

Phil Norrey
Chief Executive

To: The Chair and Members of the
Peninsula Transport Shadow
Sub National Transport Body

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

(see below)

Your ref :
Our ref :

Date : 26 June 2019
Please ask for : Hannah Clark 01392 383000

Email: hannah.clark@devon.gov.uk
:

PENINSULA TRANSPORT SHADOW SUB NATIONAL TRANSPORT BODY

Wednesday, 3rd July, 2019

A meeting of the Peninsula Transport Shadow Sub National Transport Body is to be held on the above date, at 10.00 am at County Hall, Topsham Road, EX2 4QD to consider the following matters.

PHIL NORREY
Chief Executive

A G E N D A

PART 1 - OPEN COMMITTEE

1 Apologies for Absence

2 Minutes of the previous meeting (Pages 1 - 6)

To approve the minutes of the meeting held on 1 March 2019 (attached).

3 Bristol Airport

Presentation from Bristol Airport's Planning & Sustainability Director.

4 Items requiring urgent attention (Pages 7 - 16)

Items which in the opinion of the Chair should be considered at the meeting as matters of urgency.

Given the upcoming deadline for the submission to the Major Roads Network and Large Local Major funds, the Board will be asked to approve the list of schemes for submission and the principles of the Regional Evidence Base document, with delegated authority to the Local Authority Directors to review and sign off the final draft.

STANDING ITEMS

5 Peninsula Transport Update (Pages 17 - 18)

Presentation of the Technical Lead Authority on the latest progress and activities of Peninsula Transport, including the Economic Connectivity Study.

6 Finance Update (Pages 19 - 20)

Report of the Finance Lead Authority on the latest financial position, seeking approval of the financial information provided and that the Peninsula Rail Task Force costs be absorbed into the Peninsula Transport budget for 2019/20.

7 Communications and Engagement Update (Pages 21 - 22)

Report of the Communications and Engagement Lead Authority on the latest communications and engagement activity.

8 Peninsula Rail Task Force Update (Verbal Report)

Verbal update from the Chair of the Peninsula Rail Task Force.

9 Co-Opted Members Update (Verbal Report)

Co-opted Members to provide updates and feedback from their organisations.

MATTERS FOR INFORMATION

10 Public Participation

Questions or Representations from Members of the public in line with the Board's Public Participation Scheme.

11 Dates of Future Meetings

All meetings to be held at County Hall, Exeter, EX2 4QD at 10.00am-

5 September 2019
2 or 6 December 2019
4 or 5 March 2020
2, 3 or 4 June 2020

Please use link below for County Council Calendar of Meetings;
<http://democracy.devon.gov.uk/mgCalendarMonthView.aspx?GL=1&bcr=1>

PART II - ITEMS WHICH MAY BE TAKEN IN THE ABSENCE OF THE PRESS AND PUBLIC

NIL

Members are reminded that Part II Reports contain exempt information and should therefore be treated accordingly. They should not be disclosed or passed on to any other person(s).

Members are also reminded of the need to dispose of such reports carefully and are therefore invited to return them to the Clerk at the conclusion of the meeting for disposal.

MEMBERS ARE REQUESTED TO SIGN THE ATTENDANCE REGISTER

Membership

Councillors A Davis (Devon County Council), G Brown (Cornwall County Council), M Coker (Plymouth City Council), M Morey (Torbay Council), J Woodman (Somerset County Council), T Bagshaw (Cornwall and Isles of Scilly LEP), K Bournier (Homes England), G Caplin (Cornwall and Isles of Scilly LEP), A Darley (Highways England), C Dryden (Isles of Scilly), D Glinos (Department for Transport), I Harrison (Heart of the South West LEP), J Jackson (Homes England), I Knight (Homes England), D Northey (Network Rail), D Ralph (Heart of the South West LEP), A Rhind (Department for Transport), D Round (Network Rail), R Stevens (Plymouth Bus), B Watts (Western Gateway SSTB) and B Wills (Department for Transport)

Declaration of Interests

Members are reminded that they must declare any interest they may have in any item to be considered at this meeting, prior to any discussion taking place on that item.

Access to Information

Any person wishing to inspect any minutes, reports or lists of background papers relating to any item on this agenda should contact Hannah Clark on 01392 383487

Agenda and minutes of the Committee are published on the Council's Website at <https://democracy.devon.gov.uk/mgCommitteeDetails.aspx?ID=459>

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Any member of the public resident in the administrative area of the Peninsula Transport Authorities may submit a formal written question to the Board which relates to the functions of the Board. Questions must be submitted to the officer named above hannah.clark@devon.gov.uk by 12 noon 4 working days before the meeting takes place. The name of the person asking the question will be recorded in the minutes.

