



Department  
for Transport

# Solent Area Future Transport Zone Update

Quarterly Update  
July 2024

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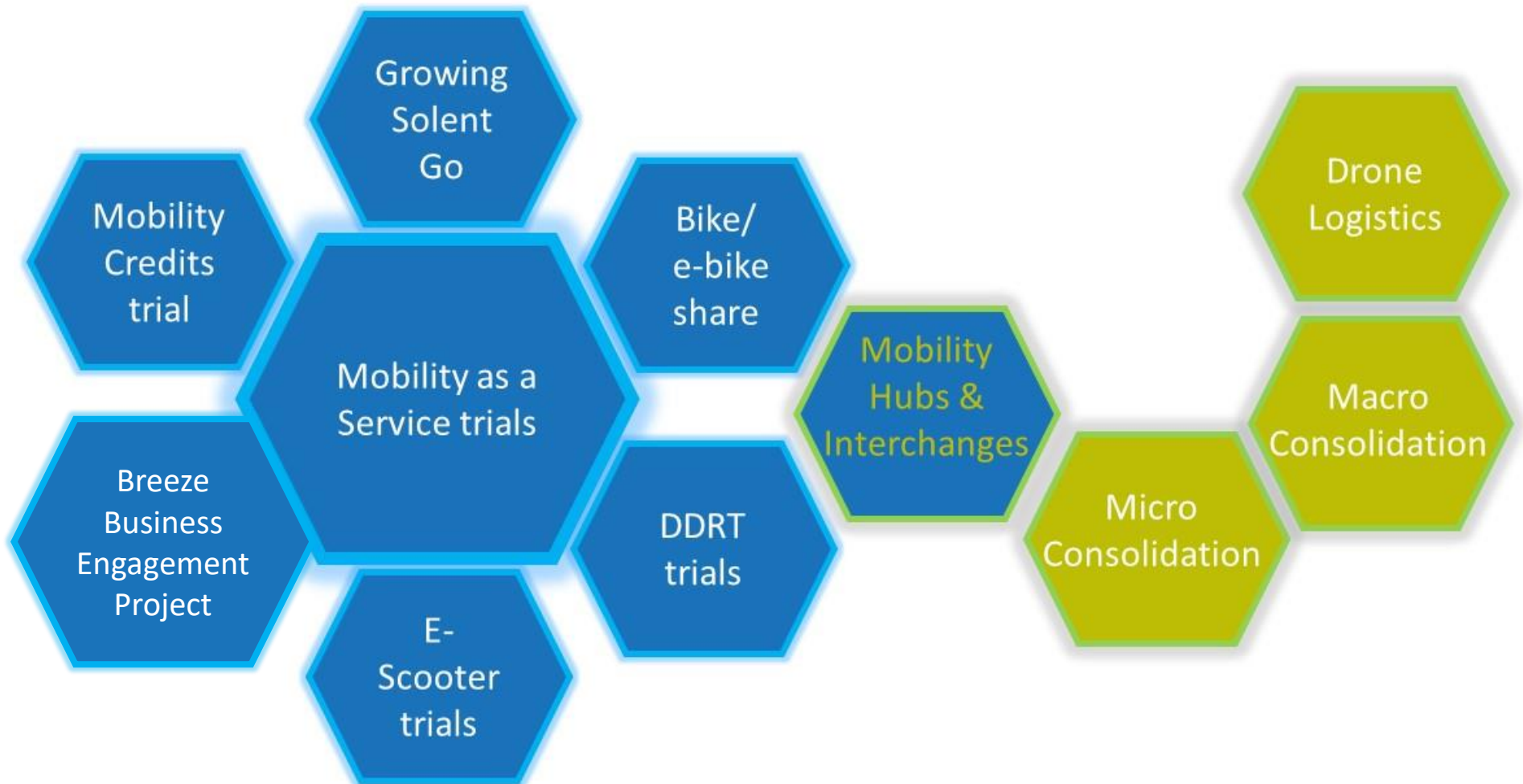
# Programme Overview

