



Department
for Transport

Solent Area Future Transport Zone Update

First Six-monthly Update
January 2021



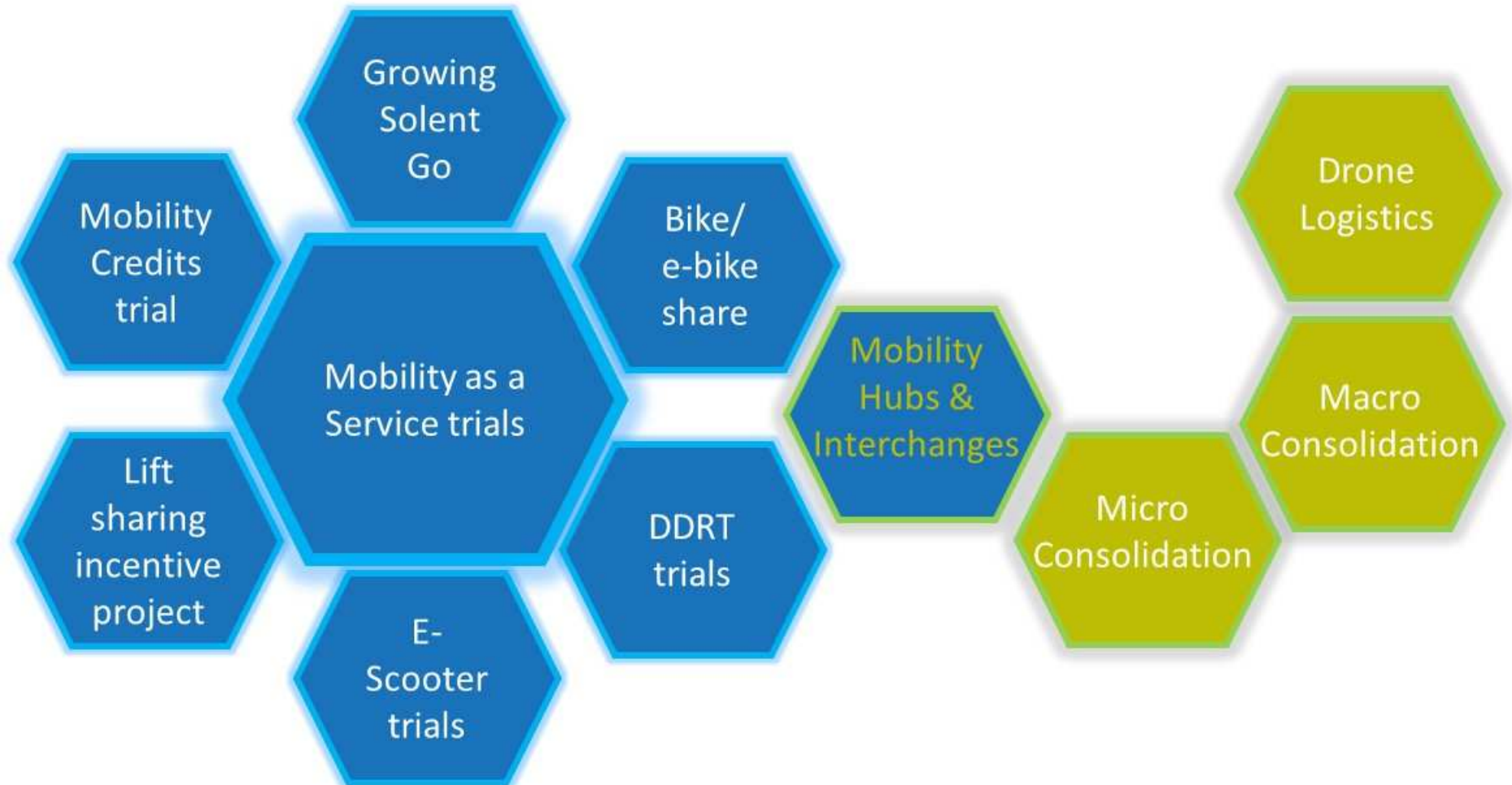
Programme Overview

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 – Trial launched on Isle of Wight (IoW) in November 2020 with an initial focus on key worker movements during national lockdown. An expansion of the IoW scheme subsequently took place in December. Trials for the mainland are currently programmed for launch by end of March 2021.
- MaaS platform – procurement process is at ITT stage and is currently out for submissions. Appointment of supplier on course for March 2021.
- Theme 2 Logistics Projects (Micro/Macro Consolidation and Drones) – Specification and programme is currently being revised to ensure the project outcomes are fit for purpose. These revisions based on discussions with local authorities and existing freight operators and lessons learned from the Covid-19 related trials in May 2020.
- In partnership with the University of Southampton (UoS) and TRL we are developing a monitoring and evaluation (M&E) strategy and approach to be rolled out, which is designed to dovetail M&E at both a project and wider programme level.
- For Theme 1 projects and M&E, a Memorandum of Understanding (MoU) between SCC, UoS and University of Portsmouth (UoP) has now been agreed and signed by all parties. The MoUs required for Theme 2 projects are still to be agreed.
- Programme Management - Dynamic Procurement Framework is being set up via PCC procurement to cover all aspects of the FTZ and recruitment for permanent staff is under way.

Programme Issues

- Lockdown and Covid issues are starting to take their toll on the team, local authority and other partner deliveries. Whilst most projects are still on track, signs are starting to show in the ability to respond in time to ensure delivery to timescales.
- E-Scooters trials on mainland. [REDACTED]
- For the Micro/Macro Consolidation and Drones projects, revisions to the original specification and work programme are expected to be completed by end of February 2021. However for the Drones project, key questions remain to be answered before revisions can be finalised, which focus on the role of the UoS, identification of final client and ensuring trials account for current developments and other HMG funded projects taking place in the drones sector. We would like to have a round table discussion to ensure sections of work are not duplicated.
