

Appendix 1: Details on DfT funding and deliverables

	Project	What is to be delivered (stated in bid)	Element/Item	Cost estimate	Total
Theme 1	MaaS trials do minimum funding	<p>Delivery of a three-stage trial of MaaS, in stages as per below:</p> <p>Stage 1: small-scale “closed” trials focusing on the particular needs of selected groups of staff and students at University of Portsmouth and University of Southampton, with a limited number of transport providers available via the app.</p> <p>Stage 2:</p> <ul style="list-style-type: none"> Increasing the number of transport providers on board Scaling up participation to the full university communities Development of Mobility Credits capabilities (to enable Mobility Credits trial project) Optimisation of app to increase the level of personalisation and user responsiveness it can offer <p>Stage 3: wider rollout of MaaS to cater for a wide variety of journeys across all user groups within the wider Solent region. It would likely use the existing Solent Go brand, and would offer all local transport operators own products as well as multi-modal Solent Go products, in a single seamless planner and “marketplace” app.</p> <p>The intention is to procure an App / platform provider prior to stage 1 and then work with the provider to gradually develop the offering and get more operators on board as the stages progress.</p> <p>There is substantial research, evaluation, dissemination activity planned together with marketing/ incentivisation of usage planned.</p>	Research costs	£3,093,015	
			Implementation support	£517,200	
			MaaS platform costs Phase 1+2	£1,222,500	
			MaaS Platform Costs Phase 3	£1,125,000	
			User Incentives		
				£20,000	£5,977,715

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		<p>The funded “do minimum” project anticipates a reduced level of functionality (fewer modes, providers, capabilities) on the MaaS platform, so reduces budget for the platform by 25% compared to do maximum. The number of human factors researchers involved is reduced from two to one, along with reductions in survey technician resource, other research costs, and other support funding e.g. user incentives as a consequence.</p>			
	<p>Growing Solent Go</p> <p>do minimum funding</p>	<p>Creation of several new Solent Go multi-operator/ multi-mode products and zoning system changes to better fit local travel patterns:</p> <ul style="list-style-type: none"> • Move from Smartcard to primarily app based platform (likely based around QR codes) for most products • Creation of two new “city region” zones covering wider PCR/ SCR areas in addition to current City and Solent Region zones • Creation of Solent Go carnet tickets as a supplement to or possible replacement for season tickets • New Solent Go bus + rail products (likely to be a “super plusbus” unlimited bus plus point to point rail journey product, rather than an unlimited zonal rail product) • Expanding the current discount scheme offered by some Solent bus operators aimed at Jobcentreplus users to cover Solent Go products. • Marketing & incentivisation of use of new products <p>The intention is (as far as possible) to offer the new products only via a new Solent Go app, which would be launched to support the Stage 1 MaaS trials (preferably using the same app) and which over time would develop into the Phase 3 Solent MaaS “marketplace”.</p> <p>The funded do minimum proposal envisages the new products being available only on buses, with no extension to ferries (as the “do maximum” bid proposed). It also removes the “hopper” product (on the basis of lower prioritisation/interest expressed during user</p>	<p>New bus products</p> <p>Rail products</p> <p>Other technical items, contingency, PM</p> <p>Marketing</p>	<p>£260,000</p> <p>£188,750</p> <p>£362,750</p> <p>£90,000</p>	<p>£901,500</p>

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	engagement), reduces budget for rail product development and reduces the level of marketing budget for the new products.			
Mobility Credits Trial do minimum funding	This project will implement a small scale trial using the stage 2 MaaS app to distribute mobility credits (paid-for travel via the app) to a trial group of low income users (council tax in the Leigh Park and Wecock Farm areas of Havant. We estimate that around 100 trial participants should be sufficient for a “do minimum” trial ¹ (providing a 10% margin of error), all of whom would receive the same value of mobility credits. The trial will evaluate impacts of the mobility credits on this group, vs various outcomes for a control group and the wider population. This project cannot commence until the MaaS trial has reached stage 2 (likely to take around 24 months) and will run for about 1 year.	Project design, control group surveys, analysis, evaluation	£410,000	£715,627
		Project implementation officer	£105,627	
		Platform and credits costs	£200,000	
DDRT trials do minimum funding	This project, at “do minimum” funding level, will set up one DDRT trial operating zone somewhere in the Solent area, with 3 vehicles initially and scope to grow to 6 vehicles. Sources of match funding (SCC & HCC) mean this trial is likely to occur in the Southampton City Region and is likely to be joint trial delivering both commercial DDRT in an operating zone, and also Southampton Dial-a-Ride in off-peak times. The project will also undertake monitoring & evaluation of impacts of the trial.	Co-design & procure trials	£60,000	£1,562,000
		Implementation	£1,452,000	
		Analysis & evaluation	£50,000	
Bike/e-bike share	This project will deliver cycle share schemes in the two cities, with a specific focus on testing approaches which:	Detailed feasibility & design	£70,000	£2,559,730
		Procurement & legal	£60,000	

