

Projects Update/ EU Update

1. INTRODUCTION

- 1.1 The report provides the Board with an update on key aspects of projects and initiatives progressed in the last quarter and covers the latest position on the process for the UK leaving the EU.

2. REAL TIME PASSENGER INFORMATION

- 2.1 Since appointing the marketing specialist, over 190 digital display screens have been distributed. Locations include TISO outdoor shops, Tesco Bank, Napier University and 2 licensed premises, which are of particular significance both in terms of encouraging public transport use in favour of driving and as a potentially very large target market for the future. Further marketing of the screens, along with a wider promotion of SEStran's other initiatives, has led to the Partnership Director appointing Keith Fiskin on a temporary basis for 2 years.

- 2.2 The acquisition of 'Ticketer' ticket machines with associated back office technology, funded jointly by the ERDF challenge fund and SEStran, in 16/17 is complete and 6 operators are now equipped with hardware and software necessary to allow them to be part of **Bus TrackerSEStran**. Albeit that the scheduled bus time data is now in the system, Ineo Systrans have yet to complete the necessary interface between the existing system and Ticketer, to allow the additional operators live times to be broadcast. This work is now at a trial stage, with Prentice Coaches in East Lothian and Borders Buses involved. SEStran has succeeded again in winning a similar ERDF opportunity, for 2017/18, with the following bus companies being equipped with facilities for smart ticketing and RTPI:
Travelsure (13 units), Prentice Westwood (10 units), E & M Horsburgh (50 units) and Festival Travel 8 (units). The value of the award is £194,000 with SEStran's contribution amounting to £116,000, which can be contained within the 2017/18 budget.

- 2.3 A paper on **Bus TrackerSEStran**, focussing on the innovative digital screens element, was presented by Keith Fiskin at the STAR conference in May and was well received.
<http://starconference.org.uk/star/2017/Grieve.pdf>

3. SESTRAN THISTLE CARD – APP DEVELOPMENT UPDATE -

- 3.1 The Thistle Card and 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 members to circulate the app through their own communications channels.
- 3.3** Since the last Partnership Board meeting, SEStran has conducted promotional campaigns on Forth 1 and Forth 2, which has led to a sustained increase in take up of the card. Notably, East Lothian Council, which has requested an additional 3000 Thistle Cards for distribution from public buildings, and Lothian Buses has requested 500 cards which they will publicise and disseminate locally.
- 3.4** Further App development is planned and is the subject of a “Can do Challenge Fund” bid to Scottish Enterprise, referred to later in this report and three of the other RTPs (TACtran, SWESTrans and Hitrans) currently signed up to the Thistle card have agreed to assist with contribution. to the cost of further development. Discussions are ongoing with remaining three RTPs with regard to their involvement in the Assistance Card.
- 3.5** The Thistle Card and App have been nominated for awards in both the Scottish Transport Awards and the Chartered Institute of Highways and Transport (CIHT) awards. Both award nominations recognise the Thistle Card's contribution in improving access to public transport for those with a disability or mobility need. SEStran is delighted to report that the facility was judged "Highly Commended" by the CIHT.

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. The grant has, in the past, been applied to support physical measures implemented as part of a Travel Plan and to provide assistance for organisations actively developing a Travel Plan.
- 4.2** Grants have 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, other options for the use of this fund are proposed for 2017/18.
- 4.3** For the current financial year, 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 fund potentially larger schemes, possibly in combination with the Regional Cycle Network Grant Scheme (which will require SUSTRans' approval) and other, external funding sources. This initiative is entitled the Forth Active Sustainable Travel (FAST) Grant and applications from interested parties, with a suggested value of up to £200,000 and which are in line with the RTS, have been invited for consideration. Following an initial panel selection, based on assessing a set of pre-determined criteria, 15 applicants out of a total of 36

who made initial bids, were asked to make more detailed submissions by 7 August.

- 4.4** The Board's approval is now sought to allow the Partnership Director to supervise the final stage of the selection process, again by applying predetermined selection criteria and to award grant, or grants up to available budget to the successful party or parties.

5. Regional Cycle Network Grant Scheme (RCNGS)

- 5.1** SEStran manages 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. The maximum limit for grant funding in previous years was £25,000 but this has now been removed to encourage a broader range of applications and, potentially, to provide a degree of support to the above FAST award, if appropriate.

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** As part of the Communications Work Package for SocialCar, SEStran hosted a Local Transport Hackathon (or Hacking Marathon) on the 4th-7th of May. This Hackathon, in partnership with Product Forge, saw 8 teams of multi-disciplined data and design experts create digital solutions for a range of transport issues. SEStran used this event to promote the objectives of SocialCar and assist in the recruitment of test users for Test C of the SocialCar Project.

