

MAAS/DRT UPDATE

1. INTRODUCTION

- 1.1 Following the publication in March 2020 of the [Strategic Study on Demand Responsive Transport](#) (DRT), SEStran has been pursuing opportunities to pilot tech-enabled enhancements to existing bus services, both as stand-alone projects and as part of a Mobility as a Service (MaaS) project in the region.
- 1.2 This report updates the Board on progress so far, following regular updates as part of the Project Reports.

2.0 BACKGROUND AND CONTEXT

- 2.1 In December last year, SEStran issued a Call for Partners to establish a consortium of interested local authorities, bus operators and technology providers to bid into the MaaS Investment Fund, which had £1 million in its second round available for qualifying projects trialling MaaS in Scotland. With the assistance of Mott MacDonald, consultants, a bid was submitted in February this year.
- 2.2 SEStran learned in June that the bid had been placed third in a field of fifteen bidders. This unfortunately meant that there was insufficient funding for the original proposal. However, Transport Scotland officials indicated their willingness to co-create a project which fitted the much-reduced funding envelope.
- 2.3 Following detailed discussions with the consortium partners, as well as Transport Scotland and Tactran, the revised bid was submitted at the end of September. Following further discussions and clarifications with Transport Scotland, the bid is now being considered by them for final decision.

3.0 THE CURRENT PROPOSAL

- 3.1 The current proposal is set out in graphic form in the Appendix, which forms the presentation to be made to the Board on 3rd December. Essentially, however, it will consist of a MaaS app being developed in close collaboration with Tactran and Fuse, the app developers who have developed and launched the ENABLE app in the Tactran area. This collaboration means that both regional transport partnerships' projects will benefit from the same integrations of different transport modes into the app (bus, train, bike and e-bike hire, taxi, car club, etc.).
- 3.2 An additional strong feature of the proposal is that it will tie in with the physical infrastructure being put in as part of East Lothian's Mobility Hubs. This means that travellers in the East Lothian area will have the benefit not just of a single

app that allows them to plan, book and pay for their journeys, but enhanced facilities at the Mobility Hubs, bringing the different transport modes together under one roof.

3.3 Last but by no means least, the pilot will trial a DRT tech-enabled element of the existing Humble to Haddington 109 service run by Prentice Coaches, with the Humble to Tranent section of the route now capable of being booked ahead for specific journeys rather than sticking to a single 'fixed route.' Simulations suggest this could allow a step change in the number of users of the service in this rural area.

3.4 The proposal was resubmitted to Transport Scotland on 10th November and will be taken to its Programme Board on 17th December. However, it is hoped to know the outcome of the bid before then.

4.0 CONCLUSIONS

4.1 Following a lengthy process, SEStran officials remain hopeful of a successful outcome to the revised bid. Running alongside the proposed project will be the EU-funded PriMaaS programme, which will seek to learn best practice in similar projects across Europe. All lessons learned from the project will be shared with the constituent authorities and more widely with stakeholders across the region and beyond.

5.0 RECOMMENDATIONS

5.1 It is accordingly recommended that the Board:

- (a) Note the terms of the report;
- (b) Agree to officers pursuing further funding for both this project and other stand-alone DRT projects in the region; and
- (c) Delegate to the Partnership Director powers to enter necessary agreements with consortium partners to deliver the project, subject to appropriate legal advice.

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26th November 2021

Appendix: Slide presentation showing project in graphic form.

Policy Implications	Pursuit of MaaS and DRT initiatives is in line with the existing and emerging RTS policies
Financial Implications	Contained within existing budgets

Equalities Implications	An EqlA was drafted as part of the original submission, and will now be updated prior to project implementation. Impacts on specific groups will be monitored as part of the project.
Climate Change Implications	The implications for Climate Change issues will be assessed at project level.