- Projects Lift Share, Mobility Credits and DVRT are currently on hold due to COVID-19. A reviewed of these projects will be carried out in Spring 2021 to determine whether these should proceed.

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

- We have agreed a MoU with our key partners, UoS, to support us with delivery of the FTZ Programme Monitoring and Evaluation (M&E) for the Solent FTZ.
- In partnership with the UoS we have developed a draft M&E strategy and approach. This approach will follow national guidance on evaluation, using logic mapping to define the links between context, delivery mechanism (input and outputs), outcomes and longer-term impact, and process evaluation of the quality of the implementation. We propose that our M&E activities will be undertaken at two levels, at a project level ('bottom up') and programme level ('top down') to aggregate impacts of individual projects.
- We have commissioned consultants TRL to act as our M&E specialist peer reviewers and they have now reviewed our draft strategy. We are currently in the process of reviewing TRL's recommendations. For information, a copy of TRL's presentation, which provides a summary overview of their review, is attached.



- We have started active consultation with our local authority partners and officer representatives from other programmes within the region, i.e. Southampton and Portsmouth City Councils' Transforming Cities Funds (TCF) to share ideas on M&E and support in the local data collection exercise.
- We are developing spreadsheet based 'data trackers' to identify all readily available data that has previously been collected by local authorities, which could be utilised in the FTZ M&E.
- We had an initial meeting with consultants NatCen on 8th December to start discussions on how our M&E can be integrated into the DfT's national M&E Strategy. Our next meeting with them is planned for 3rd February, with further meetings in 2021 to be scheduled.

