday Transport Scotland sees the effort, collaboration and results from everyone involved in providing a successful journey for Scotland's travelling public, and I am delighted to be asked to take on the task of helping to judge and identify these nominated schemes that showcase the best approach."

9.2 SEStran has put forward four entries for the awards, as follows:

- **Bustracker SEStran**, with an emphasis on the digital screens element.

- **Thistle Card**

- **X-Route** To remind the Board, this 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.

- **Regio-mob**, which is described above and was entered under the category "Transport Team / Partnership of the Year", highlighting he international partnership and focus on sustainable transport.

10.   Recommendations

10.1   The Board is invited to:

- Note the content of the report;
- With reference to Item 5.3, as recommended by the Performance & Audit Committee (P&A), approve grant awards for City of Edinburgh Council for £8000, St Andrews University for £3917.50, and Edinburgh and Lothians Greenspace Trust for £65,000;
- With reference to Item 5.4, as recommended by the P&A, approve a contribution from SEStran of £40,000 to the Diaches Braes project;
- Agree to focus SEStran's two grant schemes (STATGS & RCNGS) on achieving greater value for money by seeking to attract EU match funding for investment in potentially larger projects.
- Agree any underspend evident at the end of the current year be carried forward into the financial year 2017/18 and assigned to the Sustainable & Active Travel Grant Scheme.

Jim Grieve
Head of Programmes
23rd February 2017

Policy Implications	Change of emphasis on SEStran's two grant schemes by potentially combining funds to seek larger levels of EU match funding.
Financial Implications	As detailed in this report, particularly the sections highlighted in the 'Recommendations'.
Equalities Implications	Promotional campaigns underway to attract more users to the Thistle Card and to public transport.

Climate Change Implications	RTPI promotional campaign seeks to increase usage of Bus services across the SEStran area.