In order to exploit the results of the Hackathon, a "collider" event has been organised for 31 August 2017 with the aim of developing further the winning ideas from the Hackathon.

Highlights from the event can be found here:

<https://www.youtube.com/watch?v=pXNsf5QE7QY>

The last SocialCar General Assembly meeting was held in Budapest on the 10th-12th of March. This meeting focused on the 3 test phases of the SocialCar app and the future Business Case for the app's legacy.

- 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** The last Consortium Meeting was held on the 19th - 21st April. The meeting focused on the last reporting period of the project. Members also shared best practice on the promotion of shared mobility and travel planning. West Yorkshire Combined Authority is to share experience on the promotion of Travel Plans to businesses with SEStran, moving forward.

In addition to this, SEStran are aiming to hold a future focus group on Car Clubs and Shared Mobility in rural areas. Further details of this will be provided to the Board once content and dates have been set.

- 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** SEStran held a Stakeholders Meeting in Edinburgh on 17th May which discussed the best practices that have been presented so far from Rome, Italy and Western Macedonian Region of Greece. A REGIO-MOB consortium workshop was held in Ljubljana, Slovenia on the 23rd to 25th May. The Slovenian partners presented their two best practices; Park and Rides and Sustainable Urban Mobility Plans (SUMPS). A further workshop was held in Krakow, Poland on 20th to 22nd June and was attended by SEStran Officers along with two stakeholder representatives from Napier TRI.

- 6.7** SEStran was advised on 18 April 2017 that the project’s Spanish lead partner had, as a result of financial difficulties, been forced to cease the role. Subsequently, in June, they withdrew from the project completely. As a result, the partnership now numbers 6 countries and the lead role has been transferred to the Italian partner. These changes are not expected to materially affect the outcome of the project.

- 6.8** The Regio-Mob partnership has been invited to take part in the First Festival of Technologies for Sustainable Mobility, in Vicenza on 15-17 September 2017 and Catriona Macdonald will present a paper on SEStran’s best practices on sustainable mobility, selected by the partnership.

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 hinterlands, 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 reduce transport related Greenhouse Gas emissions. The focus will be on port hinterlands and in main routes to and from ports. A series of pilot studies is proposed (e.g. using intelligent transport systems (ITS) to improve flows at congested junctions and mode transfer from road to sea) to test options with a view to sharing knowledge and effecting long-term improvements. The Netherlands, Germany, Belgium are all represented in the project, in addition to SEStran and Peel Ports, bringing a variety of inland and estuarine ports located in different environments. Stage one of a two stage process was submitted on 18th May. Included in the proposal is that SEStran will take on the role of lead partner.

7.1.2 Both in respect of this project and the following SURFLOGH, discussions have been held with Forth Ports on their operations and with the stakeholders, including Falkirk Council, involved in the Grangemouth Investment Zone (GIZ) initiative which is very relevant to the aims of the two projects.

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 logistics 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. SEStran is pleased to report that the bid was successful and an inception meeting with the partners is planned for September this year.

7.2.2 MaaSRural (Mobility as a Service in Rural Areas) The central aim of this project is to demonstrate the viability of Mobility as a Service (MaaS) as a sustainable transport solution including first and last mile transport in rural areas in the North Sea Region. MaaS stimulates the use of more sustainable transport modes, reduces car use and emissions caused by transport. MaaS is cost efficient and demand driven and can promote social inclusion of specific groups strongly depending on decreasing public transport services.

Proposed Project Deliverables:

1. Study the demand for MaaS services, on MaaS user groups and on tailor-made MaaS offer.
2. Develop and validate business models per user group;
3. Carry out well-documented MaaS pilots in rural areas involving:
 - Car users to reduce car use
 - Specific groups to prevent social exclusion
 - As MaaS aims to increase car sharing and reduce car ownership this might result in more use of zero emission vehicles
4. Develop a handbook for the roll-out of MaaS in rural areas in the NSR, based on the gained knowledge during the MaaS pilots;
5. Set-up a collaborative platform for authorities of rural areas in the NSR to share gained knowledge of the functioning, benefits and roll-out of MaaS in rural areas.

It is proposed that a MaaS Rural bid will be submitted to the Interreg North Sea Region Programme in summer 2017 and SEStran have been invited to join the consortium and further internal discussions are ongoing.

In the meantime, SEStran has joined MAAS Scotland on behalf of the 8 partnership Councils.