Alternatively, any member of the public who lives in the area served by the Peninsula Transport Authorities may make oral representations on any matter relating to the functions of the Board. Such representations will be limited to three minutes, within an overall time allowed of 30 minutes. If you wish to make a representation, you should, via email or letter submit a brief outline of the points or issues you wish to raise before 12 noon, 4 working days before the meeting takes place. The name of the person making the representation will be recorded in the minutes.

For further information please contact Hannah Clark 01392 383487

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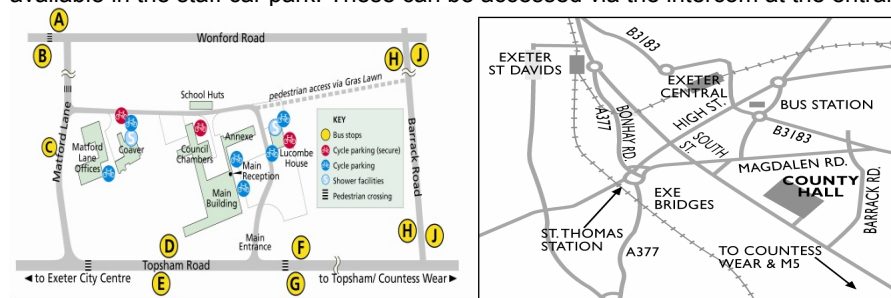
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PENINSULA TRANSPORT SHADOW SUB NATIONAL TRANSPORT BODY

1 MARCH 2019

Present:-

Members

Councillors A Davis, G Brown, M Coker, R Excell

Co-opted Members:-

A Darley (Highways England), I Harrison (Heart of the South West LEP), D Round (Network Rail) and B Wills (Department for Transport)

Apologies:-

Councillor J Woodman, T Bagshaw, K Bournier, I Knight and B Watts

1 Minutes of the previous meeting

RESOLVED that the minutes of the meeting held on 8 November 2018 be approved as a true record.

2 Items requiring urgent attention

There were no items raised as a matter of urgency.

3 Peninsula Transport Update

The Board received the Presentation of the Technical Lead Authority on the latest progress and activities of Peninsula Transport.

The Board received details on the expected work programme to July 2019, as informed by the 'Investment Planning Guidance for the Major Road Network and Large Local Majors Programme' published by the Department for Transport in December 2018. Peninsula Transport Shadow Sub National Transport Body (SSTB) will need to submit a prioritised list of schemes for inclusion in the Major Road Network and Large Local Majors programmes in Summer 2019. AECOM have been commissioned by Peninsula Transport to develop the Regional Evidence Base and prioritisation process for the schemes for submission. Future SSTB board meetings will be required to consider stakeholder responses and prioritisation of schemes for submission.

Peninsula Transport will ultimately develop a strategic transport strategy for the peninsula, undertake traffic modelling using Highways England's South West Traffic Model, publish an Economic Connectivity Study and develop a Regional Evidence Base to be refreshed every two years. The programme of work will need to be reviewed by the SSTB Board if no funding support from DfT is identified.

Members discussed moving the SSTB board meeting from May to June to align with timescales for the technical work. It was agreed that the officers will move forward with engaging stakeholders regarding the schemes for submission.

It was **MOVED** by Councillor Davis, **SECONDED** by Councillor Brown and

RESOLVED that

- (a) the latest progress and activities of Peninsula Transport are noted;

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PENINSULA TRANSPORT SHADOW SUB NATIONAL TRANSPORT BODY
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- (b) the scheduled May SSTB board meeting is moved to June.

4 Major Road Network Schemes, Large Local Major Schemes and Prioritisation Process

The Board considered the report and presentation on the Major Road Network schemes, Large Local Major schemes and the prioritisation process.

The Board heard key facts relating to the proposed 7 Major Road Network (MRN) schemes and 3 Large Local Major (LLM) schemes. It is noted that there are strict criteria which limit the possible schemes for inclusion in the initial tranche of funding. This includes:

- Schemes which are not on the MRN or are wholly on the SRN will not be eligible;
- The Department for Transport's contribution will be between £20m and £50m;
- Local contribution must be at least 15%;
- Schemes must submit a Strategic Outline Business case (SOBC) three years before works start, an Outline Business Case (OBC) two years before works start and start construction by 2024/2025.

