

THIS ITEM IS FOR INFORMATION ONLY
(Please note that "Information Only" reports do not require Equality Impact Assessments, Legal or Finance Comments as no decision is being taken)

Title of meeting:	Cabinet Member for Traffic and Transportation Decision Meeting
Subject:	Solent Future Transport Zone
Date of meeting:	29 th October 2020
Report by:	Tristan Samuels, Director of Regeneration
Wards affected:	All wards

1. Requested by

1.1 Cabinet Member for Traffic and Transportation.

2. Purpose

2.1 To inform of the success of the Solent Future Transport Zone (SFTZ) bid.

3. Background information

3.1 There is currently a significant focus of Department for Transport (DfT) policy-making and funding on the Future of Mobility, recognising that we are at the cusp of significant technology - driven changes in transport and mobility. DfT have published several documents and strategies, including the Future of Mobility Urban Strategy, which look at important future trends, challenges and opportunities for the UK transport system and outline the government's approach to maximising the benefits from transport innovation in cities and towns.

3.2 One element of the Government's response is the Future Transport Zones (FTZ) programme (previously named Future Mobility Zones), which is intended to fund local bodies such as councils, hospitals, airports and universities to test innovative ways to transport people and goods in several designated zones. £90m of funding to set up Future Transport Zones was made available for eligible authorities in England (Combined Authorities and cities shortlisted for the Transforming Cities Fund) to bid for in 2019.

3.3 DfT required Future Transport Zone proposals to include projects delivering the following outcomes:

- trial of new transport services, modes and models, creating a functioning marketplace for mobility that combines new and traditional modes of transport
- improve integration of services, increase the availability of data and provide access to digital planning and payment options, primarily through mobile phone

THIS ITEM IS FOR INFORMATION ONLY
(Please note that "Information Only" reports do not require Equality Impact Assessments, Legal or Finance Comments as no decision is being taken)



app-based platforms utilising new software that delivers “Mobility as Service “ (MaaS)

- explore innovative approaches to provide lower income households with access to future forms of mobility, for example, through the provision of 'mobility credits'
- Test scope for achieving efficiencies through shared (dynamic) demand responsive transport
- Combine trials together in a manner that creates a globally significant demonstration zone for future transport, and share research and learnings from the trials widely (with the aim of creating an exportable template to allow successful initiatives to be replicated in other areas)
- Trial projects which would complement Transforming Cities Fund proposals

3.4 Solent Transport, the partnership of Local Transport Authorities which Portsmouth City Council is a partner alongside Hampshire County Council, Southampton City Council and Isle of Wight Council, led the development a bid covering both the Portsmouth city region and Southampton city regions, comprising 9 projects across two linked themes.

3.5 Full content of the Solent FTZ bid can be viewed at the following link: http://www.solent-transport.com/images/Bids/future-mobility-zones-fund-application-form-final-proposal_30_09_19_FINAL_redacted.pdf and more information on the funded programme is provided in section 4 of this report.

3.6 The SFTZ bid, for between £27.1m and £43.9m of funding was submitted in September 2019 and was successful, being awarded £28.759m funding in March 2020. The “low” funding package was awarded for each scheme, except for drone trials which received funding for the higher package. No funding was awarded for the HEI (University) Halls Consolidation project, or the “multi-purpose vehicle” (DDRT and Freight combi vehicle) trials.

4. Summary of programme

4.1 The Solent Future Transport Zone (SFTZ) programme covers most of the Solent sub-region. It includes the Portsmouth city region, comprising the city of Portsmouth and surrounding towns such as Fareham, Havant, Waterlooville and Ryde (Isle of Wight), the Southampton city region, comprising the city of Southampton and surrounding towns such as Eastleigh, Totton & Romsey. It also includes the wider “Solent Go” multi-operator public transport smart ticketing area, which extends beyond and between the two Transforming Cities Fund (TCF) city regions and the Isle of Wight. The estimated population within the SFTZ is 1.16m.

