

Projects, Delivery Plan & EU Exit 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.
The report also includes an update on the RTS “Delivery Plan”.
Projects expenditure to date is shown in **Appendix 1**.

2. REAL TIME PASSENGER INFORMATION

- 2.1** 80% of the TV display equipment has now been distributed to both public and private premises throughout the region. Efforts are on-going to find locations for the remaining 57 screens.
- 2.2** RTPI enabled “Ticketer” ticket machines, funded jointly by SEStran and the Smart Ticketing Challenge Fund, are now installed in 5 more operators’ vehicles. SEStran’s system supplier, Ineo Systans, has now developed an interface with the “Ticketer” system and has successfully now brought in services operated by Prentice Coaches and Borders Buses into Bustracker SEStran. Work is now underway to bring in all of the other operators in the region, who are equipped with the Ticketer facility, into the system.

3. SESTRAN THISTLE ASSISTANCE CARD

- 3.1** The Card and App have now been expanded into all of the areas covered by the Regional Transport Partnership (RTP) areas, following agreement of each of the partnerships to adopt, promote and contribute to the costs of the Thistle Assistance Card initiative.
- 3.2** To further promote both the Thistle Assistance Card and Tripshare SEStran, an advertising campaign, through the STV television channel started in mid-September. This has encouraged both an increase in number of enquiries for the card and an increased number of Tripshare journeys recorded on the system.

4. Sustainable and Active Travel Grant Scheme

- 4.1** Work continues to progress the projects funded by the above. Because both EU projects ShareNorth and Regiomob are complimentary to the electric Bike project, a contribution from each; €40000 and €14500, respectively is supporting the fund and enabling deliverables within both the EU projects to be realised.
- 4.2** A requirement of the Regiomob project is to select and trial a Best Practice promoted by another partner country. A Best Practice from the Italian partner, based in Rome, entitled PASTA (Physical Activity Through

Sustainable Transport Approach) has been selected for implementation in the SEStran region. PASTA “aims to show how promoting active mobility (i.e. walking and cycling) can lead to a healthier, more physically active population...” and provides a match to the electric bike project and a clear opportunity to progress the projects jointly, making the best use of available resources and sharing knowledge, which is what underpins the Regiomob project.

5. Regional Cycle Network Grant Scheme (RCNGS)

- 5.1** The £100,000 funding provided by Sustrans Scotland has been allocated for this financial year. With awards going to East Lothian Council, Edinburgh bioQuarter group, and Musselburgh Area Partnership.

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 latest SocialCar meeting was held on 7th– 9th November. Sessions on innovation management, data governance and target groups were held. Members focused discussions around each of the app test phases. Test C to be conducted throughout November. Recruitment of Test users will be conducted in partnership with Queen Margaret University. Test users will be asked to test the app over a three-week period, and invited to return their feedback in December.
- 6.4** ‘**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.
- 6.4.1** An element of the SHARE-North budget was earmarked for shared electric vehicles and their monitoring, in partnership with Edinburgh College. It is intended, therefore, to award a grant of £18,000 to the College as part of the project.
- 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.”. The project attracts 85% funding from Europe.

6.5.1 SEStran Officers attended a REGIO MOB partnership meeting in Brussels, in October. This coincided with the European Week of Regions and Cities. The next stage of the project will be implementing the PASTA project in the SEStran region. SEStran will begin this process by tendering for Active Travel Audits at key sites to set a baseline for the project.

6.6 **SURFLOGH** aims to improve the role of logistics hubs in the network of urban logistics in the North Sea Region.

6.6.1 The Kick-Off Meeting was held in Amsterdam in September with all partners of the SURFLOGH project. The lead partner is currently working to complete all project formalities including completion of the necessary Partnership Agreement. SEStran will be leading on a work package with Napier TRI creating business models for urban freight hubs. SEStran will also be trialling a last mile delivery solution in the region.

7 Opportunities for New European Projects

7.1 Interreg, North West Europe

7.1.1 **SCRIPT** (Sustainable Carbon Reduction in Port Transport)

7.1.2 SEStran was advised in October that the partnership bid for the above was unsuccessful.

8 Further Initiatives

8.1 Borders Corridor Study

8.1.1 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 has been represented throughout the series of progress meetings, held to steer the strategy. At the last meeting, held on 12 October, a range of emerging options along with a project Risk Register and Programme was discussed. The consultants have employed a GIS tool called "Storymap" to assist with the compilation and presentation of the significant amount of data gathered and this will be fed back to the stakeholders consulted initially on the study.

8.2 East Coast Mainline Authorities Consortium (ECMA)

- 8.2.1** SEStran, along with TACtran, Hitrans and NEStrans has 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.

SEStran's Chair, accompanied by the Head of Programmes attended the last meeting, held in York on 3 October and a summary of the issues discussed is provided in **Appendix 2**.

8.3 Can Do Innovation Challenge Fund

- 8.3.1** SEStran submitted two Expressions of Interest (further development of the Thistle card and reporting defects whilst on the daily commute) to the above, which is sponsored by Scottish Enterprise, but both were unsuccessful.

8.4 Hate Crime

- 8.4.1** West Lothian, Clackmannanshire and Fife Councils have agreed to pilot the regional hate crime transport charter. A questionnaire will soon be sent to operators to gauge their current levels of training in regards to hate crime on their network and their willingness to participate in the charter.

8.5 yTravel

- 8.5.1** SEStran awarded a grant of £60,000 to Young Scot in October 2017. SEStran is working with Young Scot to formally launch the yTravel project in January 2018.

