



Department
for Transport

Solent Area Future Transport Zone Update

Quarterly Update
January 2023



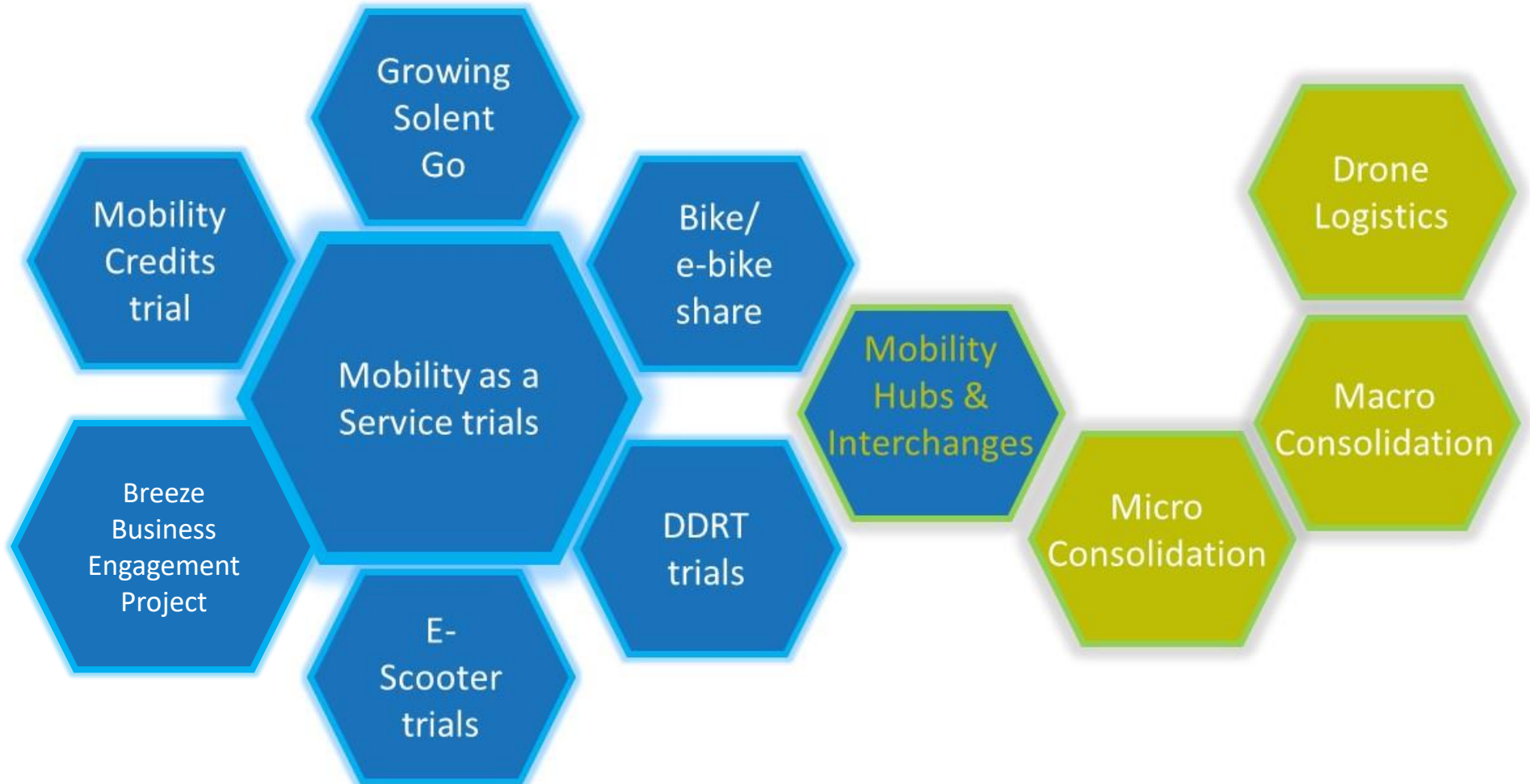
Programme Overview

Theme 1: Personal Mobility

Cross-cutting
projects (Non-FTZ)

**Theme 2: Sustainable
Urban Logistics**

Marketing – Customer Journey – Behavioural Change and Human Factors





Programme Headlines

•**E-Scooter trial project** – The trials on the IoW, PCC and SCC continue with just under 2000 vehicles the entirety of the trial areas. The trial extensions have been approved by all participating Authorities until May 2024. SCC and PCC have now made permanent TROs to facilitate the extension. Voi continue to operate the trials in Southampton and Portsmouth and Beryl operate the trial on the Isle of Wight. Both operators have now been fully integrated into the Breeze App. Plans continue for expanding parking locations, including carriageway parking, and to refine the service offered through Breeze. An independent research report has helped to identify future monitoring approaches and data requirements, which includes continued data collection, a requirement for further interrogation of accident, safety and equity data (including comparisons with STATS19 data) and the need for LA partners to conduct further perception surveys. Both SCC and PCC have completed recent public surveys. The PCC results are published on their [website](#) and SCC will publish in due course. High level stats for the scheme as at 01/01/2022:

