Projects, NTS2 Progress & EU Exit Update

1. Introduction

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

2. NTS 2 Update

2.1 Work on the review of the National Transport Strategy is progressing at a pace. The RTPs, through a number of their senior officials and SEStran's Chair are very much engaged in the process and their input has been well received. It generally appears to be running to programme, with a draft expected to be in place for wider consultation in the summer of 2019.

2.2 Output from the various sub-groups is now emerging as policy proposals, developed through a series of meetings and concluding with workshops. This output will be considered within the forum hierarchy, collated and refined for incorporation within the developing strategy.

2.3 The NTS 2 Strategy Board last met on 9 May 2018. This is the top level forum, chaired by the Minister for Transport and Islands with the RTPs represented by SEStran's Chair. Albeit that no recommendations have yet come forward, feedback from this meeting was very encouraging in respect of discussion around regional governance in the future and recognising the statutory nature of the existing RTPs along with the merits of integration with planning and economic development activities.

3 RTPI

3.1 As a result of First Scotland East's decision to upgrade their ticket machines and to withdraw from the SEStran system, thus no longer contributing financially, SEStran has had to manage significant change to the delivery of the regional RTPI system.

3.2 As a result of this change the First Group RTPI feed will no longer be provided in its current form from the 31st of May which will mean that First Bus RTPI information will not be provided directly into the SEStran system. First Group will continue to provide RTPI to the public via their own app, website and into Traveline.

3.3 SEStran has been working with the system developers INEO and Bus Operators on the redevelopment of the current system to adjust for the changes and also to improve the system. SEStran can confirm that in the short term the SEStran RTPI screen network will not be disrupted and will continue to provide existing RTPI information for most operators. The

system will have scheduled First Bus information available from June 2018. The costs for this will be contained within the existing 2018/19 budget.

3.4 The bustrackerSEStran website and App will be decommissioned to help manage costs. The public will be directed towards Traveline for travel information.

3.5 For the medium to long term SEStran are currently working with City of Edinburgh colleagues on the potential for partnership working as they develop a new RTPI content management system with the aim of providing a new improved public facing system for street signage in Edinburgh and the wider SEStran region, which would include the regional screen system.

4. Regional Cycle Network Grant Scheme (RCNGS)

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

4.2 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. Following changes to the guidance, design projects can now be 100% funded. Design projects are classified as anything from the preparation of a strategy to detailed design. Applications will be expected to meet the Community Links guidance, with construction projects requiring 50% match funding.

4.3 There is no maximum award limit for applications, with the focus of this call on projects that can start and finish in the SEStran financial year 2018/19 (April to March).

4.4 Edinburgh Bio Quarter have submitted an application of £163,000 for a detailed design of the active travel corridor. This follows awards for feasibility in 2016/17 and preliminary design in 2017/18.

5. Sustainable and Active Travel Grant Scheme (SATGS)

5.1 The SEStran Sustainable and Active Travel Grant Scheme, with a total fund of up to £70,000, will be re-introduced for 2018/19. The 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.

5.2 Grants may range from £500 to £20,000 and will normally be up to a maximum of 50% of any proposal, although in exceptional circumstances higher awards may be made. The applicant will be responsible for securing the remaining 50% matching funding which should include a contribution directly from the applicant. Applications are welcomed throughout the

financial year however, committed funding must be spent by the 31st of March 2019, on a first come, first served basis.

5.3   SEStran currently seek approval for a grant offer to Midlothian Council of £18,000 to support the Council's work towards the Smarter Choices Smarter, Places Programme.

5.4   Due to budget underspend in 2017/18, it is proposed that this credit should be used to increase the budget under the heading of Sustainable and Active Travel.

6.   GO e-Bike

6.1   GO E-Bike is the result of SEStran's FAST Grant, launched in 2017. Bikeplus were awarded grant funding to deliver the beginning of a regional electric bike scheme in the region. The Go e-Bike Scheme was formally launched at Victoria Quay on 23rd of April. Over 60 delegates were in attendance, with each of the 4 test sites presenting their projects on the day.

6.2   SEStran will now look to expand the project in 2018/19, with an application to the Low Carbon Travel and Transport Fund for additional funding with the ambition of developing up to six more GO e-Bike hubs across the SEStran region.

7.   European Projects Update

7.1   **'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.

7.2   The final conference for SocialCar was held at the Transport Research Arena in Vienna on the 17th and 18th of April. Final monitoring and publications from the project will be published on the SocialCar website (http://socialcar-project.eu/), the project formally ended on the 31st of May.

7.3   **'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.

7.4   The last SHARE-North meeting was held in Bergen on the 7th-9th May 2018. the event was attended by both SHARE-North Partners and External Stakeholders from the Municipality of Bergen. SEStran provided an update on the promotion of Tripshare and the GO E-bikes 'Living Lab' trials. TripshareSEStran was also presented as a best practice example of shared

mobility to around 100 delegates at a seminar held by the Municipality of Bergen. The next SHARE-North meeting is scheduled for the 3rd of July.