8.6 X-Route: Star Paths

- 8.6.1** The trial of the 'star paths', as funded through the Scottish Road Research Board, was installed in Knightsridge, West Lothian in early October and will be officially launched in partnership with Young Scot in November.
- 8.6.2** The application to the Regeneration Capital Grant Fund, to create an 800m stretch of glowing path as an extension of the trial, was unfortunately unsuccessful.

9 EU Exit

- 9.1** The negotiation process continues with press coverage that fails to provide any factual detail. There appears to be a degree of posturing going on by both sides.

10 RTS Delivery Plan

10.1 As reported previously, the Delivery Plan was refreshed and approved by the Scottish Ministers in 2015 and now covers the period 2015 to 2025. Albeit that future funding streams for SEStran continue to be highly unpredictable, as explained in the refresh, there are clear strategic priorities for transport on which SEStran should focus that emerge from the RTS, based on national policy, the Strategic Development Planning process and from Local Authorities.

Based on these, the Delivery Plan seeks to provide a framework for SEStran's ongoing work programme, set out in the annual Business Plans.

10.2 In terms of project delivery, other than those discussed above, no additional funds have been made available to SEStran since the Delivery Plan was refreshed.

10.3 It is also now clear that, in respect of transport infrastructure investment, that the award of the Edinburgh & South East Scotland City region Deal will focus only on the grade separation of the Sheriffhall junction on the A720 city bypass and on west Edinburgh transport improvements.

11 Recommendations

The Board is invited to:

11.1 Note the content of the report.

11.2 As referred to in Paragraph 6.4.1, approve the SHARE-North related grant offer of £18,000 for the Edinburgh College Electric Vehicle Project.

Jim Grieve
Head of Programmes
27th October 2017

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

Climate Change Implications	None
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Appendix 1: Projects Expenditure to Date

Appendix 2: ECMA, Note of Meeting of 3 October 2017, in York

<p>It was agreed that Cllr Carr of York would continue as Chair. It was further agreed that Cllr Taylor would be one of the Vice-Chairs. It was then suggested that a Scottish region Vice-Chair be appointed with the "who" delegated to the Scottish member authorities to nominate. This was agreed.</p>
<p>The Secretariat noted that Network Rail (NR) had established an East Coast Advisory Board. It was confirmed by "Interel" (ECMA's appointed consultant) that this covers the whole route up to Inverness/Aberdeen. After discussion, it was agreed that ECMA would request a place on the EC Advisory Board. Interel advised that NR is setting up these Advisory Boards across the UK network, so this is something for the Scottish contingent to keep an eye on.</p>
<p>On the "approach" from HS2 East to work in partnership with the possibility of a shared Secretariat, it was agreed that a report on this and the benefits/implications, including focus, governance and funding, should be submitted to the next meeting in February for consideration.</p>
<p>There was considerable discussion on an Interel Report and particularly on the issues of political engagement and the possible establishment of an All Party Political Group (APPG). On political engagement, more work is to be done on sorting this out. The previous engagement with Drew Hendry was reaffirmed/acknowledged. Consideration needs to be given to whether there are other possible Scottish MP champions the Scottish contingent might want to suggest/approach without being too mob-handed politically or numerically. There was much discussion about the role, links with, governance and scope of an APPG focusing on an "East Coast Corridor" but it was agreed that Interel could continue to engage with Catherine McKinnel MP on this (they've already arranged a meeting with her on 17 October anyway) but with a strong steer that ECMA want a specific focus on ECML enhancement, within the remit of any APPG. Eric Guthrie (TACtran) reiterated the point that any APPG should enhance, not dilute, the ECMA case/voice and that there needs to be clarity on what an "East Coast Corridor focus" covers and, in turn, prioritises. It was also agreed that Interel should be reporting back on their meeting with Catherine McKinnel and her team on 17 October.</p>
<p>In respect of a future role and purpose for the group, it was generally agreed that ECMA is a worthwhile Forum but needs to push on. Funding and fairness/equity, in respect of representation within the group, was also</p>

discussed, but not in detail, and it was agreed that further work/proposals on this would be undertaken. There was general support for seeking external contributions, including from VTEC and other TOCs (there are a further 17 TOCs).

As regards communications etc., Andy Carter apologised for having not having followed up on the remit from the February meeting (citing lack of awareness) and agreed he would bring a report on communications support and budget/funding to the next meeting. It was agreed that DTW's contract (another consultant employed by the association), which expires at end October, wouldn't be renewed as it was not considered good value. There was general agreement that continuing support from Interel meantime would be useful and that they be retained, probably at least until the next meeting, but this requires sorting out by York CC, as DTW had apparently sub-contracted the Parliamentary lobbying bit of their commission to Interel. York CC undertook to sort this out.

There then followed an interesting presentation about a proposal for an East Coast Parkway Station serving Doncaster/Sheffield Airport, which Doncaster Council were asking ECMA to support. Setting aside further questions which could have been raised, in connection with compatibility with HSR to the north of England, Cllr Edgar and Graeme North asked for more information on the regional benefits/impacts of the proposals, including journey time disbenefits of an additional halt on ECML. The Doncaster officers suggested that this would be outweighed by the GVA they have calculated based on the roughly 900k passengers/annum through the Airport. It was agreed that they would report back on progress, picking up the above points, with no approval of ECMA support at this stage.

Next Meeting is to be either 22 or 28 February, dependent on room availability and the date and location will be advised in due course.