	PCC	SCC	IWC
Number of unique users	➤ 64,591	➤ 67,619	➤ 18,010
Number of active vehicles	➤ 621	➤ 1,005	➤ 118
Number of rack locations	➤ 99	➤ 200	➤ 66
Total distance travelled	➤ 1,506,489 km	➤ 2,455,531 km	➤ 413,253 km
Total rides	➤ 557,651	➤ 1,003,528	➤ 128,905
Average ride time	➤ 14.9 mins	➤ 12.8 mins	➤ 26 mins
Average distance travelled	➤ 2.7 km	➤ 2.5 km	➤ 3.21 km
Riders/e-scooter/day	➤ 1.96	➤ 1.76	➤ 1.5

• **Breeze: MaaS platform and Trials** – Successful application to RDG for a Travel Agent License, the Breeze rail solution has also passed accreditation and we remain within the accreditation trial period until in the end of January 2023. The RDG Licence Agreement has been signed and a Bank Guarantee Bond was secured to underwrite the rail bond. Delays with rail elements resulted in a micromobility only launch of Breeze on 3rd October to align with the launch of the Bike Share scheme, the launch was promoted by a digital only media plan. A wider marketing campaign incorporating the additional MaaS transport features will take place in Spring 2023. Several improvements and enhancements have been developed, including ‘Active Trip’ which provides users with step-by-step instructions throughout their planned trip. Solent Go integration has been completed. A reconciliation process for the back-end of Breeze has been development with SCC finance and this will be transitioned to a 3rd party provider (Unicard). A manual process is currently in place, but work has been undertaken to automate this as part of the transition plan. A dedicated customer services solution has also been implemented, again through a 3rd party provider (Unicard), who will manage queries through the use of the Zendesk platform with a Live Chat function. All core transport operators have signed an MOU to support the integration process and these will be replaced with more detailed Transport Operators Agreements going forward. Development work for university research is progressing well with recent data sharing of Unicard ITSO public transport data of usage of Solent Go and concessionary travel card to help map trends.



Programme Headlines

- Bike Share Project** – Beryl Bikes by Breeze was launched on 3rd October 2022 in Southampton, Portsmouth and Isle of Wight following a successful tender process. The Framework is available regionally to local authorities to call off from. The launch included both pedal bikes and e-bikes. Collaborative working has secured the successful alignment of branding, marketing approaches and technical integration with the Breeze App. The scheme will continue to grow through 2023/24 with an increase to over 1000 bikes across the Solent region, with a wider launch planned for May 2023 where bikes will be live in areas beyond the city centres. Monitoring and evaluation of the scheme will be undertaken by recently appointed consultants. High level stats for the scheme as at 01/01/2023:

	PCC	SCC	IWC
Number of unique users	➤ 1,818	➤ 1,362	➤ 566
Number of active vehicles	➤ 162	➤ 174	➤ 40
Number of rack locations	➤ 25	➤ 31	➤ 46
Total distance travelled	➤ 12,429 km	➤ 9,354 km	➤ 6,508 km
Total rides	➤ 5,726	➤ 3,777	➤ 1,238
Average ride time	➤ 25 mins	➤ 28 mins	➤ 47 mins
Average distance travelled	➤ 2.1km	➤ 2.5 km	➤ 3.75 km
Riders/e-scooter/day	➤ 0.7	➤ 0.4	➤ 0.6

- Mobility Credits** – Following the pandemic, reviews have reshaped the priorities, but they remain broadly based on its original format. Some minor adjustments to the funding profile to enable increased budget specifically for the provision of mobility credits. The original project was scheduled to run for 3 years with the period of issuing mobility credits to trial participants to run for 20 months, however due to time constraints, the trial period will now be reduced. The project team have reengaged with Havant Borough Council who have reiterated their commitment to hosting the trial, and are actively engaged with the project team 2022/23 will explore opportunities for other Solent local authorities to join the mobility credits project subject to sufficient funding, resource and the ability to recruit participants in the same way as is being implemented in Havant. Next steps will be to continue development and design of the monitoring and evaluation plan with the support of the FTZ M&E consultancy partner.
- DDRT Project** –The procurement and specification for the commissioning of a shared back-office system for Phase 1 is almost complete with contract award planned for Q4 22/23. Phase 1 involves application of DDRT technology and operating principles to two existing Community Transport service providers in the FTZ area, during early 2023. The second phase will look to expand the project to include more vehicles and operators during Autumn 2023. We expect the mobilisation of the project to be completed by mid March 2023 - with the aim of launching an initial public trial by late Spring 2023. Following Phase 1 an engagement and discovery exercise will take place between Trafi (the Breeze app Developer) and the appointed Back Office Operator to work towards integration into the Breeze app. A piece of discovery work is underway to implement a grant funding process to support the transport operators participating in Phase 1. Engagement with the M&E consultants to support the creation of a Logic Mapp and on-going monitoring and evaluation activity.