7.2.3 CELEB-RIDES (Commuting by electric bike to reduce traffic congestion in harbour and industrial areas)

In this further Interreg bid, if successful, SEStran will be the lead partner. The aim of the project is to enhance the use of low-carbon electric bikes for work to home commuting on longer distances (20-30km) by providing testing, demonstration and complete implementation of these technologies. The main objectives of the project are to analyse and improve boundary conditions and infrastructure, and to monitor cycling behaviour of employees in the selected areas.

The project will look to deliver a pool of 10-15 e-bikes, which will be charged on solar energy, alongside a monitoring system whilst analysis will be carried out to identify infrastructure improvements.

7.3 Interreg Europe

- ### **7.3.1 D-SUMPs (District level SUMPs harmonisation instruments and policies).**
- Sustainable Urban Mobility Plans (SUMPs) are generally targeted at urban areas, inner part of cities, entire cities and surroundings. Taking into consideration the infrastructure (road and rail network, mobility nodes, etc.) and the interaction between municipalities, it may be argued if SUMPs are less effective in isolation and that they need a higher level management, coordination and policy tool? This proposal believes that it is essential to develop and implement coordination instruments at district (or regional)

level to be able to harmonise policies and infrastructure management included in SUMP, to improve their effectiveness and efficiency, to guarantee the benefits for final users and, for public administrations in charge, to manage urban and inter-urban mobility.

Good examples of SUMP are currently operating in Slovenia and in Emilia Romagna region (Italy) where a district vision of SUMP development has started to be developed.

D-SUMP will seek to develop regional policy instruments, such as the RTS, in order to coordinate local authorities in SUMP development and implementation, combining harmonisation indicators that can assure an effective system of infrastructure and sustainable mobility services development and management.

Proposed partnership:

- SEStran - South East of Scotland Transport Partnership (UK) - Coordinator
- ITL Foundation Institution on Transport and Logistic of Emilia Romagna Region
- Prometni Institute of Traffic and Transport of Ljubljana (Slovenia)
- Barcelona Regional (Spain)
- City of Copenhagen (Denmark)
- Lazio Region Association of Cities and Municipalities - Anci Lazio (Italy)
- University of Kaunas (Lithuania)

The Stage 1 bid was submitted on 30 June and a response is expected in December 2017.

7.4 Horizon 2020

7.4.1 I-MAsS (Inclusive Mobility As a Service)

In partnership with Leeds University, Institute for Transport Studies (ITS) 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. Unfortunately, although the I-MAsS project passed all of the threshold assessment criteria, the bid was unsuccessful.

However, discussion are continuing with Leeds ITS over a potential framework agreement for funded collaborative research.

7.4.2 INSTINCT

This bid in partnership with Napier's TRI which sought to address the long-standing problem of the integration of transport infrastructure and urban development policies was submitted. It was to 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. It was envisaged that this in turn would

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. Unfortunately the bid was rejected.

8. Further Initiatives

8.1 Scotrail Station Travel Plans

SEStran has agreed to provide resources to assist Scotrail with the development of its proposed Station Travel Plans.

Currently input to plans for stations at Bathgate, Eskbank, Falkirk High / Grahamston, Gorebridge, Linlithgow and Tweedbank are underway. SEStran personnel's extensive knowledge and experience of travel planning will make a valuable contribution to this process.

SEStran has also lobbied for Leuchars station to be included which would tie in with the community of St. Andrews and University's Transition Town ambitions and SEStran's ambitions to work with them over 2017-2019 to help them realise their goals. In addition, there has been discussion around an active travel hub and links to the new Guardbridge Green campus and talks are ongoing about a link to a possible EU project related to the use of electric bikes, over a timescale to 2019.

In terms of a corridor approach, the East Lothian Dunbar – Edinburgh corridor could be worthy of consideration to try to relieve parking demand issues and to encourage active travel, specifically focussing on Musselburgh?

Falkirk Council has suggested adding Polmont and Larbert stations to the list and SEStran has offered officer resources to help facilitate an increased number in the region.

8.2 Borders Corridor Study

In the Scottish Government's Programme for Government a commitment was given to examine the case for an extension of the Borders railway along with improvements to the A1, A7 and A68. Transport Scotland and its consultants are now considering a number of issues including accessibility in the Borders and links between its communities and the key markets of Edinburgh, Carlisle and Newcastle. The study will identify issues and opportunities on transport routes and identify where improvements can be made.

SEStran is a member of the client group , along with Transport Scotland and Scottish Borders Council, steering the study which is being carried out by Jacobs UK. SEStran officers have attend progress meetings, chaired by Transport Scotland and taken part in stakeholder consultation meetings held at Hawick and Galashiels. Following the consultation phase, the latest

stage in the process was an objective setting workshop which took place on 7 August and was attended by SEStran .