**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** – In May the sole operator procurement concluded with Voi emerging as the preferred supplier. For the e-scooter trial, this means Voi will continue as the operator in Southampton and Portsmouth but will take over from Beryl on the Isle of Wight and will operate bikes and e-bikes in all areas of the Solent, with a launch date of 1 July 2024. The move to a single area-wide operator will ensure the long-term financial sustainability of micromobility across south Hampshire and the Isle of Wight. All e-scooters and e-bikes will continue to be available to hire through Breeze. A transition press release announcing this publicly was issued on 24 June 2024. New VSOs have been secured for all areas for Voi to cover the extended trial period up to the 30 May 2026. Now that e-scooters and bike share are managed via one operator under one contract, from the next quarterly report, these projects will be reported on collectively via a micromobility update. Our M&E partner concluded the analysis of the operator’s carbon emissions data as part of the global NUMO trial. Results of this will be made available in the coming months. The data below covers from scheme launch to May 2024.

	PCC	SCC	IWC
Number of unique users	➤ 85,773 (+3,349)	➤ 89,186 (+3,744)	➤ 20,366(+160)
Number of active vehicles	➤ 587 (-53)	➤ 924 (-164)	➤ 23 (-92)
Number of rack locations	➤ 136 (+3)	➤ 233 (- 1)	➤ 83 (-1)
Total distance travelled	➤ 2,747,228 km (+236,052 km)	➤ 4,459,935 km (+386,166 km)	➤ 473,232 km (+5,671 km)
Total rides	➤ 1,126,479 (+109,396)	➤ 1,921,101 (+176,412)	➤ 152,879 (+2,543)
Average ride time	➤ 12.4 mins (-0.3 mins)	➤ 11.5 mins (-0.1 mins)	➤ 25 mins (no change)
Average distance travelled	➤ 2.4 km (-0.1 km)	➤ 2.3 km (no change)	➤ 3.1 km (no change)
Rides/e-scooter/day	➤ 1.9 (no change)	➤ 1.8 (no change)	➤ 1.4 (no change)

- Breeze: MaaS platform and Trials** – The Breeze app continues to grow well with downloads now more than 30,000. The app recently won the Collaboration Award at the Chartered Institution of Highways & Transportation (CIHT) Annual Awards 2024, recognising the unprecedented and innovative collaboration between government, transport operators, technology providers and universities to improve transport accessibility for communities in the Solent. Development work has been completed to integrate the Wightlink Ferry and provide Dynamic QR Codes for bus tickets, with testing of these features now underway. We also developed the systems required for the transition to Voi as the Bike Share provider from 1 July. Q3 discovery and development is being finalised with our technology supplier Trafi.



## Programme Headlines

- Bike Share Project** – In May the sole operator procurement concluded with Voi emerging as the preferred supplier. For the bike share scheme, this means Voi will take over Beryl’s operations across Southampton, Portsmouth and the Isle of Wight with a launch date of 1 July 2024. The scheme will launch with 140 e-bikes with a further expansion in vehicle numbers in the autumn. The move to a single area-wide operator will ensure the long-term financial sustainability of micromobility across south Hampshire and the Isle of Wight. All e-scooters and e-bikes will continue to be available to hire through Breeze. A transition press release announcing this publicly was issued on 24 June 2024. In Southampton, 14 dual mode carriageway parking bays were installed and once the new scheme launches all bays across all three areas will become dual mode (they already are on IOW) with Beryl’s docking stations being transferred to Voi. The data below covers from scheme launch to May 2024.