Programme Headlines Cont..

- **Breeze for Business/Key Trip Generator engagement (*formerly lift share*)** – The reshaped project - Breeze for Business (B4B), has been developed to deliver the original objectives of the *lift share project*, via an adaptation of the Mobility as a Service (MaaS) project stream for a business audience. The aim influence travel behaviour change of staff, visitors and customers of large trip generating organisations in the Solent region. The creation of the B4B website, digital collateral and 'tool kits' is in the final stages of development and will be used by those delivering the engagement activity with organisations. A Service Level Agreement has been signed with the existing SCC team to support the business engagement activity as part of their BAU, resourced with FTZ funding and co-ordinated through this project. Onboarding training will start towards the end of January 2023. The 'roll out' event for B4B will be dependent on the timing of the wider marketing launch of the Breeze app.
- **Growing Solent Go** – New 'Saver 5' carnet ticket soft launch took place in April 2021, although has not been actively promoted yet as promotion of the new tickets will be included within the promotion of the full MaaS Platform launch in 2023. Although the number of smartcard products sold has recovered to close to pre-2020 levels, these have mostly been for shorter period smart products meaning that the back office system cost per journey is still considerably higher than pre-2020. We are currently investigating options for withdrawal of the ITSO card element for efficiency reasons with greater emphasis on mobile tickets going forward which should further compliment MaaS uptake. Other aspects of development, including MaaS integration, also specified and scheduled. Other new products will be developed and integrated and work is ongoing to align these with BSIP ambitions.
- **Micro consolidation** – A number of trials have now been identified and discussed with partner LTAs, resulting in Freight Micro Consolidation Trials being approved for Portsmouth and Winchester. Regular Working Groups are in place to identify and deliver these sites and engage with potential industry partners to undertake trials. Additionally, Shared Fleet projects have been scoped to increase the efficiency of LTA owned and operated vehicles, with the opportunity to utilise existing spare capacity to undertake both commercial work and support local NHS trust activity.
- **Macro consolidation** – A review of Delivery and Service Plans in Southampton has been undertaken to identify opportunities across the Solent region to trial projects with the Sustainable Distribution Centre (SDC); exploration of other trial projects including university halls consolidation and supplier consolidation opportunities with businesses in Southampton. The University of Southampton are also evaluating the existing use of the SDC to inform lessons learned on implementing consolidation in other locations, and how to optimise the FTZ's research and trial opportunities within the existing framework. Additional engagement with further potential commercial partners has continued with strong interest from several parties, particularly for cargo bike micro hubs.



Programme Headlines Cont..

- **Drones for medical Logistics** – The project is designed to deliver an operational Uncrewed Traffic Management system (UTM) for drone flights across the Solent for medical use. To achieve this the project will deliver a new class of air space (Class Lima), enabling trials of multiple drones and UTM systems in the same air space. The project will also examine the logistics and human factors involved, by designing air/land logistics reception and handling facilities for compliant, safe and efficient air cargo management. Following the completion of summer flying activity in 2022 we are finalising lessons learnt reports and recommendations. We are progressing with a series of procurement activity to enable new trials throughout 2023. This includes the provision of services to manage the application and administration of airspace to allow BVLOS flying trials, mapping of potential NHS use cases and locations as well as the development of automated logistic freight handling services. An application to CAA has been submitted to extend the temporary airspace changes in 2023 to allow further VLOS and BVLOS trials in order to test drones of differing capabilities. This will also enable an airspace sensor network to be developed, allowing for data gathering in order to submit evidence for longer term airspace classification changes, allowing greater logistics utility going forward.
- **FTZ Recruitment.** Eleven fixed term staff are currently in post in the FTZ Delivery Team. A review of the FTZ team structure and resourcing requirements has been undertaken to determine further requirements and another recruitment round is currently underway with 7 new or vacant posts needing to be filled. In the meantime consultancy support for the Theme 1 Programme Lead has been commissioned for the short/medium term to provide expertise to the delivery of specific elements of the programme. Consultancy support for the Monitoring and Evaluation requirements of our programme is now also in place and work has been undertaken across all projects to develop Logic Maps and Output Matrices to support monitoring and evaluation activities.
- **FTZ Financial Reprofile** – the Solent Future Transport Zone (FTZ) programme has received written notification from DfT that a request for an extension to the FTZ programme of one year (from June 2024 to June 2025) has been approved. As a result of this extension being granted, a comprehensive financial reprofiling exercise has subsequently been undertaken to recognise and enable the extension of the programme for an additional year to June 2025 within the confines of the original funding award.
- **Marcoms** - The brand identity for Breeze has been further developed and is supported by a comprehensive brand guidelines, marketing and promotions strategy, physical collateral and active social media channels on Instagram, Facebook and Twitter. A customer engagement platform (CEP), Braze, has been procured and is a critical tool for the Breeze app to deliver the Solent FTZ behaviour change strategy. Solent Transport is using Twitter and LinkedIn to increase awareness of the Solent FTZ. The last 12 months has seen an increased LinkedIn following of over 100%. Coverage of the drone project was picked in over 400 local, national and international media outlets. Co-branding of the Voi e-scooters, Beryl e-scooters and Beryl Bikes by Breeze has been successful, with all services across the region now displaying collateral related to the Breeze brand. The Beryl Bikes by Breeze launch in October 2022 was the first opportunity for three of the partner LTAs to showcase collaborative working as part of the Solent FTZ. Joint Committee members were interviewed by Wave FM and the Local Democracy Reporter for Portsmouth.