8.3 East Coast Mainline Authorities Consortium (ECMA)

SEStran, along with TACtran, Hitrans and NEStrans have re-joined the association for 2017/18 and will take part in ensuing discussions which will include views on the latest HS2 announcements and their implications for the east of Scotland. Correspondence covering the latest position in ECMA deliberations, including a request for continued commitment by member authorities, is attached as **Appendix 1**.

8.4 Can Do Innovation Challenge Fund

SEStran has submitted two Expressions of Interest to the above, which is sponsored by Scottish Enterprise.

8.4.1 SEStran, through the development and implementation of two key projects ***bustrackerSEStran*** (<http://bustrackersestran.co.uk>) and the ***Thistle Assistance Card*** (<http://www.sestran.gov.uk/projects/the-sestran-thistle-assistance-card>), has identified a need to address a lack of usability and proposes to further develop the **Thistle Assistance App** by combining journey planning and disability awareness into one easy to use and versatile platform. The initial and fundamental stage of the development process will be consultation with disability groups to be able to establish what is required.

8.4.2 The second proposal is entitled “My commute challenge – (reporting and consulting on barriers, road and pavement defects faced, on route during a daily commute).”

SEStran is seeking a solution that allows users of all transport modes, to convey challenges they encounter as they commute. These would be geo-located and allow for others to comment objectively on shared experience. These data sets would be then available to respective authorities to act on. Innovation within this area could address Proposal 20 of the Planning Review June 2017, where digital planning consultation could reduce time and costs, and tie-in to collaboration of local authorities.

8.5 Hate Crime

8.5.1 Following the publication of Transport Scotland’s Accessible Travel Framework Action Plan, Hate Crime and Negative Behaviours was identified as a key work package.

SEStran has been contributing to Transport Scotland’s Hate Crime Working Group and following the City of Edinburgh Council’s successful launch of the Hate Crime Charter for Public Transport¹, SEStran will be piloting a

¹ http://www.edinburgh.gov.uk/news/article/2318/the_capital_drives_out_hate_crime_on_public_transport

regional hate crime transport charter for 4 local authorities. SEStran are currently in discussions with Police Scotland and the Scottish Disability Equality Forum. Transport Scotland's Hate Crime Working Group will next meet at the end of September.

8.6 X-Route: Star Paths

- 8.6.1** SEStran was awarded £30,000 by the Scottish Road Research Board (SRRB) in November 2016 to produce a trial of 'glowing paths' in West Lothian following on from the X-Route study with Young Scot. The young people from The Vennie youth club suggested glowing paths would increase perception of safety on the core path network.

Atkins are implementing the trial of three different glowing products in the Knightsridge area of West Lothian. The trial is due to start at the end of August 2017 and will be monitored until the end of the financial year.

- 8.6.2** Subsequently, SEStran has applied for the latest call of the Regeneration Capital Grant Fund. The bid follows on from the work with the young people at The Vennie and the SRRB funding by aiming to implement an 800m stretch of glowing path on the footpath leading to Livingston North station. The path is inspired by the Van Gogh style path seen in the Netherlands but will be designed by young people.

If successful, the funding will allow continued work with young people in planning and designing creative improvements to the path network to encourage active travel and improve access for the local community.

9 EU Exit

- 9.1** The Article 50 negotiation process has been formally initiated with much media noise about so called "hard or soft Brexit". Ultimately it is a negotiation process with each side, or indeed all sides of the 28 countries involved, looking for the best out-come for themselves.

A formal process (the Repeal Bill) is underway to effectively transfer currently applicable EU legislation into UK legislation so that it is in place upon exit and, presumably subject thereafter to change if desired by the UK.

In addition, there has been recent speculation over the introduction of a transition period before the final exit.

10. Scottish Transport Awards 2017

- 10.1** 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."

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

- **BustrackerSEStran**, with an emphasis on the digital screens element.
- **Thistle Card** with an emphasis on the development of the app.
- **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 the international partnership and focus on sustainable transport.

This first 3 were all short-listed for awards but ultimately unsuccessful.

11. Recommendations

The Board is invited to:

11.1 Note the contents of the report;

11.2 With regard to paragraph 4.4, authorise the Partnership Director to award grant to fund successful sustainable and active travel projects.

Jim Grieve
Head of Programmes
2nd August 2017

Catriona Macdonald
Project Officer

Policy Implications	None
Financial Implications	As described in the report
Equalities Implications	None
Climate Change Implications	None