

## Projects Performance

### 1 Introduction

- 1.1 SEStran leads on and delivers a wide range of strategic projects within the region. The Projects Performance Report at Appendix 1 provides a quarterly update to Committee on the progress of SEStran's projects, for noting. The report sets out where effects of Covid-19 restrictions have had an impact on delivery timescales.

### 2 Projects performance

- 2.1 A high level 'RAG' (Red-Amber-Green) status is used to highlight the current state of progress of each project against agreed milestones. Once completed, projects are reported with a 'Blue' status, and then removed from future reports.

RAG Status	Meaning:
	Complete
	Progressing to plan
	Some issues or delays encountered
	Severe issues or delays

- 2.2 Each project's alignment to one or more of SEStran's Strategic Objectives is indicated using the following symbols.

	Economy
	Accessibility
	Environment
	Safety and health
	Corporate

### 3. European Projects and EU Withdrawal

- 3.1 The Withdrawal Agreement between the UK and the EU confirms that existing 2014-20 Interreg, or European Territorial Cooperation, programmes will be able to continue with UK project partners, and that UK project partners can continue delivering their projects in line with existing programme rules and timescales.

3.2 Due to Covid-19, a number of partners in EU projects have reported delays in the delivery of project work packages. Lead Partners are exploring the possibilities of applying for extended timescales of the projects (in keeping with existing programme rules). The outcome of the extension applications should all be known by May, and it is possible that any or all of the five Interreg projects which SEStran is a partner in will be extended.

**4. Recommendations**

4.1 Committee is asked to note:

- progress on current projects outlined in the Projects Performance Report (appendix 1) including where impacts or delays have been recorded in relation to Covid-19;
- arrangements in place for SEStran’s membership within European Projects.

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<b>Appendices</b>	
Appendix 1	Projects Performance Report March 2021

Policy Implications	Outlined project work contributes to the objectives identified within SEStran Regional Transport Strategy
Financial Implications	All project work is delivered from within confirmed budgets.
Equalities Implications	There are no adverse equalities implications arising from SEStran projects. A number of projects actively work to reduce inequalities.
Climate Change Implications	There are no negative climate change implications arising from SEStran projects. A number of projects actively work to tackle climate change through creation of more sustainable transport options.

# SEStran Projects Performance March 2021

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# 1. Strategy

## 1.1 Regional Transport Strategy



A new Regional Transport Strategy (RTS) for the SEStran region is under development. This is proposed to cover the period up to 2035, and it will respond to and allow for alignment to new national level policies and strategies including the National Transport Strategy 2, the National Planning Framework 4, the Climate Change (Scotland) Act 2019, as well as regional spatial and economic strategies under development across the SEStran area.

SEStran's original RTS was approved in March 2007 to cover the period from 2008 until 2023. The strategy was refreshed in August 2015 to cover the period until 2025.

To prepare for the development of the new RTS, a Main Issues Report published in May 2020 explored current issues, evidence and policy environment that together create the context for the new RTS.

The timing of the Main Issues Report meant that Covid-19 impacts were taken into consideration – highlighting the need for the RTS be able to respond flexibly to future uncertainty and impacts of travel restrictions and variable future travel demand scenarios. The lasting impacts of Covid-19 are not fully known at this stage, but it is widely acknowledged that impacts will be far reaching and include impacts on the economy, plans for land-use, transport systems and travel behaviour.

### Latest developments:

- **RTS Development**

Programme revised

The development of the RTS is being delivered through consultancy support. The development will involve consulting key stakeholders, establishing of a case for change, appraising preliminary options and carrying out statutory assessments including a Strategic Environmental Assessment and Equalities Impact Assessment.