Whilst remaining open to other schemes for prioritisation, any that do come forward must meet these criteria.

It is noted that the A358 Henlade Bypass scheme is currently being progressed by Highways England through the Road Investment Strategy. Should this process fail, this would be seen as a high priority for the MRN, although it will not be submitted as a scheme at this stage.

Progress on the proposed prioritisation process were discussed, identifying themes and questions to aid this. Members discussed whether the key priorities have been covered. The need for deliverability was identified to be a key priority for Peninsula Transport. It was noted that the prioritisation process must also act as a sifting process. The value for money that a scheme provides will be important, but the use of this for ranking should be avoided. It was suggested that it could be used as a threshold, to ensure schemes included represent at least 'medium' value for money. Supporting growth corridors and developments will also be critical, with the possibility to consider the uplift in productivity as a metric for prioritisation. In addition, it was suggested that the Government will want prioritisation to reflect the themes in the Industrial Strategy.

It was **MOVED** by Councillor Brown, **SECONDED** by Councillor Davis and

RESOLVED that;

- (a) The schemes identified in the Report be approved for inclusion in the Major Road Network and Large Local Majors shortlist for future assessment and prioritisation; and
- (b) The prioritisation principals given in the Report be approved with the officers group incorporating the following comments received:
 - Strategic case is amended to include references to safety, enhanced productivity and the current planning status of schemes
 - Economic case should ensure AQMA's are considered
 - Financial case should consider the confidence of the cost estimate
 - Commercial & Management case should identify the approach to risk and the Local Authority's commitment to both delivering the schemes and sourcing the local contribution

- (c) The June board be made 3 hours to accommodate sufficient debate around the prioritised schemes

5 **Finance Update**

The Board considered the Report of the Finance Lead Authority on the latest financial position.

The Board noted that there is a low and high cost forecast expenditure.

It was **MOVED** by Councillor Davis, **SECONDED** by Councillor Brown and

RESOLVED that;

- (a) The financial information set out in the Report be noted and approved

6 **Communications and Engagement Update**

The Board received the Report of the Communications and Engagement Lead Authority on the latest communications and engagement activity, the Communications Strategy and arrangements for the Peninsula Transport website.

The Board noted that there will be a full delivery plan as work progresses.

It was **MOVED** by Councillor Brown, **SECONDED** by Councillor Coker and

RESOLVED that

- (a) The Communications Strategy be approved; and
- (b) The arrangements for the Peninsula Transport website be approved; and
- (c) Dartmoor National Park and Exmoor National park are added under 'planning authorities'.

7 **Governance Update**

The Board considered the Report of the Governance Lead Authority on the latest Governance position, Transport Forum Terms of Reference and Public Participation Scheme.

It was **MOVED** by Councillor Davis, **SECONDED** by Councillor Brown and

RESOLVED that

- (a) The Transport Forum Terms of Reference be approved; and
- (b) The Public Participation Scheme be approved.

8 **Co-Opted Members Update**

The Board received verbal reports from the Co-opted Members on matters of interest arising from their respective organisations, including a presentation from Highways England on the Road Investment Strategy schemes in the South West.

The Board noted that Western Gateway SSTB have a board meeting on 6 March 2019.

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9 Cross-Boundary Working with Western Gateway

The Board received the Presentation on cross-boundary working with Western Gateway Shadow Sub-National Transport Body.

The Board considered suggestions for continued joint working, particularly on cross-boundary corridors. It was noted that there is a need to engage with the CBI in partnership with Western Gateway going forward.

10 Large Local Majors Schemes Update

The Board received the Presentation on the progress of the Large Local Majors schemes currently in development in the Peninsula Transport area: North Devon Link Road and St Austell to A30 Link Road.

The Board noted that the North Devon Link Road secured planning permission in February 2019 with main works expected to start in November 2020 and St Austell to A30 Link Road is expected to secure planning in April 2019 with works expected to start in Spring 2020.

11 Dates of Future Meetings

Board Members noted the dates of future meetings as:

June 2019 – Date TBC
5 September 2019

All meetings to be held at County Hall, Exeter, EX2 4QD. Time is to be determined, with mornings preferred.