Risks and challenges

- Key concerns on the establishment of an appropriate baseline for the programme level monitoring, taking into account the Covid-19 short and long term effects on transport patterns and movements in the region.
- How to separate and identify the project impacts and benefits of the FTZ programme from other transport schemes and initiatives in the region (e.g. SCC and PCC TCFs)

Next steps

- Solent FTZ M&E strategy and approach to be finalised and approved.
- M&E logic mapping to be developed for each FTZ project
- Completion of data trackers for each local authority area to identify existing data availability
- FTZ Project Managers to identify M&E data requirements for individual projects.
- To obtain details of national monitoring strategy and agree with NatCen the process of integrating our local M&E with the national M&E requirements.
- To consult further on M&E with representatives from other programmes within the region.





Work Package RAG Status Overview


	Work Package	Milestones	Resource	Brief Commentary (including justification for rating). More detail can be provided in the slides for individual workstreams
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: The procurement approach is well underway and a closed ITT process was released in December to selected potential providers. A MoU with the Universities of Portsmouth (UoP) and Southampton (UoS) has also been signed and University research has now commenced.</p> <p>Resourcing: Interim PM been appointed alongside an Interim Theme 1 lead. The UoP and UoS have identified their research teams. Additional technical support procured.</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: The development of new carnet tickets within Stagecoach is currently nearing completion, which will result in all major local bus operators offering this product. Investigations have also taken place into the potential for other related ticketing options from across the region to be incorporated into the MaaS offering. Planning is also underway to migrate Solent Go wholly into the development of the MaaS platform, as and when this is undertaken. Positive conversations have taken place with some of the Ferry services about joining the scheme.</p> <p>Resourcing: Interim PM appointed (for MaaS). Additional technical support procured.</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: : Currently on hold due to COVID-19. To be reviewed Spring 21'</p> <p>Resourcing: Funding reprofiled.</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: Project Initiation Document and project plan timescales established. Early market testing underway, prior to formal procurement commencing.</p> <p>Resourcing: An Interim Theme 1 lead has been appointed and is the current PM with support from each of the PMs in the two pilot council areas.</p>
5	<p>WP5 - Lift share</p> <p><i>Growing existing lift share services through support for local employers to establish new schemes in workplaces.</i></p>			<p>Milestones: Currently on hold due to COVID-19. To be reviewed Spring 21'.</p> <p>Resourcing: Funding reprofiled.</p>
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: Currently on hold due to COVID-19. To be reviewed Spring 21'.</p> <p>Resourcing: Funding reprofiled.</p>



Work Package RAG Status Overview

	Work Package	Milestones	Resource	Brief Commentary (including justification for rating). More detail can be provided in the slides for individual workstreams
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: An E-Scooter trial scheme on the Isle of Wight (IoW) was launched at the end of November 2020 with an initial focus on key worker movements during national lockdown. An expansion of the IoW scheme subsequently took place in December. For Portsmouth scheme a supplier has been appointed. Solent e-scooter trial application re-submitted to DfT and subsequently approved. Regional stakeholder engagement workshop undertaken in November and well received.</p> <p>Resourcing: An interim PM has been working alongside an Interim Theme 1 lead. The interim PM will be leaving the team in February, with development of the schemes being driven by the local authorities with support from the FTZ Interim Theme lead. Progress on Portsmouth and Southampton deliveries are in line with timeline. There have been questions over the deliverability of the Winchester Scheme, this is now being rethought by Hants CC, who are exploring delivering the scheme in a different way and via other funding sources. The scheme is not progressing as an e-scooter scheme at this time.</p>
8	<p>WP8 Micro Consolidation</p> <p><i>Introduction of manned and unmanned micro consolidation hubs, using zero emission vehicles and cargo bikes to reduce the impact of last mile deliveries</i></p>			<p>Milestones: An agreed MoU with the Universities is due in February. Discussions started on data requirements and with potential project partners already operating in the area. Early discussions also held on potential trial sites in Portsmouth.</p> <p>Resourcing: An Interim Theme 2 lead has been appointed - part time PM with support from each of the PMs in the two pilot council areas.</p>
9	<p>WP9 Macro Consolidation</p> <p><i>Increased use of existing Southampton SDC and development of sustainable commercial consolidation in Portsmouth</i></p>			<p>Milestones: An agreed PID on which to base an MOU with the Universities is due at the end of January. Discussions started on data requirements and with potential project partners already operating in the area.</p> <p>Resourcing: An Interim Theme 2 lead has been appointed a parttime PM with support from each of the PMs 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.</i></p> <p><i>(2) Development of an unmanned traffic management system for drones</i></p>			<p>Milestones (1): Review and reprofiling of programme to accommodate extra elements on packaging and human factors commenced.</p> <p>Resourcing: An Interim Theme 2 lead has been appointed and is the current PM. Issues around the UOS dealing Covid response and the project needing rebasing have slowed progress.</p>