- Stantec were appointed to develop the new RTS in December 2020, following a procurement process through Public Contracts Scotland.
- Original delivery timescales were revised to remain in line with the development of other, linked strategies such as the Second Strategic Transport Projects Review (STPR2).
- The proposed final completion date of early 2022 has not changed, however the revised RTS delivery programme was agreed by the Board at its meeting on 20 November 2020.
- Desktop research has been completed, an approved Consultation and Engagement plan has commenced, and the Strategic Environmental and Equalities Impact Assessment processes are underway with scoping reports completed.

## 2. Strategic Active Travel Projects

### 2.1 GO e-Bike



In April 2018, SEStran launched GO e-Bike, a regional bike-sharing scheme funded by SEStran, with a contribution from the SHARE-North project. The first four GO e-Bike hubs were launched in St Andrews, Buckhaven, West Lothian and Falkirk. In August 2018 SEStran secured funding from the Low Carbon Travel and Transport (LCTT) Fund and Transport Scotland (TS) to expand the GO e-Bike scheme through six further hubs.

#### Latest developments:

- **GO e-Bike expansion with LCTT & TS funding** In progress
  - Cargo bikes have been transferred to Cargo Bike Movement, utilising the bikes in a series of projects in Edinburgh that reduce the vehicle movement and promote community sustainability.
  - The “[Do The Ride Thing](https://www.dotheridething.co.uk/)” campaign and website<sup>1</sup> were launched at the end of January 2021.
  - Hub installation has continued with docks completed at Jarnac Court and Eskbank, Midlothian and Brunton Hall and Musselburgh Station in East Lothian.
  - Bikes are being transferred to the sites in the first half of March and a launch date for the hubs will be agreed with local partners.

### 2.2 Regional Cycle Network Grant Scheme



The Regional Cycle Network Grant Scheme continues the partnership between Sustrans Scotland and SEStran’s commitment to delivering improvements to the cross-boundary utility routes.

#### Latest developments:

- **Kirkliston to Cramond Brig Pathway** In progress
  - SEStran are supporting Edinburgh Lothian Greenspace Trust with a feasibility for the upgrade of a pathway along the Almond River.
  - The current route has a number of accessibility barriers which are to be overcome and the potential for flood mitigation.
  - The finished study will present options for further work including links to new developments around Cammo and Edinburgh Airport.
- **Edinburgh BioQuarter** Delayed
  - Additional Work on the route to prepare final design for construction was due to commence this year. This work will facilitate the transition to construction through Sustrans Infrastructure Funding.

<sup>1</sup> <https://www.dotheridething.co.uk/>

## 2.3 Regional Active Travel Development Fund – Transport Scotland



The Regional Active Travel Development Fund was established between Transport Scotland and the Regional Transport Partnerships in 2018/19. SEStran made a proposal for projects in 2020/21 to Transport Scotland in March 2020 and was awarded up to £314,000 for this third year of funding.

### Latest developments:

- **Project 1: Attitudinal Survey & Data Collection** In progress
  - “The Lines Between” were appointed to carry out a longitudinal behavioural survey work, commencing in July 2020. Initial research work has been completed and the baseline survey report is in the last stages of drafting.
  - The survey work takes up half of the allocated budget (at £48,100, including Baseline survey, Longitudinal surveys and Project Management). Data Collection costs are estimated at £50,000.
  - **Total award £100,000**
  
- **Project 2: ‘Do The Ride Thing’ Awareness Campaign** In progress
  - SEStran has created an awareness campaign for the use of e-bikes across the region to complement the launch of a number of e-bike hubs. Do The Ride Thing seeks to create an environment where individuals look out for others and create good habits while riding a bike.
  - Procurement has commenced for creative services and the development of media package and promotions.
  - **Total award £100,000**
  
- **Project 3: West Lothian Active Travel Projects** In progress
  - Completion of projects from 2019/20:
    - To provide active travel provision between Ecclesmachan and Threemiletown, providing a safe link to local bus services.
    - To provide a link from Bathgate Hills quiet roads through Bangour and connect to the Livingston green network.
  - Investigate a number of potential active travel links:
    - A89 Parallel Route – Easton Road Bathgate to Armadale
    - A904 Newton – South Queensferry
    - Linlithgow – Bo’ness (Links to Blackness & Falkirk)
    - West Calder – Harburn
    - Bathgate Hills Quiet Roads Initiative
  - West Lothian Council has reported a delay to the appointment of consultants and completion of the project is now expected by March 2021, within the current financial year.
  - **Total award £64,000**
  - SEStran successfully bid for resource funding to support the breadth of active travel projects that happen across the partnership.