Programme Issues/Challenges

- **Joint Legal Agreement/ Information Governance** . All LTA partners have now signed the Joint Legal Agreement (JLA). Also working directly with LTA partners to rationalise data sharing processes. SCC have been appointed Information Governance Lead for the Programme. Day to day oversight and IG strategic planning at project level require further resourcing. The Data Processing Agreements between the SCC and UoS & UoP, our research and M&E partners, have been signed. Agreements between LA delivery partners and UoS & UoP are progressing. The terms of an overarching Data Sharing Agreement between the partner LAs have been agreed to bring into line the data protection obligations of each LA.
- **MaaS Platform.** Following the launch of the Breeze app featuring micromobility modes on 3rd October; current priorities and challenges relate to (1) on-going technical integrations of transport data and operators (2) onboarding of the back-office functions are not yet in place or been fully tested (reconciliation, customer support and CRM), (3) We need to sell 400+ tickets to pass the rail accreditation pilot by early Feb (4) the level of capacity required across MaaS vastly outstrips the resource available (5) All core transport operators have signed an MOU to support the integration process and these need to be replaced with more detailed Transport Operators Agreements going forward (6) RDG does not currently have an appropriate licence for MaaS apps, the use of a Travel Agent Licence is being used as an interim solution. This will give some rail purchasing facilities, but will limit the scope of the MaaS apps full functionality (this will need resolution at national level if MaaS is to succeed as envisioned in the long term.
- **Bike Share Schemes.** Alignment of branding, marketing approaches and technical integration with the Breeze App was subject to additional negotiations. An issue with the NFC unlock function on the Beryl Bikes by Breeze has been resolved. We are also currently exploring opportunities for expanding Beryl Bikes by Breeze into the Hampshire region.
- **Macro and micro consolidation.** Securing freight traffic data has proved challenging (PCN locations, traffic flows, etc.) and there is limited use of data that does exist. As the DfT has recently investigated freight data and are due to provide local authorities with a toolkit for decarbonising transport, we would welcome discussion about how local authorities could improve management and use of available local datasets. Obtaining full datasets remains challenging although some additional data is in the process of being purchased from commercial providers (Microlise / Evri) in conjunction with our University partners.
- **Programme Budget** – financial reprofiling due to FTZ extension to cover additional year.



Programme Issues/Challenges cont ...

- **Drones for medical logistics.** Our work with the commercial sector has demonstrated to us that there is no single Drone on the market that is ideal for NHS use cases we are currently investigating. We are exploring the possibility of a bespoke design competition in order to address this challenge. Securing an extension to the TDA to cover 2023 test flights. Understanding the complex nature of airspace regulation change so that we are able to achieve the milestones required is challenging given the lack of precedent.
- **Lift Share (now Business Engagement Project)** reviews have reshaped this project and consultancy support continues to be required to deliver the Business Engagement Plan. The delivery of the engagement activity resources has been identified from the SCC Workplace Travel Planning (WTP) team to support the delivery and implementation of the scheme, which will be governed by an SLA.
- **Mobility Credits** – Reviews have resulted in this project remaining largely unchanged from the original proposed form. Existing FTZ staff are heavily committed on other projects but have moved forward with re-engaging with a local Borough Council to co-develop the project plan with a view to launching in 2023 following the wider Breeze marketing launch. Further use of consultancy support will be considered as appropriate once the project progresses.
- **FTZ Recruitment.** Eleven fixed term staff are now in post in the FTZ Delivery Team. Recruitment continues to be challenging and the loss of the Theme 1 Lead in August 22 has put additional pressure on those team members working on Theme 1 projects. Although we have been successful in finding high quality team members for the majority of positions, there are on-going recruitment challenges both due to the previous unsuccessful recruitment rounds and due to the need for additional posts which have been identified as new projects and evolving programme requirements become apparent. A further recruitment round commenced in December 2022. We are actively working to fill the few remaining unfilled posts while planning strategically for appropriate resource for commencement of new projects and evolving programme requirements. Commissioning of consultancy support in the short term for posts not filled and in the medium/longer term to provide expertise to the delivery of specific elements of the programme.
- **M&E** – Data Processing Agreements are in place between SCC and our research partners, University of Southampton and University of Portsmouth to support their M&E role. Progress on getting similar agreements in place with the other three Solent Transport LA partners has been slower than anticipated. The need for individual Agreements between each LA and each University will be resolved by the signing of an overarching Data Sharing Agreement between the partner LAs to bring into line the data protection obligations of each LA. Consultancy support is now in place to lead and deliver the Monitoring and Evaluation requirements of our programme.