WP	Capital	Revenue	Spend YTD	Comment
WP 1 - MaaS	£5,927,714		0	UoS and UoP to commence work following agreement of MoU at end of 2020. For 2021 forecast spend is £463,946 (UoS) and £273,035 (UoP). MaaS Platform developer expected to be appointed in March 2021.
WP 2 – Solent Go	£781,500		0	2021 Forecast spend = £756,000
WP 3 – Mobility Credits	£665,626		0	Project to be reviewed in Spring 2021
WP 4 – Bike Share	£2,399,730		0	Expected Spring 2022 launch
WP 5 – Lift share	£308,038		0	Project to be reviewed in Spring 2021
WP 6 - DDRT	£771,000		0	Project to be reviewed in Spring 2021
WP 7 – E-Scooter	£880,000		0	The IoW trial was launched in November 2020 and the SCC / PCC trials are expected to launch in a few weeks. In March 2021 we are expecting a payment request from the LTAs of circa £750,000 (note that payment to LTAs cannot occur until the Solent Transport Legal Agreement has been signed).
WP 8 – Micro Consolidation	£2,499,447		0	Specification and project programme to be revised
WP 9 – Macro Consolidation	£895,192		0	Specification and project programme to be revised
WP 10 – Drones Logistics	£8,044,034		£200,000	Advance funding to UoS April 2020. Specification and project programme to be revised.
Other – Staffing, marketing etc	£5,586,719		£505,000	UoS to commence work on the Programme M&E following agreement of MoU at end of 2020. For 2021, UoS forecast spend on M&E is £121,971
RAG	Change	Key financial risks and mitigation		
		It is assumed that all spend on the project will be considered as Capital. At this stage in the programme, no key financial risks have been identified		



Department
for Transport

Appendix: Detailed information for individual Projects



Update

Progress

Final specification agreed and issued, with technical consultancy support to create a working model which should be feasible and deliver an MVP in short timescales, with further iterations to follow.

Tender issued to five consortia, selected after SSQ stage in late 2020. 1-2-1 sessions with each bidding consortium suggests good level of alignment with our vision, aim and objectives.

Stakeholder engagement with transport operators, local authorities and other bodies continues, on contractual, commercial and technical levels.

University research has begun, with the first researchers recruited and in place. University representation on the tender evaluation panel will ensure cohesion.

We have also joined the MaaS Alliance and have begun attending virtual meetings to share findings and approaches. Co-operation with other FTZ areas ongoing.

Key issues

No issues currently; when tender evaluation is complete there may be more to consider.

Key projects

- Mobility as a Service platform
- Mobility as a Service trials, in conjunction with Universities of Portsmouth and Southampton
- Monitoring and evaluation of the project will be done as part of the research partnership with the Universities.
- Monitoring and evaluation of the programme as a whole is being coordinated.

Next steps

We expect to appoint a MaaS platform provider in March 2021, and for them to begin working immediately.

Initial outcomes from research should be delivered by April 2021, and the planning for future trials and iterations will begin to be developed.