- Officers conducted a procurement exercise for additional resource concluding on the 4<sup>th</sup> September 2020.
- *Total Award £50,000*

## 2.4 Cycle Training & Development – Cycling Scotland



This workstream supports and develops the delivery of Bikeability Scotland National Standard cycle training delivered by local authority Bikeability coordinators. It promotes, encourages and develops cycle training opportunities across SEStran projects.

### Latest developments:

- **Bikeability Scotland** Delayed
  - The current Covid-19 guidance on delivery of Bikeability and staff training means that there is currently little or no delivery across the region.
  - An access to bikes fund was made available for Local Authorities to apply for bike fleets to support Bikeability Scotland delivery. This was open to applications until mid-February.
- **GO e-Bike cycle training** In progress
  - Training is offered to all hubs as they are completed and as part of ongoing development plans.
- **Adult and Family Cycle Training** In progress
  - The Essential Cycling Skills course has been adapted in order to make the purpose of the sessions clearer. This has also involved development of new promotional materials. A trial and evaluation will be carried out with employers and individuals to determine the effectiveness of this approach once restrictions allow in the SEStran region.
  - A Cargo Bike training course has been developed and three sessions were delivered for volunteers collecting and delivering food for Edinburgh based charities before Christmas.

## 3. Strategic Public Transport Projects

### 3.1 Real Time Passenger Information (RTPI)



SEStran began implementing a region wide network of RTPI screens supplying bus timetable information feeds in 2010, to help tackle declining bus patronage and make bus travel more predictable and reliable. Since 2010, SEStran has built up a comprehensive network with information screens in key travel hubs such as railway stations, park and choose / ride sites, as well as hospitals, colleges, universities, shopping centres and large employer hubs. More recently SEStran has worked with the City of Edinburgh Council to support

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a move towards a new, common Content Management System that will improve the information provided in the public facing regional screen network incorporating Lothian Buses information.

Latest developments:

- **New Content Management System and hardware upgrades** *Delayed*
  - The new system passed the factory acceptance testing (FAT) in October which means that the project can now move to silent running testing.
  - The supplier delays with the FAT were due to Covid-19, integration of operator SIRI feeds will take place in March 2021.
  - Silent running testing will take place end March 2021 and if successful the new system will be handed over to CEC & SEStran in April 2021.
  - The test of the new system & new PCs undertaken at the Galashiels Interchange was successful with scheduled information displaying correctly.
  
- **Public Transport Capacity Information** *In progress*
  - In response to Covid-19, SEStran is working alongside Transport Scotland and Trapeze to test the feasibility of incorporating bus capacity information on public transport for use by Traveline Scotland.
  - This new feed will be integrated into the new SEStran regional RTPI system with the layouts adapted to display the new information.
  - This will 'go live' when the new RTPI feed is operational, estimate April 2021.
- **RTPI Screens Network**
  - SEStran, in partnership with West Lothian Council, made a bid for Smarter Choices Smarter places funding to refit the Centre in Livingston with new RTPI hardware using the CEC/SEStran equipment framework. £10,000 from SEStran has been contributed to this refit.
  - SEStran is also providing £57,000 for the purchase screens for key locations in Clackmannanshire, Scottish Borders and Fife. This will use the above framework to procure the screens and their installation, by the contractor 21<sup>st</sup> Century/Journeo.

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## 3.2 Thistle Assistance Programme



SEStran has developed the Thistle Assistance Card and App to make using public transport easier for older people and those with disabilities, illness or mobility issues. SEStran is currently working to identify funding to help evolve the programme and journey planning aspect of the scheme.