	PCC	SCC	IWC
Number of unique users	➤ 12,344 (+2,065)	➤ 9,306 (-1,172)	➤ 2,596 (+165)
Number of active vehicles	➤ 334 (-78)	➤ 330 (-22)	➤ 17 (-51)
Number of rack locations	➤ 101 (no change)	➤ 103 (no change)	➤ 83 (no change)
Total distance travelled	➤ 163,658 km (+29,837 km)	➤ 129,045 km (+18,863 km)	➤ 27,843 km (+2,272 km)
Total rides	➤ 67,546 (+11,762)	➤ 51,111 (+7,361)	➤ 8,399 (+718)
Average ride time	➤ 19 mins (no change)	➤ 20 mins (no change)	➤ 25 mins (no change)
Average distance travelled	➤ 2.5 km (+0.1 km)	➤ 2.6 km (no change)	➤ 3.1 km (no change)
Rides/bike/day	➤ 0.6 (no change)	➤ 0.4 (no change)	➤ 0.5 (-0.1)

- Mobility Credits** – The Mobility Credits trial is aimed at assisting people identified as being in ‘transport poverty’ helping them access services, leisure, education and employment. The project continues to deliver a monthly £50 voucher to 760 participants across the Solent Region. In May 2024, the 99 participants in Havant were sent a mid-point survey to complete before receiving the June 2024 voucher code. A total of 82 participants completed the survey, meaning 17 Participants have been removed from the remaining 6 months of the trial. Initial survey analysis highlights include: 68% of respondents have used the bus more often; 39% have used the train more often; of those with vehicle access, 52% said they have used the car less. Two Havant participants have also started part-time paid employment since the start of the trial, six months ago. A summary report will be produced in July 2024, and further analysis will take place when participants from Southampton, the Isle of Wight and Portsmouth receive their mid-point survey.
- DDRT Project** – The back-office operator contract was awarded to Padam on 17 July 2023. The First Phase of this project was launched in Autumn 2023. Phase 1 of the project involved a small-scale trial to test application of DDRT technology and operating principles to two existing Community Transport service providers, FYT Bus from the Isle of Wight and SCiA’s Southampton Dial-a-Ride. We are looking to expand the project, and as part of this, engagement activities have commenced with Hampshire County Council and Portsmouth City Council to ensure that we integrate their vehicles and operators into the Padam back-office system. We are also having discussions with Trafi (the Breeze app developer) and the appointed DDRT Back Office Operator (PADAM) to work towards potential integration into the Breeze app.



## Programme Headlines Cont..

- **Breeze for Business/Key Trip Generator engagement** – The *B4B website* activity continues to be steady with 290 visits to the site in the last quarter and 1,358 digital collateral downloads, which is an average conversation rate of 20%. The recent resource challenge has now been resolved and a dedicated B4B Engagement Officer has been commissioned from external consultants and has been in post for 4 weeks. Promotion of Breeze at Carnival cruise line headquarters Staff Benefits Fair received positive feedback and raised awareness. The project has been refined and rescoped to take into account the current level of engagement officer resource available. Working with PCC, we have identified the Portsmouth Hospitals University NHS Trust for a discreet staff incentives pilot, which also serves as a new use case for the Mobility Credits Trial. The aim of the incentives pilot is to offer staff £50 per month over 3 months, via the Breeze Voucher platform to influence sustainable travel behaviour change.
- **Drones for medical logistics** – Appointment made for our Sensor Network providers after a competitive procurement, and we are jointly reviewing the rollout plan aiming to start data collection before the end of summer. The Airspace Change Proposal for Beyond Visual Line of Sight (BVLOS) trials has been drafted by Skylift UAV and NATS and has been submitted to the CAA. The CAA have provided significant feedback that requires addressing before we can submit a final version of the application. This has delayed our opportunity to fly BVLOS trials until early 2025. We are currently assessing the impact of this with our stakeholders and revising the trial plan in order to meet the CAA's requirements. The Visual Line of Sight (VLOS) hub has been paused to allow focus on the BVLOS trial planning and Airspace Change Proposal. "FTZ Airbridge", the design and prototyping of a gust tolerant drone by the UoS, remains on track. The project team continues to seek funding opportunities to continue development of the prototype drone. A successful Drones Advisory Group was held in March with attendance from DfT, UKRI, Hampshire & IoW Police, Thames Valley Police, National Police Chiefs Council, Met Police, and project partners.
- **Micro consolidation** –
  - **Micro consolidation hubs:** Feedback on pre-planning submissions for micro consolidation hubs in Portsmouth suggests there will be a need to seek planning approval for change of use to B8 at the preferred micro consolidation hub at The Cascades Shopping Centre. This site has been chosen due to its accessibility and size. Tenancy negotiations between Cascades and PCC are ongoing alongside development of specifications for a site agent and operator.
  - In Winchester, Friarsgate Car Park has now been selected as the preferred micro consolidation hub location. This is owned by Winchester City Council and will require a licence to occupy, which is currently being prepared. This site will also require planning approval.
  - **Other trials:** Collaboration continues between UoS and IoW Council to analyse current fleet utilisation and routing to enhance efficiencies and work towards potential shared fleet trials. The Southampton City Council Library Cargo Bike service has been expanded, with support through until March 2025. Data collection is underway, being shared with SCC monthly and more detailed data with UoS quarterly, with ongoing efforts by the Library team to enhance service awareness and increase user engagement.