¹ <http://www.raosoft.com/samplesize.html>

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	do minimum funding	<ul style="list-style-type: none"> Reduce economic losses due to vandalism (which drags down cycle share viability) eg through robust bike design, secure/containerised docks, etc Increase flexibility of schemes to meet seasonal/ changing demand patterns, eg mobile docks, containerised docks etc. <p>The bid stated the do minimum proposal would provide ~480 standard bikes and <u>no e-bikes</u> at ~100 dock locations across Portsmouth, Southampton and the Fareham-Gosport BRT route. There could be scope to deliver e-bikes if the number of docks, conventional bikes etc were reduced. There could also be scope to extend to the Ryde area on the IOW.</p> <p>Cycle share would plug into and be offered as a new mode via the MaaS app.</p> <p>The project also includes undertaking a small scale trial of “smart” app activated bike locks aimed at improving user convenience (no need for users to carry a lock) and reducing losses due to theft. This trial could be carried out in either city.</p>	Back Office, Marketing Prototyping & tests Cycle share network implementation Monitoring & evaluation Smart Locks Trial	£300,000 £100,000 £1,884,730 £40,000 £105,000	
	E-scooter trials (no funding allocated in bid)	<p>DfT have requested all FTZ areas to carry out a trial of shared e-scooters, and plan to fast track these trials as part of the Covid-19 response.</p> <p>The Solent FTZ bid did not include dedicated budget for this scheme and DfT have not allocated any additional budget. This project is likely to need to be funded from fund redistribution from other projects and/or from some of the contingency budget.</p> <p>In May 2020 Solent Transport submitted an expression of interest to DfT for four trials mostly focused on park and rides (offering e-scooters as a substitute for P+R buses) to support the transport sector Covid-19</p>	TBC	TBC	

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		response. If our EOI is selected we will be required to implement schemes by late August 2020 for a one year trial period.			
	Lift sharing project	This project will offer lift-sharing via the MaaS app, and will also work with employers to incentivise car sharing at major workplaces. The aim being to utilise lift-sharing as a means of drawing car-based commuters onto the MaaS app.	50% funding for implementation in workplaces	£275,788	
	do minimum funding	The DfT funding available would enable the project to engage with around 42 businesses/ ~67,000 employees, either in both cities, or in one city (Southampton) only.	Project mgt & marketing	£150,000	£425,788
	Drone Logistics	Full implementation of project including: <ul style="list-style-type: none"> Simulation work to enable development of unmanned air traffic control system (UTC) in Solent enabling drone integration into conventional ATC A variety of real-world trials for different use cases including cross-Solent medical logistics and movement of samples from GP surgeries to central labs Research and testing of integration of drone logistics with ground logistics Seed funding at end of programme to support set-up of commercial long term drone logistics provision for NHS in area Significant research and evaluation activities 	Research costs	£1,464,020	
Theme 2	do maximum funding	Some elements of the project (practical trials of cross-Solent logistics) have been fast-tracked as part of the Covid-19 response	UTM System costs	£4,480,000	
			Live Trials	£980,320	
			Cross-Solent network "seed" funding	£266,500	
			Project management (should have been £768,000)		
				£853,194	£8,044,034
	HEI Consolidation		not funded by DfT		
	Macro-consolidation	Subsidy and incentives for 5 major new Sustainable Distribution Centre users, utilising existing Southampton SDC as a base. It is intended that the SDC trial users to be located in both Portsmouth and Southampton.	Delivery & Service Plans & research costs	£520,194	
			SDC Procurement/ set up costs	£0	£995,194

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do minimum funding	Funding for 8 Delivery and Service Plans (DSPs) per year (24 total over 3 years) @ £15k per DSP - across both cities. Various research & monitoring activities related to uptake, impacts, success factors, potential wider impact of widespread SDC usage etc (Portsmouth CAZ engagement programme will assist in “recruiting” potential SDC users in city)	SDC Marketing & user subsidies	£375,000	
		SDC Monitoring, evaluation, contract mgt	£100,000	
Micro-consolidation do minimum funding	Set-up of kerbside management sensors and systems to create flexible kerbside designation in some areas, enabling “pop up” bookable loading bays, supporting mobile or flexible micro-consolidation hubs. Envisaged as being located at Local Mobility Hubs (Southampton) and around Interchanges (Portsmouth). Funding sufficient for back office systems and around 1,300 to 1,400 sensors, ie 1.3 to 1.4km of kerb. This is envisaged as sufficient for approx. 10x flexible /bookable kerbside areas for hosting the trials in both cities. £500k funding support towards e-cargo bikes, portering equipment, e-vans etc (financial support towards appointed last mile delivery partners eg zedify) Various research and evaluation activities (Portsmouth CAZ engagement programme will assist in “recruiting” potential SDC users in city)	Research costs	£866,448	£2,559,448
		Live trials personnel+other e.g. marketing	£380,000	
		Live Trials equipment	£500,000	
		Live trials kerbside management/app/systems	£813,000	
DRT+Freight:MPV		not funded by DfT		
Sub-total: all projects				£23,741,036

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	Programme Monitoring+Eval. do minimum funding	Continuation of the South Hants “corridors” focused meta-evaluation, which started for LSTF (2011 onwards) and has continued (Southampton City Region only) through the DfT access fund programme to present. Intend to maintain long term time series of evaluation of transport indicators and their response to different inputs, through to 2023/24.	Research costs	£503,130	£503,130
	<i>Sub-total projects + wider monitoring + evaluation</i>				£24,244,166
Programme costs	Programme Mgt/Delivery team do minimum funding	Recruitment of programme delivery team of 9.7FTE (stated in bid) to manage the programme, client manage providers, deliver projects and deliver some research/evaluation outputs. Also covers procurement and legal agreement costs (eg for University led projects)	LTA employed staff	£1,864,553	£2,499,593
			Consultants- Months 1 -6	£515,040	
			Procurement of university delivered projects	£120,000	
	<i>Sub-total projects + wider monitoring + evaluation + programme office & staff</i>				£26,743,759
	<i>Unallocated remainder of £28,759,000 DfT funding</i>				£2,015,241
	10% Contingency on project costs		Original estimate	£2,015,241	£2,015,241