4.2 The SFTZ project will test & deliver future mobility options that support the efficient movement of people, and also explore innovative approaches to the movement of goods and freight in urban areas. This focus derives from the Solent area's importance as a maritime gateway (20.5% of Solent's £27.8bn GVA is generated by the marine & maritime sector - over 3,000 businesses providing 40,000 jobs).

THIS ITEM IS FOR INFORMATION ONLY
(Please note that "Information Only" reports do not require Equality Impact Assessments, Legal or Finance Comments as no decision is being taken)

4.3 The Solent Future Transport Zone programme seeks to support efforts to address the following issues:

- Low Productivity - Solent average productivity of £45,645 (2015) which is 8.4% below the regional average and almost 0.5% behind the UK average.
- Traffic Congestion - £100m/pa¹ economic cost of congestion in Southampton alone. In Portsmouth City, the average vehicle speeds are 32% slower than the national average, which (though a positive in terms of road safety for active travel) is indicative of the levels of congestion in the area.
- High Car Dependency – the Solent has a lower public transport mode share and less extensive public transport system than comparable dual city regions. For example the average number of annual bus journeys by residents in the Solent is 45, whereas in Manchester & Liverpool it's 80.²
- Poor Air Quality - 21 AQMAs, with Portsmouth, Southampton and Fareham subject to Ministerial directives to address exceedances.
- Low Physical Activity Levels and Poor Public Health- 66.5% of Portsmouth City adult residents are classed as overweight/obese.³
- Impacts of movement of goods by road- this accounts for around 15-20% of all traffic and is the fastest growing area of travel demand⁴.

4.4 The SFTZ proposal will address these challenges by delivering projects focused on two overarching themes:

- Theme 1: Personal Mobility: providing new modes of travel, and developing new, complimentary means of planning and paying for journeys - strengthening and deepening the use of sustainable modes beyond what our Transforming Cities Fund (TCF) proposals would deliver
- Theme 2: Sustainable Urban Logistics: developing innovative approaches to address impacts of freight & logistics in urban environments.

4.5 Due to COVID-19, the commencement of the Solent FTZ programme was delayed from April 2020, to July 2020 and revisions were made by DfT to the programme timescales. This includes the end year for the programme moved from 2023 to 2024, to account for delays to the funding award and due to Covid-19.

4.6 The SFTZ bid and projects within were developed in 2018 and 2019, prior to the Covid-19 pandemic, and the short and likely medium and even longer term impacts arising from the pandemic introduce significant previously unforeseen uncertainty and risk to parts of the Solent FTZ programme.

4.7 Immediately after funding award, Solent Transport commissioned a review of the Solent FTZ programme, identifying risks to delivery and how projects and the

¹ Oxford Economics 2014

² <https://solentlep.org.uk/media/1514/tip-final-web-version.pdf>

³ Public Health England LA Profiles - Obese & Overweight, 2016

⁴ DfT road traffic forecasts 2018

THIS ITEM IS FOR INFORMATION ONLY
(Please note that "Information Only" reports do not
require Equality Impact Assessments, Legal or
Finance Comments as no decision is being taken)



overall programme could be adapted to reduce these risks and also assist with the Covid-19 transport sector response.