Latest developments:

- **Journey Planner App - Phase Two** *In progress*
  - SEStran has been successful in an approach to Scottish Enterprise for funding to run Phase 2 of the project in 2021/22.
  - SEStran will receive £150,000 to deliver a working prototype.

- A mini procurement competition will be run amongst the 5 phase 1 developers, bids will be invited for this in March 2021. Bids can be from individual developers or consortiums.
- The winner will be announced in April with work commencing in May 2021 running for 12 months.
- **Thistle Assistance Programme Update** In progress
  - Covid-19 update – SEStran has adapted the Thistle card and App to provide an exemption message for those that cannot use a face covering when using public transport. Messaging has been developed for print, social media and on the website<sup>2</sup>.
  - To date over 60,000 cards and leaflets have been distributed and there have been over 8,000 downloads of the App.
- **SEStran Website** Delayed
  - In order to comply with legislation ([Public Sector Bodies \(Websites and Mobile Applications\)\(No. 2\) Accessibility Regulations 2018](#)) SEStran updated the Partnership website to comply with Accessibility Standards Level A and AA Success Criteria of the Web Content Accessibility Guidelines (WCAG) version 2.1 and it complies with Cyber Essentials requirements.
  - A design for a new SEStran site is under development, but due to Covid-19, the timescale for identifying and addressing site management issues has not been met. A go live date for a new look site with desired new functionality, that fits with current branding is yet to be confirmed.

### 3.3 Newburgh Train Station Study



SEStran is carrying out an options study for Newburgh, with work being delivered by consultants Systra appointed to work on behalf of SEStran. This study is funded by the [Local Rail Development Fund](#) that was introduced by the Scottish Government in February 2018, with the aim of providing funding to develop community led options to improve local rail connections.

#### Latest developments:

- **Initial Options Appraisal** In Progress
  - The Phase 2 stage of the study, the ‘Initial Options Appraisal’<sup>3</sup> was submitted to Transport Scotland for review on 18<sup>th</sup> of September.
  - The phase 2 stage was approved by Transport Scotland in December 2020 and published on the SEStran website.
  - Phase 3 work ‘Detailed Options Appraisal’ began in February 2021 and is expected to take 6 months.
  - £37,834 of the £82,000 budget has been claimed for the work to date.

### 3.4 South East Scotland Transport Transition Group



<sup>2</sup> <https://www.thistleassistance.com/travel-safety/>

<sup>3</sup> [https://sestran.gov.uk/wp-content/uploads/2020/02/Newburgh-Preliminary-Options-Appraisal-Report\\_Nov2020\\_revA-inclAppendices.pdf](https://sestran.gov.uk/wp-content/uploads/2020/02/Newburgh-Preliminary-Options-Appraisal-Report_Nov2020_revA-inclAppendices.pdf)

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The South East Scotland Transport Transition Group was established in June as a temporary grouping, to develop and oversee a Regional Transport Transition Plan for the transition period following Covid-19 lockdown restrictions. The Group brings together local, regional and national partners to jointly plan for the management of transport related measures needed during this period.

Latest developments:

- **Development of South East Scotland Transport Transition Plan** In progress
  - SEStran has a key role coordinating the development of the South East of Scotland Transport Transition Plan, and ensuring it is kept up to date as guidelines change and issues and opportunities arise.
- **Bus Priority Rapid Deployment Fund bid** In progress
  - Two bids by the grouping to Transport Scotland’s Transport Scotland Bus Priority Rapid Deployment Fund attracted £1.8M in total, with the City of Edinburgh Council acting as lead applicant. The second tranche of funding included a wider range of temporary bus-supportive measures across the region, with this work led by SEStran.
- **Region-wide sub-group** In progress
  - SEStran leads on a range of region-wide interventions including trialling public transport capacity information (as mentioned in section 3.1), exploring the feasibility of improved public transport through an expanded DRT approach, and Thistle Assistance mask exemption.