	RAG	Change	Key risks	Mitigation
Milestones	Green	➔	<ol style="list-style-type: none"> Integration of research programme and outputs with platform development Technical integration with transport providers, payment engines etc. Customer interest, uptake and usage Covid-19 affects travel patterns 	<ol style="list-style-type: none"> University involvement in evaluation panel. Agreed research schedule (part of MoU) issued to all bidders. 1-2-1 sessions to highlight the importance of the research partnership. Deep-link/handoff process rather than API integration chosen for baseline operation, with options to go further iteratively. Coordinated marketing, communications and behaviour change strategy to include audience segmentation. Pitching MaaS as Covid-recovery tool, collaborating with LAs.
Resourcing	Green	➔	<ol style="list-style-type: none"> Transition from interim to permanent team University resourcing of researchers 	<ol style="list-style-type: none"> Recruitment underway and handover periods will ensure continuity MoU signed with universities to allow them to resource appropriately
Evaluation	Green	➔	<ol style="list-style-type: none"> Agreeing approach and framework in conjunction with other projects Covid-19 makes baseline data challenging to collect 	<ol style="list-style-type: none"> Collaborative work with NatCen, TRL, University of Southampton and other Solent Transport projects/staff Common approach to baseline data based on best practice

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Tender period, evaluation and appointing successful bidder

Initial development work to create Minimum Viable Product

Ongoing development to add additional features

Stakeholder engagement with transport operators, businesses and other groups

Planned launch of MVP MaaS product

Research partnership: resourcing and kick-off

Research partnership: creating and running trials and iterations to test approaches and answer research questions



Update

Progress

Agreement reached with Southampton City Council to separate Solent Go contract from their SmartCities contract, to allow integration of Solent Go into the MaaS platform in 2021 – significantly earlier than previously planned.

New carnet tickets developed in conjunction with bus operators and will be ready to be (soft) launched in the coming weeks.

Other improvements to Solent Go including new zones, multi-operator Hopper tickets and discounts for jobseekers to be applied as part of the integrated MaaS and Solent Go platform.

Key issues

No issues to report.

Key projects

- Integration of Solent Go into the MaaS platform, to include ITSO HOPS capability, customer support, customer data and payment settlement.
- Carnet tickets to give customers discounts on bundles of 5 one-day tickets.
- Rail integration – now to be delivered as part of MaaS project.
- Upgrade to portal/app – now to be delivered as part of MaaS project.
- New zones for Southampton and Portsmouth city regions.
- Hopper tickets to allow multiple trips in 60-minute period across operators.
- Discounts for jobseekers.
- M+E to be undertaken through customer insight, travel data and through MaaS.

Next steps

Carnet tickets to be made available although full launch to wait until after lockdown.

Integration into MaaS platform to begin – options depend on whether existing Solent Go operator is part of MaaS consortium (they are part of 3 of 5 bids).

Contractual separation from Southampton City Council to be confirmed and carried out in time for July 2021 when the existing contract ends.



	RAG	Change	Key risks	Mitigation
Milestones	Green	➔	<ol style="list-style-type: none"> 1. Bus operators unwilling/unable to make improvements to allow new products 2. Timescales for procurement or development are not deliverable 3. Integration into MaaS is more complex than anticipated. 	<ol style="list-style-type: none"> 1. Collaboration ongoing with bus operators and with SHBOA which represents them. 2. Discussions with Unicard (current operator) and bus operators to confirm how deliverables can be made available. 3. Options are being considered for eventualities where Unicard are/are not part of MaaS development consortium.
Resourcing	Green	➔	<ol style="list-style-type: none"> 1. Transition from interim to permanent team 	<ol style="list-style-type: none"> 1. Recruitment underway and handover periods will ensure continuity
Evaluation	Green	➔	<ol style="list-style-type: none"> 1. Understanding impact of Solent Go products in conjunction with MaaS platform 	<ol style="list-style-type: none"> 1. Work with marketing and behaviour change strategy development to give sufficient focus on these deliverables

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Carnet tickets available (soft launch)

Integration into MaaS

Other deliverables to be made available on MaaS platform

Prepare contractual split from SCC SmartCities



Update

Progress

Project currently on hold due to Covid-19.