Please use link below for County Council Calendar of Meetings;
<http://democracy.devon.gov.uk/mgCalendarMonthView.aspx?GL=1&bcr=1>

12 Exclusion of the Press & Public

It was **MOVED** by Councillor Brown, **SECONDED** by Councillor Davis and

RESOLVED that the press and public be excluded from the meeting for the following items of business under Section 100(A)(4) of the Local Government Act 1972 on the grounds that they involve the likely disclosure of exempt information as defined in Paragraph 3 of Schedule 12A of the Act namely the financial or business affairs of persons tendering for the provision of council goods or services and of the County Council, in both cases, and in accordance with Section 36 of the Freedom of Information Act 2000, by virtue of the fact that the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

13 Finance Update: Forecast Expenditure

(An item taken under Section 100(A)(4) of the Local Government Act 1972 during which the press and public were excluded)

The Board received the Report of the Financial Lead Authority on the itemised forecast expenditure of the Peninsula Transport Sub-National Transport Body.

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The Meeting started at 2.00 pm and finished at 4.00 pm

MAJOR ROAD NETWORK / LARGE LOCAL MAJORS SUBMISSIONS

3 July 2019

Please note that the following recommendations are subject to consideration and determination by the Board before taking effect.

RECOMMENDATION

It is recommended that the Board:

- (a) Approves the list of Major Road Network schemes for submission to the Department for Transport in July 2019; and
- (b) Approves the list of Large Local Major schemes for submission to the Department for Transport in July 2019; and
- (c) Supports the Western Gateway Shadow Sub National Transport Body 'A38 – Improved Access to Bristol Airport' Major Road Network scheme; and
- (d) Approves the principles of the Regional Evidence Base document and that Members of the Board receive a final draft a week before the submission due date; and
- (e) Delegates authority to the local authority Directors to review and sign off the final draft of the Regional Evidence Base.

I. Background/Introduction

The MRN Investment Guidance published by DfT in December 2018 invited Sub National Transport Bodies's (STBs) to prepare a Regional Evidence Base (REB) by July 2019 to support the need for interventions on the Major Road Network (MRN). STBs were asked to identify their top priority MRN schemes and Large Local Majors (LLM) programmes covering the period 2020-2025.

At its Board meeting on 1 March 2019, the Peninsula Transport Shadow STB Board approved a shortlist of MRN and LLM schemes and made recommendations regarding the process to be used to assess and prioritise the potential MRN schemes, which was refined and agreed subsequently by officers, including a representative from Highways England.

Since the March meeting, and following further stakeholder engagement (through liaison with planning authorities; the LEPs and via the Transport Forum), the MRN schemes have been refined to the following six schemes (in no particular order):

- A39 Atlantic Highway, Camelford; and
- A39 Roundswell to Bishop's Tawton, Barnstaple
- A361 Glastonbury Congestion Pinch-point Improvements;
- A374 / A386 / A3064 Plymouth MRN Phase I;
- A379 Bridge Rd Corridor Improvements, Exeter;
- A382 Drumbridges to Newton Abbot;

Constituent authorities submitted their evidence to AECOM during May/June in order for the schemes to be assessed using the spreadsheet prioritisation tool.

2. Regional Evidence Base

The Regional Evidence Base (REB) outlines the long-term strategic approach to the investment needs of the South West Peninsula Transport area in order to make the best use of funding available from the National Roads Fund, which will deliver the best possible outcome for residents, business and visitors in the region.

The REB has been prepared using the Government's Major Road Network and Large Local Majors programmes investment planning guidance, which is based on the outcomes of the 'Proposals for the Creation of a Major Road Network' consultation¹. The guidance includes pro-formas for developing and submitting investment proposals for local roads. More specifically the guidance:

- Summarises the final eligibility criteria for Major Road Network (MRN) programme;
- Explains how and when the MRN regional evidence bases, pro-formas and investment proposals should be developed and submitted to the department;
- Explains the roles and responsibilities of local and regional bodies in the MRN and how they should work with stakeholders; and
- Sets out the process for submitting scheme proposals for the Large Local Majors programme and how it aligns with the MRN.

The guidance outlines the minimum DfT expectations of the REB, which for the Peninsula Transport Shadow STB is summarised in Appendix I and will be the principles on which the final draft will be produced.