### 3.5 Bus Service Improvement Partnerships



The Bus Partnership Fund (BPF) is a £0.5Bn fund announced by Transport Scotland in November 2020, to fund the development of permanent bus priority infrastructure. Bids are invited from partnerships, led by a local authority, which are working towards a Bus Service Improvement Partnership (BSIP) status. BSIPs must be collaborative partnerships involving bus operators and other relevant partners. SEStran is actively supporting the development of three currently emerging BSIPs and their bids, to help maximise investment in bus priority infrastructure into the SEStran region, and ensure that bids within the region are complementary.

Latest developments:

- **Fife Bus Partnership and BPF bid development** In progress
  - A bid to the BPF addressing serious, localised congestion issues that affect the performance of bus services within and across Fife is finalised for submission in April, led by Fife Council.
  - A partnership grouping with Fife Council, SEStran and bus operators was established in 2020, with Terms of Reference agreed, in advance of a formalised Bus Improvement Partnership.
  - SEStran is providing initial secretariat support for this partnership, and has made a contribution of £5,000 towards the development of Bus Partnership Fund bid.
- **Edinburgh and south east of Scotland BPF bid development** In progress
  - A bid growing out of the Bus Priority Rapid Deployment Fund award for temporary bus priority interventions focusses on Edinburgh-bound corridors. The bid, led by City of Edinburgh Council, will

be submitted in April and involves six local authorities and operators with services on key city bound corridors.

- SEStran is involved in discussions at all levels of this grouping to help identify and prioritise a range of permanent bus-supportive measures.
- **Forth Valley Bus Alliance and BPF development** In progress
  - A bid to the BPF is planned, to address some of the more challenging congestion issues affecting the performance of bus services and affecting commuters travelling within the Forth Valley and central area of Scotland.
  - An alliance comprising key bus operators and three Councils agreed both membership and terms of reference in autumn 2020.
  - SEStran is providing secretariat support for the Alliance and has made a contribution of £5,000 towards the development of Bus Partnership Fund bid.

## 4. Freight and Logistics Projects

### 4.1 Forth Freight Study



This study, delivered by SEStran in partnership with Forth Ports, explores the potential in the region, particularly around the Forth, for developing sustainable, multimodal freight gateways. It aims to identify key locations for potential freight consolidation centres that would maximise the sustainable movement of freight at national, regional, and local levels. The study is being carried out for SEStran by appointed consultants Aecom. The study is funded by the [Local Rail Development Fund](#) that was introduced by the Scottish Government in February 2018.

#### Latest developments:

- **Case for Change** In progress
  - The Case for Change STAG Phase One work is complete, including data collection, desktop review and wide stakeholder engagement.
  - A further round of stakeholder engagement took place in November, prior to finalising the draft Case for Change.
  - The Case for Change was submitted to Transport Scotland in December.
  - In recognising the impacts of Covid-19, Transport Scotland has extended the delivery timescale for LRDF projects. The revised completion date for the Forth Freight Study is now June 2022. £68,000.00 from the £150,000.00 budget has been invoiced to date.

## 5. European-funded Projects

### 5.1 SHARE-North



SHARE-North focuses on shared mobility and its potential to address sustainable transport challenges in the North Sea region. This includes developing, implementing, promoting and assessing car, bike and ride sharing and other forms of shared mobility in urban and rural areas and employment clusters. One example is the establishment of Mobility Hubs. A Mobility Hub seeks to raise the profile of shared mobility (car club, bike-sharing, carsharing), by integrating these modes of transport with existing public transport provision. Following the completion of the Mobility Hub Strategic Study in 2020 SEStran has been working with partners to identify potential opportunities to plan for Mobility Hubs.