Key projects

Next steps

Project is due to be reviewed in Spring 2021.



Update

Progress

Early market testing carried out with a number of potential bike share operators. Procurement planning underway to determine optimal approach for bike share. Final stages of appointment of supplier to develop and deliver innovative bike lock scheme to be trialled in Portsmouth and Southampton.

Key issues

No major issues, although supply chains have been impacted by Covid-19 and Brexit and resultantly the scheme will not be launched before 2022.

Key projects

- Development and delivery of new bike share scheme, initially to be piloted in Southampton and/or Portsmouth.
- Trialling of new app-based bike lock scheme aimed at reducing bicycle theft and thus reducing deterrent to cycling.
- Monitoring and evaluation of the project will be done as part of the research partnership with the Universities.

Next steps

- Undertaking demand modelling to understand size of potential market.
- Commencement of formal procurement for a bike share operator.
- Development of partnerships on this project with Universities in Southampton and Portsmouth.



	RAG	Change	Key risks	Mitigation
Milestones	Green	➔	<ol style="list-style-type: none"> 1. Insufficient budget to launch viable scheme 2. Scheme suffers from high levels of vandalism 3. Technical integration with MaaS 4. Lack of customer interest and usage 5. Covid-19 affects travel patterns, i.e. shared mobility is unpopular 6. Conflict with e-scooter operations 	<ol style="list-style-type: none"> 1. Sponsorship to be secured early on to support ongoing investment in operations and scheme expansion 2. Strong partnerships with police as well as with community groups from the outset 3. Ongoing liaison between MaaS platform developer and bike share operator 4. Coordinated and robust approach to marketing, communications and engagement 5. Strong focus on regular cleaning undertaken 6. E-scooter operators to be brought into development of scheme early on and/or schemes to be co-operated
Resourcing	Green	➔	<ol style="list-style-type: none"> 1. Transition from interim to permanent team, particularly for embedded roles in Portsmouth and Southampton 	<ol style="list-style-type: none"> 1. Recruitment underway; handover periods will ensure continuity. Internal Southampton and Portsmouth teams well briefed
Evaluation	Green	➔	<ol style="list-style-type: none"> 1. Agreeing approach in conjunction with other projects, particularly e-scooters 2. Covid-19 makes baseline data challenging to collect 	<ol style="list-style-type: none"> 1. Collaborative work with NatCen, TRL, University of Southampton and other Solent Transport projects 2. Common approach to baseline data based on best practice



Procurement planning and undertaking

Demand modelling

Operator appointed; scheme development

Communication and engagement



Update

Progress

Project currently on hold due to Covid-19.

Key projects

Next steps

Project is due to be reviewed in Spring 2021.



Update

Progress

Project currently on hold due to Covid-19.

Key projects

Next steps

Project is due to be reviewed in Spring 2021.



Update

Progress

Trial successfully launched on Isle of Wight in late November, initially focused on key worker movements; subsequently expanded across the island

Completion of procurement framework for mainland trials to commence

Detailed plans for trials in Portsmouth and Southampton well advanced

Regional stakeholder event carried out in November and well received

Key issues

[Redacted content]

Key projects

- E-scooter trials across the Solent – Isle of Wight, Portsmouth and Southampton
- Monitoring and evaluation of the project will be done as part of the research partnership with the Universities.
- Monitoring and evaluation requirements have been set out with all operators

Next steps

Finalisation of trial details for Portsmouth and Southampton with operators

Launch of trials in Portsmouth and in Southampton

Coordinated stakeholder engagement across Portsmouth and Southampton as well as supporting communications for launch of trials