7.5 **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".

7.6 SEStran held a formal Dissemination Event on Thursday 22nd March 2018 at Radisson Blu hotel on the Royal Mile, Edinburgh. The Event was attended by the REGIO MOB partners and their political and technical stakeholders, as well as SEStran's local Stakeholders. The event, which was hosted by SEStran's Chair, was well attended, and very well received by the European partners.

7.7 **SURFLOGH** aims to improve the role of logistics hubs in the network of urban logistics in the North Sea Region. http://northsearegion.eu/surflogh

7.8 SEStran are leading on a work package with Napier Transport Research Institute to create business models for urban freight hubs. In April SEStran attended an innovation workshop in Sweden hosted by the Boras Municipality. Cycling Scotland also attended and presented on the development of e-cargo bike training programs in Scotland.

7.9 SEStran will be developing and researching the impact of a last mile delivery solution with e-cargo bikes in the region. The pilot project will be located in Edinburgh and will be exploring a number of last mile/first mile business solutions with a specialist partner working with Scotrail between Glasgow and Edinburgh.

7.10 SEStran has identified a pilot delivery partner Outspoken Delivery that specialises in e-cargo bike delivery.

7.11 **Pursuits** (at application stage) addresses the critical need to ensure that land use and transport planning evolve a step ahead of the smart-mobility transition. This will enable cities and regions to proactively develop Sustainable Urban Mobility Plans (SUMPs) and steer new mobility and distribution forms rather than just responding to them. SEStran has recently been successful in progressing to the second stage of the application process.

8. **Further Initiatives**

8.1 **Can Do Innovation Challenge Fund**

8.1.1 The SEStran project proposal for the Thistle Assistance Journey Planner – door to door journey information for people that have difficulty using public transport has been recommended for support through the CAN-DO Innovation Challenge Fund.

8.1.2 The challenge seeks to identify and understand in detail the barriers faced by commuters with protected characteristics when travelling and journey planning. It will explore the extent to which these barriers affect travel plans and modal choices for travelling and to develop an App-based door to door journey planning solution that helps alleviate these barriers.

8.2   Hate Crime

8.2.1 West Lothian, Clackmannanshire and Fife Councils have agreed to pilot the regional hate crime transport charter. A questionnaire was sent to transport operators to gauge their current levels of training with regard to hate crime on their network and their willingness to participate in the charter. In total, 9 bus operators responded to the survey. The working group held a consultative event in Kirkcaldy on the 21st of June 2018 with representative groups and transport operators to co-design the charter.

9   SEStran Forums

9.1   SEStran held the Integrated Mobility Forum on the 27th of April and the Logistics and Freight Forum on the 31st of May. Each Forum was held in Victoria Quay and was structured in a workshop format. Around 30 delegates were in attendance at each. Presentations were given by City of Edinburgh Council on Low Emission Zones and City Centre Regeneration. Both workshops discussed future topics for each forum and recommendations for future agenda items were given. The next Integrated Mobility Forum is planned for October 2018, and the Logistics and Freight Forum is planned for late November 2018. Work generated by each forum is currently being progressed to ensure that the forums are productive and continue to be supported by the various stakeholders involved.

10.   EU Exit

10.1 The UK is due to leave the EU in March 2019. The UK government recently stated that a White Paper, setting out its Brexit position will be published ahead of the EU summit on the 28th of June. It is predicted that subjects such as aviation, financial services and fisheries will feature within the paper. In the transport sector there is a considerable body of EU law covering four transport modes (aviation, roads, rail and maritime), which governs our current relationship with the EU.

These legislative frameworks must be re-negotiated as Britain begins the process of leaving the EU, however it remains unclear exactly how these laws will change. The government outlines within its White Paper document that any decisions currently taken by devolved administrators will not be removed from them, and that it will use opportunity of bringing decision making back to the UK to ensure more decisions are devolved. Transportation issues are a key governmental concern, as the network connecting the UK to other European countries is a key enabler to the success of the national economy.

11.   Recommendations

11.1   Members are invited to note the content of the report.

11.2   Members are invited to approve the RCNGS grant as outlined in paragraph 4.4.

11.3   Members are also invited to approve the SATGS grant as outlined in paragraph 5.3

11.4   Agree any underspend evident at the end of 2017/18 to be carried forward into the 2018/19 financial year, and assign this to the Sustainable & Active Travel Grant Scheme.

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17th May 2018

Policy Implications	None
Financial Implications	As described in the report, particularly the sections highlighted in the 'Recommendations'.
Equalities Implications	A number of the projects will address the agreed actions of our Equality Outcomes 2017-2021.
Climate Change Implications	A number of the projects seek to promote and pilot a number of innovative actions to increase use of sustainable mobility.