## Programme Headlines Cont..

- **Macro consolidation** – Solent Transport have supported UoS to engage with the NHS to investigate methods of improving logistics efficiencies through study and analysis of NHS supply chain data. Viability studies are continuing to explore opportunities for shared services trials with vendors utilising Meachers for Port based customers.
- **Monitoring and Evaluation** –TRL have continued to work closely with Solent Transport, NatCen and the Universities on the impact and process evaluation activities. This has included updating evaluation plans, continuing with M&E data collection on various projects and making progress with lessons learned and process evaluation interview planning.
- **Marcomms** – The marcomms strategy for all projects are now in place subject to periodic review to ensure they align with project timelines and the changing context of delivery. Awareness of the Solent Future Transport Zone continues to grow; over the last quarter social media followers across all channels have grown by 6%. The number of unique visitors to the Solent FTZ web page saw a decrease of 5% compared with the previous quarter. The quarterly briefing paper issued by Solent Transport has increased its circulation by 4% and is now being sent directly to over 216 recipients.
- **Industry recognition** – Breeze has received the 'Collaboration Award' at the Chartered Institution of Highways and Transportation (CIHT) Annual Awards 2024, recognising the unprecedented and innovative collaboration between government, transport operators, technology providers and universities to improve transport accessibility for communities in the Solent.





## Programme Issues/Challenges

- **MaaS Platform.** Current priorities and challenges relate to (1) Development planning and identifying development synergies with other Trafi clients; (2) Enhancing Breeze through more comprehensive inclusion of MSP tickets, including the £2 single bus ticket, subject to suppliers agreement; Breeze's Q3 development schedule to include Google/Apple Pay, provision of additional personal Safety features, improvements to App user interface and enhancement to the Active Trip feature, and DDRT integration.
- **Micromobility Schemes.** The micromobility mini competition and the possible expansion of bike share into the Hampshire region will require additional resource and effort but will help unlock new markets. The day-to-day management of the scheme (e.g. parking expansion) has been put on hold to focus on the new scheme's mobilisation.
- **DDRT** – Complex discovery exercise required to determine potential integration of DDRT into Breeze. Financial constraints faced by the Councils could lead to lesser financial support provided to transport operators (revenue funding cuts), potentially limiting the number of transport operators participating in the DDRT project.
- **Drones** – The key challenge for drones remains around the complexity of delivery and multiple dependencies including: the CAA for timely approval of the airspace change proposal, the NHS for provision of suitable goods to carry, and the ability to appoint and successfully undertake the BVLOS trials. Robust project management is in place to mitigate these dependencies and risks and lessons are being captured throughout.
- **Business Engagement Project** - The recent resource challenge has now been resolved and a dedicated B4B Engagement Officer has been commissioned from external consultants and has been in post for 4 weeks.
- **Mobility Credits** – Analysis of the Havant trial mid-point survey results has highlighted some key considerations for future trials. Participants argued that the value of Mobility Credits should be set based on geographical location (e.g. those in rural areas need more credit to travel), and family situations (those with young children may travel more). Ticket availability continues to be an issue for participants; many said they would prefer to buy lower value tickets as opposed to more expensive weekly tickets, presently not made available on Breeze via the operators, and this would encourage them to use other forms of transport. Ticket limitations, imposed by the operators will continue to be a barrier for MaaS uptake unless we can find a solution with MSPs and Bus Operators.
- **FTZ Recruitment** - We now have 17 full time FTZ officers in post across the Programme. We continue to plan strategically to identify appropriate resources for development and delivery of projects and the evolving programme requirements. We continue to commission consultancy support where appropriate. As we move towards the end of the Programme staff retention may be impacted.