Latest developments:

- **Mobility Hubs** In progress
  - SEStran has committed funding to the region's first mobility hub in Musselburgh, East Lothian, to be called a 'Journey Hub' and this hub is nearing completion.
  - SEStran is supported Fife Council in identifying funding to carry out feasibility and business case development for Mobility Hubs at east Fife railway stations at Leven, Cameron Bridge, St Andrews and Leuchars. An application to Sustrans Scotland is on hold along with other applications to the Places for Everyone fund.
- **Project activities and partner meetings** Delayed
  - Due to Covid-19 various project activities and physical meetings have been cancelled. Whilst some activities have moved online, through teleconferences, other activities have been delayed. The project consortium is now seeking a 6-month extension to the project, subject to formal agreement of the Programme Secretariat.
- **Tripshare SEStran** Reduced service
  - Due to the ongoing impacts of Covid-19 and Scottish Government guidance on carsharing, SEStran is not actively promoting the Tripshare SEStran platform. A reduced level award to Liftshare provides for a one-year contract to maintain the platform and retain existing members during this period.
  - Further decisions on how trip sharing opportunities are to be procured and provided will be taken in 2021, subject to a review of national policies on public health and car sharing and other trip-sharing approaches within Scotland.

## 5.2 SURFLOGH

Interreg North Sea Region – Jun 2017 to Oct 2020



SURFLOGH aims to enhance the role of sustainable logistics in urban logistics networks in the North Sea Region. SURFLOGH has created a trans-national network of 'city hubs' promoting innovation in city logistics. These hubs bring together different partners to exchange knowledge and work on innovative pilot projects and business models that can work in real world urban logistics systems. SEStran's Edinburgh pilot operating near Haymarket has now been running successfully since 2018, delivering a pallet worth of small package deliveries by cargo bike weekly, and the study is in an advanced stage.

Latest developments:

- **Development of business case with Edinburgh Napier University** In progress

- SEStran is leading on the Interreg project’s work package, along with Edinburgh Napier University Transport Research Institute (TRI), developing business models for urban freight hubs.
- To date the Literature review, Business Model Framework and Edinburgh Case study have been completed.
- SEStran & Edinburgh Napier University are working on a proposal for an extension to the project with the project partners. This is due to be submitted to the EU Joint Secretariat in March 2021 and if successful will provide a further 18 months’ work.
- **Edinburgh Pilot – ZEDIFY** In progress
  - Following the success of the early stages of the project, a procurement process for services to expand the initial pilot project was carried out in October 2020, and ZEDIFY were successful.
  - ZEDIFY have a new site in Leith in Edinburgh to run an expanded Edinburgh logistics hub following a successful pilot test.
  - SEStran via SURFLOGH & Paths for All Funding will be supporting the development of the hub with £50,000.
- **Expansion of Edinburgh Cargo-Bike delivery** In progress
  - SEStran has been working with Transport Scotland to support Cargo Bike Movement (CBM).
  - CBM are developing a community hub in Edinburgh to promote the use of cargo bikes as a fairer, healthier and greener alternative to carbon-emitting vehicles in the delivery of goods and for individuals and families.
  - This new hub approach will share information that contributes to SURFLOGH research.
  - The plans for the new hub are being finalised with a launch date of April/May 2021 in the pipeline.

### 5.3 BLING

Interreg North Sea Region – Jan 2019 to June 2022



Blockchain is a key enabling technology that will underpin efforts to deliver innovative services under the Digital Agenda for Europe. The BLockchain IN Government (BLING) project focuses on providing one of the first dedicated platforms to bring these tools and approaches into local and regional services. SEStran’s role is to develop a pilot with the University of Edinburgh, which will showcase innovative use of the technology in a transport environment.