- 4.8 Full details of this review, and the resultant alterations to the FTZ programme (agreed with DfT) can be viewed in the Solent Transport Joint Committee report of 29th June 2020 (see link in background documents).
- 4.9 The most significant recommendations were that the proposed DDRT and Liftshare projects be delayed and reduced in scope, with consideration given to cancellation of these projects in their entirety following a review in Spring 2021 if Covid-19 social distancing and other impacts on the public transport sector and car-sharing still render these projects difficult or impossible to deliver successfully.
- 4.10 Funding released as a result of delayed implementation (and therefore lower spend) on these projects has been diverted to:
- Enabling e-scooter share trials
 - Enhancing and accelerating the cycle share project, and potentially the Micro-consolidation project
- 4.11 Approval was given at the September 2020 Traffic & Transportation meeting to proceed with developing the e-scooter rental scheme trials, with a report being taken back to the Traffic and Transportation Cabinet Member with the detail of the scheme before launch.
- 4.12 Other key recommendations for the short term include early delivery of Solent Go carnet tickets, enabling Solent Go to better respond to public transport users' changed working patterns.
- 4.13 Therefore the SFTZ programme now underway comprises the following projects under each of the two themes:
- 4.13.1 Theme 1: Personal Mobility:
- Mobility as a Service trial: Creation and trial of a new Mobility as a Service platform integrates planning and payment for multiple modes of transport, capitalising on technology to provide an end-user with convenient and seamless travel. These trials will seek to extend the existing Solent Go product range onto a MaaS app and integrate these existing and new (see below) ticketing options with planning, payment and ticketing of existing (eg bus, rail, ferry) and planned new (eg e-scooter, e-bike, DDRT) travel options. The app will be trialled across both the general public, and more detailed/controlled University research projects.
 - Growing Solent Go: creation of several new travel zones and products as part of the Solent Go range of bus and ferry travel products, complimenting both MaaS trials and TCF bus rapid transit plans (including SEHRT).

THIS ITEM IS FOR INFORMATION ONLY
(Please note that "Information Only" reports do not require Equality Impact Assessments, Legal or Finance Comments as no decision is being taken)



- Mobility Credits trial: this project, planned to be implemented in parts of the Borough of Havant, will trial the provision of “mobility credits” to certain groups via the MaaS app described above.
- E-scooter trial: trial of shared rental e-scooters, initially for a maximum of one year, in various parts of the Solent area. This project is being “fast tracked” with the aim of providing an improved range of socially distanced, non-car transport options during the Covid-19 pandemic.
- Shared bike / e-Bike Project: Introduction of public bike / e-bike share systems in Portsmouth and Southampton, complimenting e-scooter trials, serving various journeys within the cities with a new non-car travel option, and also providing improved first/ last mile access to public transport corridors. A key aim of this project will be to test approaches which reduce the negative impact that vandalism and theft have on viability of such schemes.
- Trial of Dynamic Demand Responsive Transit (DDRT): Flexible, “street corner to street corner DDRT services offer the opportunity to improve public transport connectivity in areas where the viability of traditional bus services is limited. They offer a service on demand (booked via apps) and can provide integrated links to the main public transport networks, connecting key destinations in areas of “thinner” public transport provision. A trial of DDRT in at least one part of the Solent FTZ area is proposed (currently paused, subject to review of viability in light of Covid-19 impacts on people’s propensity/ willingness to use public transport services).
- Car and lift sharing: This project, also currently paused and subject to review in light of Covid-19, would seek to trial the promotion of car sharing, particularly to major employment areas, via MaaS and via incentive schemes.

4.13.2 Theme 2: Urban logistics:

- Drone Logistics: This project, delivered largely by University of Southampton, will trial the use of Unmanned Aerial Vehicles (Drones) for medical logistics within the Solent area, particularly between the mainland and the Isle of Wight where significant benefits for medical logistics are anticipated. To support the Covid-19 response, part of the project has been implemented at pace this summer. The practical trial of use of drones for cross-Solent delivery of medical goods was been brought forward by more than a year, supported by DfT and Isle of Wight NHS trust. Drones have operated between Solent Airport (Lee-on-Solent) and Binstead airfield, with onward surface couriers connecting to hospitals, providing an additional transport option for certain NHS goods at the peak of the first lockdown period. Several UK firsts were achieved as part of this initiative.

In the medium term, the project will return to delivering on core issues including the practicalities and economics of drone operations and

THIS ITEM IS FOR INFORMATION ONLY
(Please note that "Information Only" reports do not require Equality Impact Assessments, Legal or Finance Comments as no decision is being taken)

management of airspace to enable drone logistics alongside conventional air traffic.