# 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. In May, a workshop was held to clarify objectives and data sources for the programme-level evaluation, leading to an update of the programme M&E plan by UoS. Specialist consultancy support from TRL is delivering leadership/support for the project level M&E activities within the FTZ Team. The development of Logic Maps, Evaluation Frameworks and Monitoring and Evaluation Plans are complete for almost all projects across both Themes of the Programme. In particular, some elements of Theme 2 and marcomms have been progressed over the last couple of months. M&E data collection on various projects has continued, e.g. surveys for Mobility Credits recipients. Process evaluation activities have continued – project officers have continued to populate the lessons learned log, and planning for interviews with key stakeholders to explore lessons learned further is underway.
- **Mobility as a Service (MaaS)** - University research surveys continue to receive strong response rates supporting the validity of findings. Longitudinal revealed preference surveys indicate a positive impact of Breeze on behaviour change in terms of the reduction in car usage and increase in the use of public transport and active travel.
- **E-scooter trials** - Monthly sit-reps submitted to DfT as part of national evaluation which are due to be updated to new format in June 2024, the design of which ST has fed into. This includes more detailed incident reporting. All schemes to be extended to May 2026. TRL have developed an e-scooter M&E framework and evaluation plan. As well as ongoing analysis of data provided by the e-scooter operators, TRL have also carried out a representative survey of residents in Portsmouth, Southampton and Isle of Wight to understand attitudes towards and usage of e-scooters – data which will be used to further evaluate the success of the scheme and to address concerns of stakeholders. We are also one of three areas participating in the global NUMO trial which seeks to standardise CO2 reporting amongst micromobility operators.
- **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. All micromobility operators are encouraged to submit quarterly marcomms data for M&E. The operator agreement contracts that are being developed to support the integration of operators into Breeze include an appendix focused on marcomms that details the requirement to submit data relating to marcomms activity undertaken in relation to the Solent FTZ. TRL have led on the creation of a Logic Map to formalise the structure of recording marcomms outputs, outcomes and impacts. A programme wide, aggregated, marcomms activity dashboard is in development to consolidate data being received from a diverse and extensive range of sources. Some key outputs are discussed in previous slides.
- **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. In April, we participated in a CoP workshop on DDRT. We have worked collaboratively with NatCen to shape the Quality Assurance checklist. NatCen used the Quality Assurance checklist to review the evaluation plans drafted by TRL in May 2024, resulting in minor comments and amends to evaluation plans. TRL submitted the Evaluation Tracker document to NatCen in May to update them on progress across all evaluations. The update in contracts/timeline between DfT and NatCen were communicated in June 2024. It was agreed that this would have no impact on Solent Transport's deliverables, which will carry on as planned and previously agreed by NatCen and DfT.
- **Knowledge Sharing** – Project specific workshops for key local/regional stakeholders have been held for MaaS, E-scooters, and Bike Share. Presentations at local and regional conferences/events (including MOVE 2024, Transport Ticketing Global) have been used to raise profile, understanding and engagement of activity and objectives of the Solent FTZ Programme. DroneX exhibition and ITS conferences attended. Webinar presentations to WECA, Kent County Council, Nottingham City Council and Derby City Council to explain principles of branding and marketing MaaS. Ongoing engagement with numerous DfT departments. Showcasing of mobility credits scheme to TfL. Dissemination plans/records/logs for FTZ team and Uni partners developed and remain in a live state. Solent Future Transport Forum to take place 22<sup>nd</sup> & 23<sup>rd</sup> Jan 2025.