	RAG	Change	Key risks	Mitigation
Milestones	Green	➡	<ol style="list-style-type: none"> 1. Trial launches do not meet the end of March deadline 2. National lockdown continuing through to March impacting on ability to launch 3. Crime and vandalism when trials are launched 	<ol style="list-style-type: none"> 1. Solent, Councils and Operator working collaboratively to ensure timescales are adhered to. 2. Planning for soft-launch focused on supporting key worker movements, should it be required 3. Coordinated engagement approach with police and on positive marketing of trial to new markets
Resourcing	Green	➡	<ol style="list-style-type: none"> 1. Transition from interim to permanent team 	<ol style="list-style-type: none"> 1. Recruitment underway; Theme lead to take on role of liaison with and support for each individual trial
Evaluation	Green	➡	<ol style="list-style-type: none"> 1. Agreeing approach in conjunction with other projects, particularly e-scooters 2. Covid-19 makes baseline data challenging to collect 	<ol style="list-style-type: none"> 1. Collaborative work with NatCen, TRL, University of Southampton and other Solent Transport projects 2. Common approach to baseline data based on best practice

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Detailed planning and for launch of trial in Portsmouth

Marketing and communications

Detailed planning for launch of trial in Southampton

Monitoring and evaluation



Update

Progress

We have had discussions with the Local Authorities and several existing freight operators to ensure that the FTZ delivers practical, real-world trials and research. The outcome of these discussions has identified the need to review and revise the original specification and work programme for this project, which is currently being carried out by the FTZ team in partnership with the UoS and UoP.

Key issues

The pandemic has caused some drastic changes to freight behaviour, such as a doubling of supermarket volumes and 80% increase in home deliveries. These changes will be taken into account within the updated work programme.

Key projects

- Trials of Micro Consolidation options to assist last mile deliveries across the Solent Region. Opportunities will be considered that appear to have clear local benefits and reduce the negative effects of delivery and servicing traffic.
- Monitoring and evaluation of the project will be done as part of the research partnership with the Universities.

Next steps

Review and update to project specification and programme to be completed in February 2021.

The University research will commence once an MoU has been agreed, which is expected in February 2021.

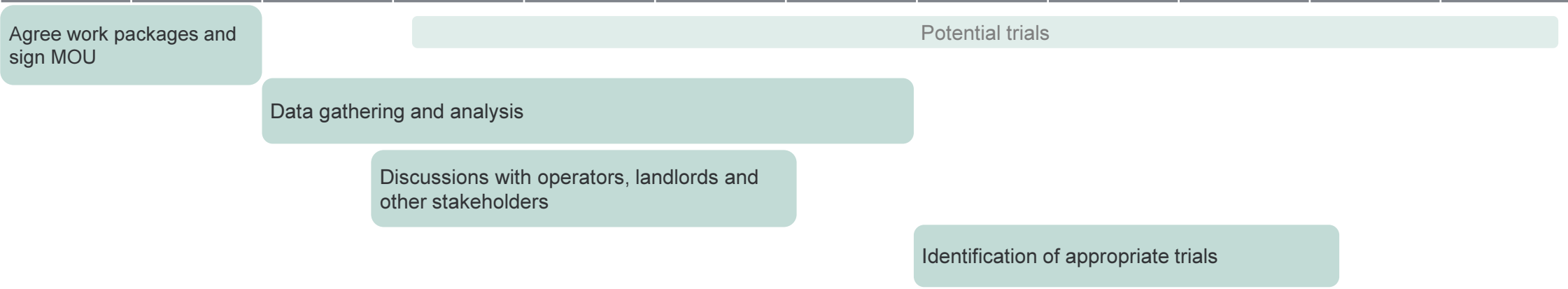
Initial focus will be on data analysis of current and pre-Covid volumes, origins and destinations of freight activity to predict future trends and issues.

Any opportunities for early micro consolidation trials will also be investigated.