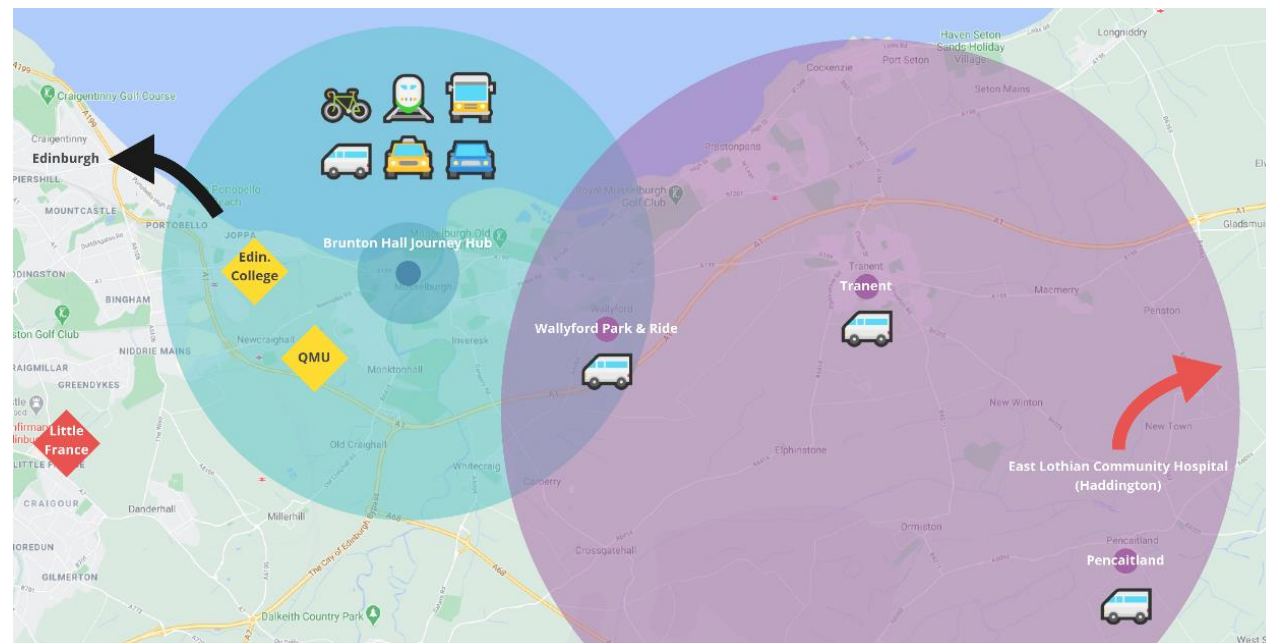
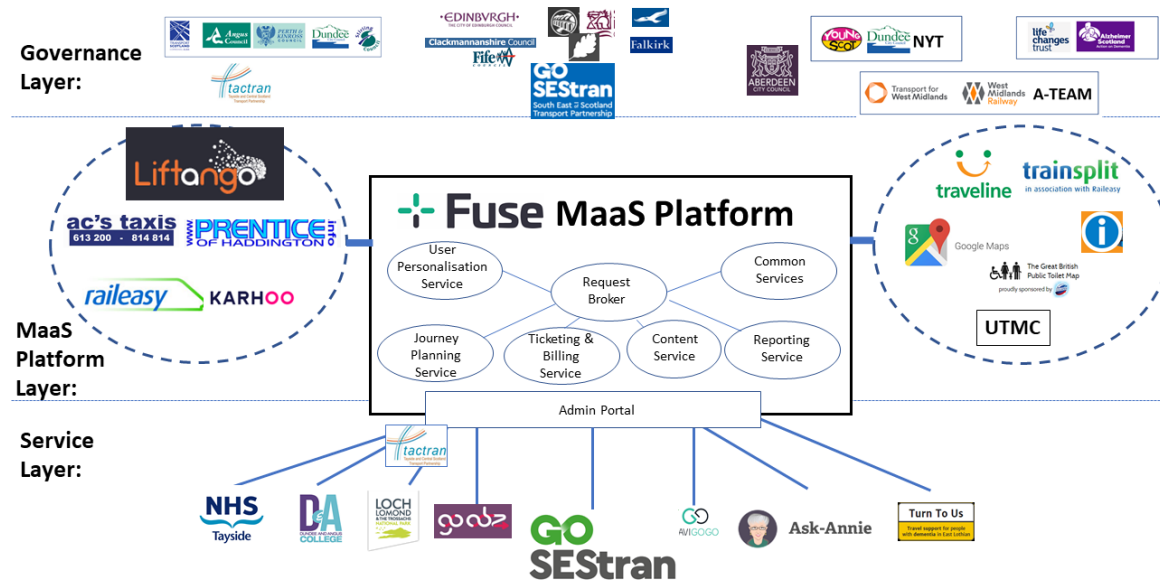
MaaS Investment Fund – Round 2 GO SEStran MaaS/DRT project proposal