Monitoring and evaluation

A monitoring report should be prepared following the completion of each year of the scheme. DfT and the FMZs will work on the format to ensure consistency

Update

- **Programme Level M&E** - Our key partners (University of Southampton, UoS) are leading our work on the FTZ Programme Level M&E. They are assessing impacts/outcomes of the programme through a combination of the secondary data provided by the DfT and our Local Authority partners, as well as primary data collected by the individual projects "bottom up" and "across the piste" by our MarComms activities. Specialist consultancy support from TRL is now in place and this is delivering leadership/support for the project level M&E activities within the FTZ Team. The development of Logic Maps and Evaluation Frameworks are well underway for all projects across both Themes of the Programme, across Marcoms and Programme level monitoring.
- **Mobility as a Service (MaaS)** - Regular meetings between Solent Transport, Trafi, BIT and universities continue to take place and research continues across workstreams. A monthly MaaS (and Solent Go) Project Board involving the local authorities and our project partners has also been established. Recent data sharing of Unicard ITSO public transport data of usage of Solent Go and concessionary travel card to help map trends. Scoping of Randomised Controlled Trial (RCT) by BIT.
- **E-scooter trials** - Monthly sit-reps submitted to DfT as part of national evaluation. Incident reporting has been improved to ensure that reports are verified. Additional M+E for the project was commissioned to inform decisions by IOW, SCC and PCC on further extensions to the trials from March to November 2022. All schemes now extended to November 2022.
- **Marketing & Communications (MarComms)** - The effectiveness of our MarComms activities is assessed through a number of outputs, including marketing campaigns, brand building, press releases, ads, web content and direct mail, as well as social media engagement and stakeholder/focus groups. The outcomes/impacts of these activities are aligned to the Programme/Project objectives, for which a strategic framework to support the behaviour change has been developed. Both e-scooter operators are now submitting relevant marcomms data for M&E. The requirement that operators provide anonymised marcomms data will be written into the bike share contract to ensure that the data collected is consistent with the established KPIs.
- **FTZ National Evaluation** - We have continued to conduct regular progress meetings with NatCen and work with them to align reporting/monitoring requirements for NatCen & DfT. We also participate in their quarterly Community of Practice (CoP) Workshops and their in-depth stakeholder interviews held during Oct-Nov 2021. The draft Outcomes Matrix was submitted and additional sessions held/planned to explore further the revised M&E requirements focusing on process and lessons learnt. The draft Outputs Matrix and the update on the Evaluation Tracker are to be submitted on the 3rd of February 2023.
- **Knowledge sharing** – project specific workshops for key local/regional stakeholders have been held for MaaS, E-scooters, Bike Share. Presentations at local and regional conferences/events (inc COP26, MOVE) have been used to raise profile, understanding and engagement of activity and objectives of the Solent FTZ programme. An event in collaboration with the DfT took place on 28th October, with Solent Transport hosting a 'show and tell' Transport Day in Portsmouth on the last day of the DfT International Transport Forum. A planned 2 day conference in collaboration with Landor LINK in September, Future Transport Forum 2022, was postponed due to a period of national mourning. The event was re-arranged and was successfully delivered across two days in January 2023 with exceptional feedback from delegates Webinar presentation at the Transport Planning Society in November regarding rental e-scooters. MaaS presentation at the Global MaaS Transit conference in Dubai on 9th September. In response to a call for papers by the Modeshift TravelWise and STARS Conference in March, the FTZ Breeze for Business Project will present on "delivering effective initiatives targeting behaviour change as an outcome". Dissemination plans/records/logs for FTZ team and university partners developed and regularly updated



Monitoring and evaluation

A monitoring report should be prepared following the completion of each year of the scheme. DfT and the FMZs will work on the format to ensure consistency