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### 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).
- Effective management of personal data across 4 local authority partners is pervasive across the whole Programme. Risks of data breaches are mitigated by having an overarching Data Sharing Agreement (DSA) with our local authorities partners and having robust DPA compliance procedures in place. Data Processing Agreements or suitable contractual obligations with other partners and stakeholders demonstrates effective DPA and GDPR compliance.
- Movement of goods – Theme 2: finding an appropriate approach for monitoring projects that have a research focus rather than involving physical trials on the ground (drones/macro). Approach will include an emphasis on process evaluation (learnings) rather than impact evaluation.
- Ensuring that plans for the Programme-level evaluation activities complement and make use of data collection at individual scheme level, whilst also looking at wider area travel / health / economic data. Awareness that there will be limitations to conclusions that can be drawn from wider area travel / health / economic data due to compounding factors.
- Finding an appropriate monitoring approach for schemes which are evolving, either because of slower than expected progress (DDRT) or because of new elements being added (mobility credits). Approach will include regular discussions about adjusted / new data collection options and also the capture of learnings in the lessons learned log.

### Next steps

- M&E consultants continue to work with the project managers to deliver leadership/support for project level M&E activities within the FTZ team. This includes revising Monitoring and Evaluation Plans where necessary and supporting with design of data collection tools (e.g. surveys).
- To continue progress updates with NatCen through planned quarterly catch up and ad-hoc meetings. In the last meeting with NatCen, Solent Transport's planned approach to the process evaluation interviews was discussed and streamlined. Ongoing engagement with NatCen on the Quality Assurance checklist, in regard to evaluation plans which have not already been quality assured by NatCen.
- Ongoing live review of University partner deliverables to ensure they remain fit for purpose and are able to positively influence project development, delivery and outcomes.
- Ongoing progress on the process evaluation. Continue to work with the project managers and universities to capture learnings in the Lessons Learnt log. Interviews with project managers to discuss learnings in depth are scheduled for July 2024, with a report due to be submitted to NatCen in November 2024.





# Work Package RAG Status Overview

	Work Package	Milestones	Resource	Brief Commentary (including justification for rating).
1	<p><b>WP 1 Mobility-as-a-Service platform and trials</b></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: Over 30,000 downloads reached; Wightlink Ferry and Dynamic QR Codes developed and being tested prior to release; transitional arrangements being implemented for Customer Service function as it moves from supplier Unicard to In-House</p> <p>Resources: Internal team of project managers, project support officer and cross-functional expertise from across the FTZ and Local Authority Functions, including Finance, Legal and Procurement, continue to support the management of the Breeze app. The Universities of Portsmouth and Southampton have active research teams in place to deliver against agreed workstreams.</p>
2	<p><b>WP2 - Solent Go – growing the ticketing options offered by Solent Go</b></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: 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. Options for withdrawal of the ITSO card element for efficiency reasons with greater emphasis on mobile tickets, have taken place, however there is a desire by the LTAs for the ITSO card to continue for at least one further year. Solent is presently exploring new, none ITSO, digital ticketing options that can be implemented via Breeze. The renewal of ticket offerings via SolentGo continues with the bus operators, presently considering new proposed zoning for the City regions this is close to agreement with SHBOA (South Hampshire Bus Operators Association). Other new products will be developed and integrated and work is ongoing to align these with BSIP ambitions. ST is also actively investigating options, opportunities and partnerships related to Account Based Ticketing (ABT) and the potential utilisation of this to improve ticketing options/functionality.</p> <p>Resourcing: Core Solent transport Team and FTZ Programme Lead (MaaS/Solent Go) has been in post since March 2023.</p>
3	<p><b>WP3 - Mobility Credits</b></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: First 6-month survey sent out to participants. 82 of 99 participants responded to the survey, a very high return rate, giving us a wealth of data to analyse and understand participant behaviour.</p> <p>Resourcing: The trial has a dedicated project manager focused on the successful delivery of the project.</p>
4	<p><b>WP4 - Bike Share</b></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: Beryl Bikes by Breeze was launched 3<sup>rd</sup> October 2022 in Southampton, Portsmouth and Isle of Wight, with a wider expansion in terms of geography, fleet size and parking bays taking place in summer 2023. Dual-operator carriageway parking was also added to the scheme in summer 2023, the first of its kind outside of London. Collaborative working has secured the successful alignment of branding, marketing approaches and technical integration with the Breeze App. The sole operator procurement has been completed with Voi emerging as the preferred supplier. The new scheme will launch on 1 July 2024.</p> <p>Resourcing: FTZ Micromobility PM with support from Theme 1 Lead, FTZ Programme Support officer and relevant LTA officers.</p>
5	<p><b>WP5 – Key Trip Generator Engagement (formerly Lift share)</b></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: The <a href="#">B4B website</a> activity continues to be steady with 290 visits to the site in the last quarter and 1,358 downloads of the digital collateral, which is an average conversation rate of 20%.</p> <p>Resourcing: Funding reprofiled. The recent resource challenge has now been resolved and a dedicated B4B Engagement Officer has been commissioned from external consultants and has been in post for 4 weeks. The project has been refined and rescoped to take into account the current level of engagement officer resource available.</p>