#### Latest developments:

- **Development of Edinburgh Pilot** In progress
  - The Design Informatics team at the University of Edinburgh, supported by SEStran, is prototyping ways to create Location Based Smart Contracts – agreements about the location and relations of smart objects in space that allow conditions such as proximity or co-location to trigger actions like financial transfers or opening physical locks. These systems are backed with blockchains, to explore new techniques to make location data secure without being invasive.
  - The pilot is called ‘GeoPact’<sup>4</sup>

<sup>4</sup> <https://northsearegion.eu/media/14062/geopact-pictorial-tallyn-2020.pdf>

- The next stage of the research successfully tested a Smart Contracts interface that can be easily used and adapted in the ‘real world’.
- The latest work was presented to the BLING Partnership in November 2020 with partners participating in further testing.
- The University of Edinburgh and SEStran were successful with a submission of a full paper on the project to the Conference on Human Factors in Computing Systems (CHI)<sup>5</sup> in May 2021.
- The project Mid-Term conference<sup>6</sup> will be held online on the 3<sup>rd</sup> March 2021.

## 5.4 PriMaaS

Interreg Europe – Aug 2019 to Jan 2023



Mobility-as-a-Service (MaaS) is a concept that changes the way people travel and pay for mobility services. The main vision of PriMaaS is to promote MaaS and incorporate wider societal goals through interregional collaboration, sharing best practices, and policy development.

### Latest developments:

- **Baseline Assessment and MaaS Action Plan** In progress
  - SEStran has worked with partners to feed into the Baseline Assessment Report, establishing a baseline of MaaS levels in each of the partners’ regions. This will help identify best practices and develop an Action Plan for the SEStran region.
  - SEStran has started exploring options for MaaS and Demand Responsive Transport (DRT) in the region and is considering different funding avenues for such a project, such as the Transport Scotland MaaS Investment Fund.
  - The idea for a DRT/MaaS platform was presented at the Equalities & Access to Healthcare Forum on 2 October and the Integrated Mobility Forum on 8 October, inviting forum members to share their views and comments.
- **Project activities and partner meetings** Delayed
  - The project partners met online in October to discuss progress of project activities and budget. Due to Covid-19 and government restrictions, many project activities have been delayed and has resulted in underspent budget.
  - The consortium as a whole is now seeking a possible 6-month extension to the project, subject to formal agreement by the Joint Secretariat of the funding programme.

## 5.5 CONNECT

Interreg North Sea Region – Oct 2019 to Mar 2022



[CONNECT’s](https://northsearegion.eu/north-sea-connect) overall objective is to support the growth of ‘smart inter-modality’ in the North Sea Region, through smart efficiency enhancements within freight movement. It looks at connecting the North Sea Region’s TEN-T nodes, focusing on implementing new smart processes and working tools (smart inter-modality) and development of strategies for smart efficiency enhancements (smart involvement). <https://northsearegion.eu/north-sea-connect>

<sup>5</sup> <https://dl.acm.org/conference/chi>

<sup>6</sup> <https://northsearegion.eu/bling/news/bling-conference-blockchain-public-services-across-europe-3-march/>

Latest developments:

In Progress

- **Project Kick-Off**
  - The project 'kick-off' meeting took place online on the 1<sup>st</sup> & 2<sup>nd</sup> of September 2020 hosted by the lead partner in Hamburg. SEStran attended online.
  - The next partnership meeting will be held online in March 2021.
  - SEStran will be leading on a work package based (WP3) focussed on sharing of best practice.

## 6. SEStran forums & upcoming events

### 6.1 SEStran Forum Meetings



SEStran hosts three different forum groups, the Integrated Mobility Forum, the Equalities and Access to Healthcare Forum and the Logistics and Freight Forum. The aim of the forums is to provide a platform for interested parties to come together and to formulate a regional voice in various transport-related matters.

Latest Forum meetings in the last quarter:

- **Logistics and Freight Forum**
  - The forum last met on the 9<sup>th</sup> December 2020 and provided feedback to the draft Case for Change report produced for the Forth Freight Study.
  - The forum had presentations from SURFLOGH partners the Cities of Groningen & Mechelen on their successful approach to sustainable logistics.
  - The forum also had a presentation on the latest work on Levenmouth Reconnected.
  - The next forum will take place in May 2021.