3 December 2021



The SEStran MaaS/DRT project proposal

Integrating Mobility Hubs, MaaS and Demand Responsive Transport



SEStran MIF2 application, Business Plan

Aiming for physical and digital integration with Journey Hubs and MaaS

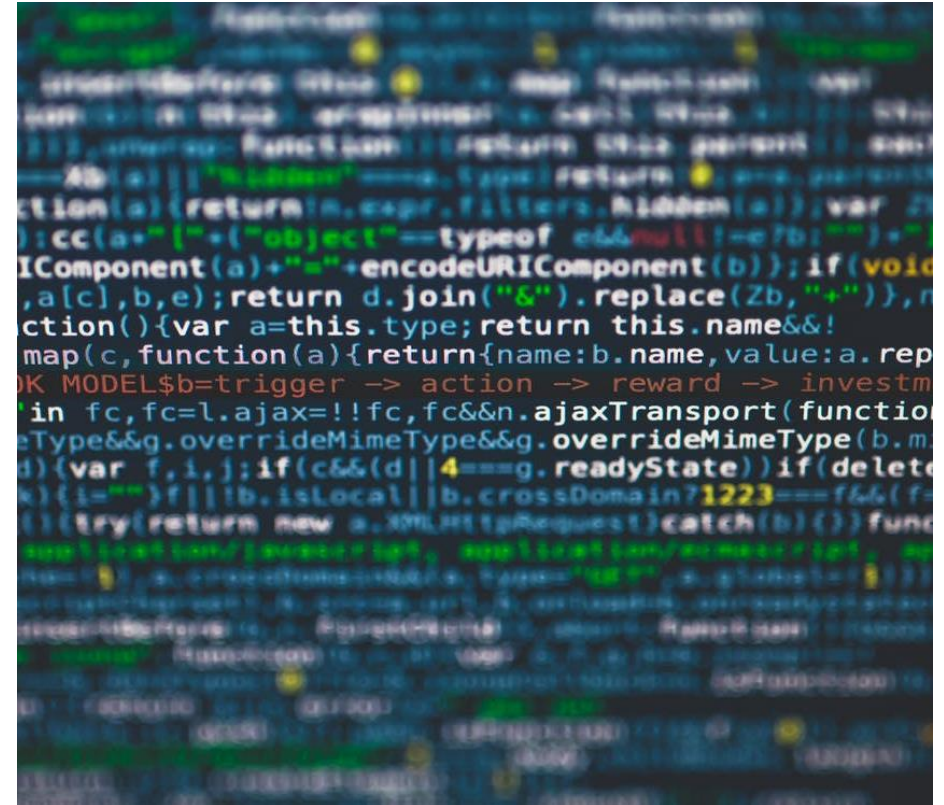


Photo credit: Markus Spiske (pexels.com)

Musselburgh Journey Hub

E-bikes, EV car club, taxi rank, bus stops, transport info & signage



GOe-Bike

**SHARE
North**

Interreg
North Sea Region
SHARE-North
European Regional Development Fund



Musselburgh Journey Hub (SEStran, 2021)

Proposed DRT Zone



- The proposal is to make the section of the route between Tranent and Humble flexible. This will increase public transport coverage in the area (orange zone) and allow buses to respond to demand to carry a greater number of passengers.
- Shortening the fixed section of the route to Tranent – Haddington will free up a bus to operate flexibly for 3 2 hour periods during the day. We have simulated the DRT zone with buses starting and ending in Tranent at 9am-11am, 11am-1pm and 1pm to 3pm.
- A simulation run by Liftango in collaboration with SEStran, East Lothian Council and Prentice Coaches indicated the potential for greatly increased patronage to the extent that the current weekly passenger numbers could be carried in a single day.

Next Steps in SEStran region & timeline

- Proposed project will launch early 2022
- PriMaaS study of best practice in MaaS governance and procurement
- DRT only projects elsewhere in the region – Borders; Fife; West Lothian?
- Open learning network