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	Work Package	Milestones	Resource	Brief Commentary (including justification for rating).
6	<p><b>WP6 - Demand Responsive Transit</b></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 is complete and the contract awarded to PADAM Mobility on 17th July 2023. Phase 1 of the project was launched in Autumn 2023. We are looking to expand the project, and as part of this engagement activities have commenced with Hampshire County Council and Portsmouth City Council to ensure that we integrate their vehicles and operators into the Padam's back – office system. We are also having discussions with Trafi (the Breeze app developer) and the appointed DDRT Back Office Operator (PADAM) to work towards potential integration into the Breeze app.</p> <p>Resourcing: Funding reprofiled. DDRT PM has been in post since May 2022 with support and oversight from the Theme 1 Lead who has been in post since March 2023.</p>
7	<p><b>WP7 E-Scooter trials</b></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 with over 1,500 vehicles in the trial areas. All three trial areas have been extended to May 2026. The sole operator procurement has been completed with Voi emerging as the preferred supplier. The new scheme will launch on 1 July 2024. Plans continue for expanding both footway and carriageway parking locations, and to refine the service offered through Breeze to include more pricing options.</p> <p>Resourcing: FTZ Micromobility PM with support from Theme 1 Lead, FTZ Programme Support officer and relevant LTA officers.</p>
8	<p><b>WP8 Micro Consolidation</b></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: Pre-planning feedback has come back for Portsmouth with both sites appearing favourable for a full change of use planning submission to B8 (Logistics &amp; Storage use). In conjunction with PCC, Cascades Shopping Centre Unit 119 has been selected as the potential location to pursue for a Micro Logistics Hub.</p> <p>Resourcing: No resource issues, Project Manager in post and sufficient external consultant and LTA resource secured.</p>
9	<p><b>WP9 Macro Consolidation</b></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: Supporting the UoS in working with Sustainable Distribution Centre (SDC) and increasing effective use in Southampton through shared services. UoS research outputs on schedule.</p> <p>Resourcing: No resource issues, Project Manager in post and sufficient external consultant and LTA resource secured.</p>
10	<p><b>WP10 Drones Logistics</b></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: Milestones is amber as Airspace Change Proposal remains in progress and we have now received feedback from the CAA that requires additional work before a resubmission. This will mean BVLOS trials are unlikely until early 2025. Once the timescale for this is clearer it will be re-baselined. Approval to carry dangerous goods (i.e., chemotherapy drugs) is now understood to not be required. To go green, the ACP approval and trial plan needs to be in place.</p> <p>Southampton University have been commissioned to design a prototype drone, more suited to delivering medical cargoes in the Solent area. Initial scale models have been built and tested.</p> <p>Resourcing: No resource issues, Project Manager in post and sufficient external consultant and LTA resource secured.</p>