- Delivery Consolidation and Delivery/Service Plans: This project will develop the use of delivery consolidation in order to reduce the numbers of goods vehicles making deliveries to major employment, retail, health and education sites within the urban areas in Solent.
- Sustainable Last Mile Logistics and Micro Consolidation Points: There is an increasing interest in greater use of more sustainable, zero emission transport modes, such as electric cargo cycles and walking porters operating from local “micro-consolidation” points, to deliver goods over these short last stretches of a delivery journey. This project will deliver trials of such solutions in some parts of the Solent area.

4.14 The breakdown of funding across the programme is shown in the table below.

Project	Total funding
Mobility as a Service (MaaS) trials	£5,957,714
Growing Solent Go	£811,500
Mobility Credits Trial	£665,626
DDRT Trials	£801,000
Bike/ e-bike share scheme	£2,459,730
Shared e-scooter trial	£930,000
Liftshare project	£308,038
Drone logistics trial	£8,044,034
Macro-consolidation project	£895,192
Micro-consolidation & sustainable last mile logistics trials	£2,499,227
Programme Monitoring & evaluation	£503,130
Marketing & Communications	£439,224
Programme management and delivery team	£2,430,000
Contingency	£2,014,365
Total	£28,759,000

4.15 For both themes, the Solent Transport Zone project proposes to trial approaches which increase the range of functions and services that are provided at transport interchanges and local mobility hubs. Interchange improvements are a major focus of the SEHRT TCF proposal, and this will complement the emerging Portsmouth Local Transport Plan 4, which includes potential schemes to deliver mobility hubs.

4.16 The SFTZ programme will contribute to an expanded role for interchanges and local mobility hubs by offering a number of new services and travel modes (developed by the SFTZ programme) at these locations:

- Access to shared bikes/ e-bikes/ e-scooters
- Hub/ interchange point for DRT services
- Provision of space for micro-consolidation points

THIS ITEM IS FOR INFORMATION ONLY
(Please note that "Information Only" reports do not
require Equality Impact Assessments, Legal or
Finance Comments as no decision is being taken)

- Provision of click & collect facilities

5. Governance, Communications and Engagement

- 5.1 Governance of the Solent FTZ programme will be via a Programme Board and Steering Group structure, as set out in the 29th June 2020 Solent Transport Joint Committee report (see background documents). This will include representation from Portsmouth City Council's Cabinet Member for Traffic and Transportation on the Steering Group, and from senior Portsmouth City Council officers on the Programme Board.
- 5.2 The programme will be implemented by a programme team, partly employed centrally by Solent Transport but also with delivery of projects in different localities supported by locally embedded staff within Local Transport Authority (LTA) teams. Significant elements of some projects will also be delivered by University of Southampton and University of Portsmouth.
- 5.3 Projects will be delivered in line with each Authority's corporate Project & Programme Management frameworks, and will also report to and be directed by the Solent FTZ Steering Group/ Programme Board.
- 5.4 This means that communications and engagement for each project will be determined based on the needs of the project and the locality and the Authority. Solent Transport's central programme team includes an additional comms and marketing officer, who will work closely with LTA comms teams and project managers/ implementation staff in order to ensure communication and engagement is delivered in line with local requirements.

THIS ITEM IS FOR INFORMATION ONLY
(Please note that "Information Only" reports do not require Equality Impact Assessments, Legal or Finance Comments as no decision is being taken)



Portsmouth
CITY COUNCIL

.....
Signed by (Director)

Appendices:

None

Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
Solent FTZ bid	http://www.solent-transport.com/images/Bids/future-mobility-zones-fund-application-form-final-proposal_30_09_19_FINAL_redacted.pdf
Solent Transport Joint Committee FTZ report, 29 th June 2020	https://democracy.portsmouth.gov.uk/ieListDocuments.aspx?CId=503&MId=4512&Ver=4 (item 6)