Risks and challenges

- Separation and identification of project impacts and benefits of the FTZ programme from other wider transport schemes and initiatives in the region (e.g. SCC & PCC TCFs).
- Ensuring FTZ programme activity compliments and aligns with other local and regional activity to deliver maximum benefit (TCFs, BSIPs etc)
- Progress on a Data Sharing Agreement (DSA) among our local authorities (LA) delivery partners has been slower than anticipated.
- Recruitment to the Research and Evaluation Manager failed to find a suitable candidate Efforts to recruit via a recruitment agency were also unsuccessful. Therefore we undertook a procurement exercise to seek consultancy support to deliver leadership/ support for project level M&E activities within the FTZ team. That consultancy support is now in place to lead and will deliver the Monitoring and Evaluation requirements of our programme

Next steps

- To continue progress updates with NatCen through planned qtrly catch up and ad-hoc meetings. The Theme 2 workshop regarding Movement of Goods is anticipated to take place early March as planned with NatCen.
- The Data Processing Agreements between the SCC and UoS/UoP research/M&E partners have been signed. To progress the DPAs among the LA delivery partners, and UoS/UoP research/M&E partners.
- DDRT project – contract award in Q4 22/23 for back office operator and roll out of Phase 1 of the project
- Breeze for Business (revised lift Sharing project) – implementation and delivery of the Business Engagement Plan.
- M&E consultants to work with the project managers and to deliver leadership/ support for project level M&E activities within the FTZ team. To continue development of project Logic Maps, Evaluation Frameworks and Evaluation Plans across the schemes and the overall programme.
- Bike share – expanding the mobilisation plan and refinement of integration with Breeze app.
- Continuation of second phase of drone trials, subject to an extension of the TDA being secured.
- Full scoping of Mobility Credits project to align with MaaS launch timescales
- Breeze App - The delays with rail elements resulted in a micromobility only launch of Breeze on 3rd October to align with the launch on the Bike Share scheme. Revised project plan will now see a wider marketing launch incorporating the additional MaaS transport features in Q4 2023.





Work Package RAG Status Overview

	Work Package	Milestones	Resource	Brief Commentary (including justification for rating).
1	<p>WP 1 Mobility-as-a-Service platform and trials</p> <p><i>Develop and offer to market a MaaS product that enables customers to plan journeys, purchase tickets and receive incentives in one place, leading to more seamless journeys and reduced car dependency.</i></p>			<p>Milestones: Delays with rail elements resulted in a micromobility only launch of the Breeze App on 3rd October to align with the launch on the Bike Share scheme, which was promoted by a digital only media plan. A revised project plan will now see a wider marketing launch incorporating the additional MaaS transport features in Q4 which will be promoted via digital media to key audiences with above-the-line marketing, PR, physical and digital media across the region. Delays and issues obtaining the rail licence are outlined in previous sections. Onboarding of the back-office functions are not yet in place or been fully tested (reconciliation, customer support and CRM). We need to sell 400+ tickets to pass the rail accreditation pilot. Engagement and integration of transport operators continues, managed through NDA's and MOU with the on-going engagement to integrate more operators. University research is progressing across five workstreams.</p> <p>Resourcing: FTZ PM (MaaS/Solent Go) has been in post since July 2021. A second Programme Support Officer is now in post to support MaaS PM. The UoP and UoS have identified their research teams. Additional technical support procured. Further resources to be sourced via consultancy and/or intern support.</p>
2	<p>WP2 - Solent Go – growing the ticketing options offered by Solent Go</p> <p><i>Design and implement a range of new multi-operator public transport tickets, leading to increased flexibility of travel and use of these modes across the region.</i></p>			<p>Milestones: Three additional new products planned for 2023, alongside MaaS integration to create an ITSO MaaS platform. Customer migration to new platform also planned in. Discussions with BSIP and EP teams to create additional new products to support local ambitions for better ticketing.</p> <p>Resourcing: FTZ PM (MaaS/Solent Go) has been in post since July 2021.</p>
3	<p>WP3 - Mobility Credits</p> <p><i>Trial of travel credit scheme offered to low socio-economic groups aimed at understanding the impact such credits have on travel behaviour.</i></p>			<p>Milestones: The project has been reinitiated and a full scoping exercise has been undertaken. Some minor adjustments have been made to the funding profile to enable increased budget specifically for the provision of mobility credits. Due to time constraints, the trial period will now be reduced to 12 months under the revised proposals. The project team have reengaged with Havant Borough Council who have reiterated their commitment to hosting the trial. There is strong confidence that MaaS integration for the purposes of this trial can be achieved by the point of the scheme going 'live' in early 2023, with an aim of launching by the end of January. Next steps will be to progress project planning, development and design of the monitoring and evaluation plan with the support of the FTZ M&E consultancy partner.</p> <p>Resourcing: Funding reprofiled, PM resource for scoping exercise allocated from core team</p>
4	<p>WP4 - Bike Share</p> <p><i>Design and launch a new bike share scheme, electric or otherwise, initially to be trialled in a pilot area and subsequently rolled out across the region.</i></p>			<p>Milestones: The mobilisation and launch plan has been successfully delivered, largely in line with project timelines. The initial launch of the first tranche of bikes took place on 3rd October, followed by a public launch on 6th October supported by press, members of the Solent Transport Joint Committee and other key stakeholders. Collaborative working has secured the successful alignment of branding, marketing approaches and technical integration with the Breeze App. A full launch in Spring 2023 and growing the scheme through to 2023/24. Resource allocations have been identified by the participating LTA's.</p> <p>Resourcing: FTZ Bike Share PM with support from SCC and PCC embeds, FTZ Programme Support officer and relevant LTA officers.</p>
5	<p>WP5 – Key Trip Generator Engagement (formerly Lift share)</p> <p><i>Utilising the power of the MaaS App, together with other FTZ project delivery (e-scooters/bike share) to encourage key trip generating sites within the region to deliver travel behaviour change.</i></p>			<p>Milestones: Completion of the development of the Business Engagement Plan PID. Mobilisation and delivery of the Business Engagement Plan has commenced with key collateral being developed to support the engagement process. Onboarding and training of the engagement delivery team will take place throughout Q4 with roll out dependant on the wider Breeze marketing launch.</p> <p>Resourcing: Funding reprofiled. Consultant support and FTZ Programme Support Officer.</p>