WP	Capital	Revenue	Spend	Comment
WP 1 – MaaS	£8,681,137	£0*	£5,579,428	<p>Reprofiled budget includes:</p> <ul style="list-style-type: none"> <li>- £2,515,651 – Trafi App developers</li> <li>~ £1,873,518 for University of Portsmouth work on MaaS Trials</li> <li>~ £1,620,916 for University of Southampton on MaaS Trials</li> <li>~ £2,671,053 Trafi for MaaS platform development (funds allocated from Drones budget)</li> </ul> <p><b>Committed Spend</b></p> <ul style="list-style-type: none"> <li>~ £2.5M Total for Trafi MaaS platform development budget</li> <li>~ £1,620,916 Total for UoS MaaS Trials</li> <li>~ £1,873,518 Total for UoP MaaS Trials</li> <li>- £2,181,053 Total for Maas integrations</li> </ul>
WP 2 – Solent Go	£480,000		£305,714	Reprofiled budget. Costs of MaaS Integration
WP 3 – Mobility Credits	£570,000		£459,217	Reprofiled budget. Project team has re-engaged and the project is being developed – expected first phase launch towards end of 2023
WP 4 – Bike Share	£2,099,316		£1,903,676	Bike share launched in October 2022. Expansion of Scheme into Hampshire
WP 5 – Breeze for Business	£245,022		£105,262	<p>Reprofiled budget</p> <p><b>Committed Spend</b></p> <ul style="list-style-type: none"> <li>~ £10,00 Design Agency</li> <li>~ £57,590 consultant cost for delivery of Business Engagement Plan</li> <li>~ £60,000 delivery Engagement Officer support via consultants</li> </ul>
WP 6 - DDRT (for all phases of the project)	£329,188		£118,042	<p>Reprofiled budget</p> <p><b>Committed spend</b></p> <ul style="list-style-type: none"> <li>- £4,320.00 DDRT Possible Demand Survey</li> <li>- £30,000 consultant support for back-office specification</li> <li>- £88,766 Padam contract value (phase 1 and 2)</li> </ul>
WP 7 – E-Scooter	£550,503		£550,503	<p>Reprofiled budget</p> <p><b>Committed Spend</b></p> <p>To cover costs up to May 2024 (all trial extensions approved)</p> <ul style="list-style-type: none"> <li>~ £112,313 IoW trial</li> <li>~ £190,416 PCC trial</li> <li>~ £209,658 SCC trial</li> <li>~ £37,731 HCC trial</li> </ul>



WP00	Capital	Revenue	Spend	Comment
WP 8 – Micro Consolidation	£1,808,057		£642,583	Reprofiled budget Planning and research underway, delivery Spring 2023 <b>Committed spend</b> £1,329,256 to the UoP and UoS
WP 9 – Macro Consolidation	£776,451		£370,958	Reprofiled budget <b>Committed spend</b> £543,309 to UoP and UoS
WP 10 – Drones Logistics	£4,911,629**		£2,192,113	Reprofiled budget ** £200k advance funding to UoS April 2020. (funds reallocated from Drones budget to MaaS platform development) <b>Committed spend</b> £2,765,612 to UoP and UoS; £337,821 Consortiq £100,000 Skylift £64,000 Vantage UAV £146,500 NATS
Other – Staffing, marketing etc	£7,337,867		£4,760,250	Reprofiled budget <b>Actual Spend</b> £3,301,444 FTZ Delivery Team £203,616 Legal and Procurement costs £4520,973 Marketing / Communications £601,748 Monitoring & Evaluation
<b>RAG</b>	<b>Change</b>	<b>Key financial risks and mitigation</b>		
		<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 <b>£8.4M</b> (additional to actual spend value identified above)</p> <p>At this stage in the programme, no key financial risks have been identified. A financial reprofiling exercise was previously completed to take into account the extension of the Programme to June 2025</p>		