	RAG	Change	Key risks	Mitigation
Milestones	Green	➔	A revised programme of work is currently being developed for the project. Key milestones and associated risks to be identified as part of this process.	
Resourcing	Green	➔	1. Transition from interim to permanent team	1. Recruitment underway and handover periods will ensure continuity
Evaluation	Green	➔	1. Agreeing approach in conjunction with other projects. 2. Covid-19 makes baseline data challenging to collect.	1. Collaborative work with NatCen, TRL, University of Southampton and other Solent Transport projects 2. Common approach to baseline data based on best practice

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Update

Progress

We have had discussions with the Local Authorities and the operator of the Southampton Sustainable Distribution Centre (SDC) to ensure that the FTZ delivers practical, real-world trials and research.

The outcome of these discussions has identified the need to review and revise the original specification and work programme for this project, which is currently being carried out by the FTZ team in partnership with the UoS and UoP.

Key issues

The pandemic has caused some drastic changes to freight behaviour, such as a doubling of supermarket volumes and 85% decrease in cruise liner requirements. These changes will be taken into account within the updated work programme.

Key projects

- A review of the existing SDC
- Investigation and, where practicable, trials of increasing the use of the SDC
- Investigation of macro consolidation potential in other areas or sectors
- Monitoring and evaluation of the project will be done as part of the research partnership with the Universities.

Next steps

Review and update to project specification and programme to be completed in February 2021.

The University research will commence once an MoU has been agreed, which is expected to be agreed in Feb 2021.

Initial focus will be on data analysis of current and pre-Covid volumes, origins and destinations of freight activity to predict future trends and issues.



	RAG	Change	Key risks	Mitigation
Milestones	Green	➔	A revised programme of work is currently being developed for the project. Key milestones and associated risks to be identified as part of this process.	
Resourcing	Green	➔	1. Transition from interim to permanent team	1. Recruitment underway and handover periods will ensure continuity
Evaluation	Green	➔	1. Agreeing approach in conjunction with other projects. 2. Covid-19 makes baseline data challenging to collect.	1. Collaborative work with NatCen, TRL, University of Southampton and other Solent Transport projects 2. Common approach to baseline data based on best practice

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Agree work packages and sign MOU

Data gathering and analysis

Review of existing SDC operations and scenarios

Investigation of macro consolidation potential in other areas or sectors



Update

Progress

This project was kick-started in May 2020 with early trials in response to the COVID-19 pandemic.

Based on lessons learnt during the May 2020 trials, a revised specification and programme of work is currently being developed by the FTZ project team in partnership with the UoS and UoP.

Key issues

It is clear that drone technology and this field of activity is experiencing a high pace of change, which has been demonstrated through our early trials and the level of work being instigated through InnovateUK and Future Flight. Given the pace of change in drone technology, significant industrial engagement throughout the project is required to ensure our project plan and objectives take into account the evolving changes in the market. We will require the assistance of the DfT in this engagement process.

Early identification of the final client for the UTM system is essential to maximise long-term benefit.

Key projects

- Trials and practical testing of Beyond Visual Line of Sight (BVLOS) delivery of medical samples and supplies to the Isle of Wight and between GP surgeries and hospitals in the Solent Region.
- Development of an Unmanned Traffic Management (UTM) system.
- Monitoring and evaluation of the project will be done as part of the research partnership with the Universities.

Next steps

Final client for the UTM system to be identified.

Start of industrial engagement

Review and update to project specification and programme to be completed in February 2021.

The University research will commence once an MoU has been confirmed, which is expected in Spring 2021.

A **Potential** VTOL and aseptic medicines is planned for April/May 2021.



	RAG	Change	Key risks	Mitigation
Milestones	Green	➔	A revised specification and programme of work is currently being developed for the project. Key milestones and associated risks to be identified as part of this process.	
Resourcing	Green	➔	1. Transition from interim to permanent team	1. Recruitment underway and handover periods will ensure continuity
Evaluation	Green	➔	1. Agreeing approach in conjunction with other projects. 2. Covid-19 makes baseline data challenging to collect.	1. Collaborative work with NatCen, TRL, University of Southampton and other Solent Transport projects 2. Common approach to baseline data based on best practice

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