Work Package RAG Status Overview

	Work Package	Milestones	Resource	Brief Commentary (including justification for rating).
6	<p>WP6 - Demand Responsive Transit</p> <p><i>Design and launch of responsive services to supplement existing public transport networks to improve connectivity in areas under-represented.</i></p>			<p>Milestones: The procurement and specification for the commissioning of a shared back-office system for Phase 1 is almost completed with contract award planned for Q4 22/23. Phase 1 involves application of DDRT technology and operating principles to two existing Community Transport service providers in the FTZ area, during early 2023. The second phase will look to expand the project to include more vehicles and operators during Autumn 2023. The mobilisation of the project is expected to be completed by mid March 2023 - with the aim of launching an initial public trial by late Spring 2023. Following Phase 1 an engagement and discovery exercise will take place between Trafi (the Breeze app Developer) and the appointed Back Office Operator to work towards integration into the Breeze app. A piece of discovery work is underway to implement a grant funding process to support the transport operators participating in Phase 1. Engagement with the M&E consultants to support the creation of a Logic Mapp and on-going monitoring and evaluation activity.</p> <p>Resourcing: Funding reprofiled. DDRT PM has been in post since May 2022. Consultants have been commissioned to provide technical advice across all phases of the project</p>
7	<p>WP7 E-Scooter trials</p> <p><i>Design and launch an e-scooter trial, in response to the Government's post-COVID drive to pilot new micro-mobility modes, addressing local health, environmental and social issues as well as the imminent travel challenges posed by COVID 19.</i></p>			<p>Milestones: Three e-scooter trials have been established and are running successfully. The trial extensions have been approved by all participating Authorities until May 2024. SCC and PCC have now made permanent TROs to facilitate the extension. Voi continue to operate the trials in Southampton and Portsmouth and Beryl operate the trial on the Isle of Wight. Both operators have now been integrated into the Breeze App. Plans continue for expanding parking locations, including carriage way parking, and to refine the service offered through Breeze. An independent research report has helped to identify future monitoring approaches and data requirements, which includes continued data collection on the trials, a requirement for further interrogation of accident, safety and equity data (including comparisons with STATS19 data) and LA partners to conduct further perception surveys.</p> <p>Resourcing: FTZ PM (PCC and SCC embeds) to carry out the majority of the ongoing work on these trials.</p>
8	<p>WP8 Micro Consolidation</p> <p><i>Introduction of micro consolidation hubs, using innovative concepts and zero emission vehicles including cargo bikes to reduce the impact of last mile deliveries</i></p>			<p>Milestones: WP1 and WP2 is nearing completion with reports in the process of finalisation as well as business engagement. Work with LTAs to advance micro consolidation trials is underway and on schedule.</p> <p>Resourcing: Successful recruitment of a dedicated PM and allocation of further additional project support resource has enabled greater progress to be made in this area. FTZ PM SCC and PCC embeds to support the project in the two pilot council areas.</p>
9	<p>WP9 Macro Consolidation</p> <p><i>Increased use of existing Southampton SDC and research into development of sustainable commercial consolidation in Portsmouth or other relevant locations in the Solent region</i></p>			<p>Milestones: WP1 (shared with Micro) is on track, although limited datasets exist within Local Authorities. Limited commercial data is being procured to provide an external baseline. WP7 (review of existing Southampton Sustainable Distribution Centre) has delivered initial findings that will be included in a comprehensive report to SCC on current practice and future recommendations with the SDC</p> <p>Resourcing: Currently Interim FTZ Theme 2 Lead is acting as PM for this project. We are seeking to recruit an additional PM role to take a lead on this area of work. FTZ PM SCC and PCC embeds will support the project in the two pilot council areas.</p>
10	<p>WP10 Drones Logistics</p> <p><i>(1) Trials and practical testing of BVLOS delivery of medical samples to the Isle of Wight, incorporating logistics and human factors elements.</i></p> <p><i>(2) Development of an uncrewed traffic management system for drones</i></p>			<p>Milestones: We are progressing with procurement activity for flying trials in Spring / Summer 2023 to greater understand the existing levels of activity within the Solent region airspace and inform future airspace regulation change applications.</p> <p>WP2 (Project Lima airspace) Trials planned in North Wales in June 2022 has successfully completed. WP1 and WP6 (Drone taxonomy and Cargo hold development) are nearing completion and will report by end of Dec 2022. A lot on the FTZ Dynamic Purchasing System is presently being let which should allow wider access to services, better governance \ project management of the third party drone operations.</p> <p>Resourcing: Currently Interim FTZ Theme 2 Lead is acting as PM for this project, supported by the FTZ Theme 2 (Sustainable Logistics) PM and technical specialists from Consortiq.</p>



WP	Capital	Revenue	Spend YTD	Comment
WP 1 – MaaS	£6,778,025	£0*	£3,901,980	Reprofiled budget includes: ~ £1,873,518 for University of Portsmouth work on MaaS Trials ~ £1,588,954 spend for University of Southampton on MaaS Trials ~ £800,000 Trafi for MaaS platform development Committed Spend ~ £2.5M Total for Trafi MaaS platform development budget ~ £1,588,954 Total for UoS MaaS Trials ~ £1,873,518 Total for UoP MaaS Trials - £800,00 Total for Maas integrations
WP 2 – Solent Go	£486,644		£277,644	Reprofiled budget. Costs of MaaS Integration
WP 3 – Mobility Credits	£569,627		£0	Reprofiled budget. Project team has re-engaged and the project is being developed .
WP 4 – Bike Share	£2,793,564		£1,615,227	Bike share launched in October 2022.
WP 5 – Breeze for Business (formerly Lift share)	£300,000		£16,975	Reprofiled budget Committed Spend ~ £10,00 Design Agency ~ £46,640 consultant cost for delivery and implementation of Business Engagement Plan ~ £60,000 delivery team
WP 6 - DDRT (for all phases of the project)	£675,000		£12,509	Reprofiled budget Committed spend - £4,320.00 DDRT Possible Demand Survey - £30,000 consultant support for back office specification
WP 7 – E-Scooter	£855,437		£278,468	Reprofiled budget Committed Spend To cover costs up to May 2024 (all trial extensions approved) ~ £123,313 loW trial ~ £356,414 PCC trial (Includes £170k Voi subsidy) ~ £237,979 SCC trial ~ £37,731 HCC trial ~ £100,000 contingency





WP00	Capital	Revenue	Spend YTD	Comment
WP 8 – Micro Consolidation	£2,009,446		£241,000	Reprofiled budget Planning and research underway, delivery Spring 2023 Committed spend £1,063,314.50 to the UoP and UoS *subject to a reprofiling exercise in Q4
WP 9 – Macro Consolidation	£823,356		£93,851	Reprofiled budget Committed spend £555,355.56 to UoP and UoS *subject to a reprofiling exercise in Q4
WP 10 – Drones Logistics	£7,041,439		£961,856	Reprofiled budget Committed spend £2,804,503.69 to UoP and UoS *subject to a reprofiling exercise in Q4 Actual Spend £200,000 Advanced funding to UoS April 2020 covering trials in May 2020 and Sept 2021 (not included in spend below) £55,858 University of Portsmouth £2,516,998 University of Southampton £98,250 Consortiq (Drone Consultants) £105,000 Apian (via UoS)
Other – Staffing, marketing etc	£6,426,463		£2,455,562	Reprofiled budget Actual Spend £1,798,900 FTZ Delivery Team £120,097 Legal and Procurement costs £267,767 Marketing / Communications £202,646 Monitoring & Evaluation
RAG	Change	Key financial risks and mitigation		
		<p>* It is assumed that all spend on the FTZ project will be considered as Capital, this has been an issue of ongoing discussion with SCC finance</p> <p>Total committed spend currently circa £12.5m Committed spend for work undertaken/in-progress/commissioned but not yet paid for by the FTZ Programme circ £4.1m Cost codes and work orders required for FTZ are set up on SCC's financial system</p> <p>At this stage in the programme, no key financial risks have been identified. A financial reprofiling exercise has now been completed to take into account the extension of the Programme to June 2025</p>		