Whilst the REB reflects the DfT guidance, it has been important to pull out some of the distinctive transportation challenges facing the Peninsula, which is impacting on its ability to boost productivity and remain competitive with other parts of the country. The REB will identify some of these emerging themes which will support our MRN and LLM regional priorities, as well as make the case for our SRN and rail connectivity asks. Specifically, the REB will:

- Set out how the Peninsula Transport Shadow STB will be supporting the Local Industrial Strategy plans and in particular its three priorities of: clean energy/growth, digital futures and high-tech engineering;
- Describe how the ambitious planned growth around key Peninsula cities and towns will be supported by investment in the Peninsula MRN and other transport connections;
- Explain the challenges for the Peninsula's smaller communities and rural areas and using the principles of the DfT's rebalancing toolkit. This will illustrate the barriers to growth alongside the opportunities which can be afforded by enhancing connections within the Peninsula;
- Highlight the importance of external transport links with the Western Gateway area and the rest of the country, in particular, the east-west links with London and the South East and the North-South connections to Bristol / South Wales the Midlands and beyond. Alongside this will be an emphasis of the importance of international gateways - both the ports and airports within the Peninsula, but also the links beyond, particularly the growing importance of Bristol airport;
- Explain the consequences of poor transport resilience in the Peninsula. Whilst this is partly a feature of geography, the rail enhancements secured by the Peninsula Rail Task Force (PRTF) have shown how investment can reduce the risk and mitigate the impact of incidents. Evidencing

¹ <https://www.gov.uk/government/publications/major-road-network-and-large-local-majors-programmes-investment-planning>

critical points where closures to infrastructure have had major impacts (e.g. the SRN around Exeter) will be important in defining future investment strategies. Strengthening the reliability and resilience of the primary and secondary strategic road and rail routes into the far South West is fundamental if we are to continue to support business, commuter and leisure (visitor economy) activity.

A data / evidence base repository is being developed alongside the REB document to provide a resource for future STB strategy development.

An important part of this process has been the ongoing communication with the Western Gateway Shadow STB. The following has been agreed ahead of the MRN / LLM submission:

- Each STB will review each other's REB;
- We will seek opportunities to include supporting text in both REBs acknowledging cross-border working;
- Peninsula Transport Shadow STB's prioritisation process includes assessment of alignment with the Western Gateway objectives;
- Western Gateway are promoting a cross-boundary MRN scheme, including A38 / Jct 22 sections as part of their Bristol Airport corridor MRN submission. This is a great demonstration of co-working on cross boundary schemes.

The member local authorities are currently providing feedback on the first working draft REB (issued 14th June). Given the deadlines for submission, it is recommended that the Board delegates authority to the local authority Directors to review and sign off the final draft. Members of the Board will be provided with the final version of the REB prior to submission for comments.

3. Major Road Network / Large Local Major Priorities

The REB provides the evidence to support the MRN and LLM schemes being put forward for submission in July 2019. There was also the DfT expectation that the STB seeks to prioritise the MRN schemes (and LLM schemes if over 4 submitted). The MRN schemes nominated by the member local authorities, and further refined following stakeholder input, have been independently evaluated by AECOM using a prioritisation tool which assessed each of the schemes based on the MRN objectives and using the five-case model (strategic, economic, financial, commercial and management). Member feedback at the March Board meeting indicated higher weighting should be applied to scoring for schemes with increased likelihood of deliverability. Details of the questions used and weighting applied to the prioritisation assessment tool are included in Appendix II. Cornwall Council, in their technical role for the STB, is satisfied that the MRN schemes meet the DfT criteria and have been consistently assessed using the prioritisation assessment tool.

The results of the prioritisation assessment of the following MRN schemes (listed in no particular order below) will be presented at the Board meeting:

- A39 Atlantic Highway, Camelford;
- A39 Roundswell to Bishop's Tawton, Barnstaple
- A361 Glastonbury Congestion Pinch-point Improvements;
- A374 / A386 / A3064 Plymouth MRN Phase I;
- A379 Bridge Road Corridor Improvements, Exeter; and
- A382 Drumbridges to Newton Abbot;

In addition to the above MRN schemes, Peninsula Transport are supporting the A38 – M5 Jct 22 Bristol Airport corridor scheme, which is being promoted by Western Gateway Shadow STB. This cross-boundary scheme (North Somerset District Council and Somerset County Council) is expected to support growth South of Bristol and delivered improved access to Bristol Airport.

There are also three Large Local Major (LLM) schemes (which are valued at over £50m). These schemes meet with the defined criteria and have not been prioritised in line with guidance:

- M5 Junction 28 Improvement, Cullompton;
- A39 Walton Ashcott Bypass, nr Glastonbury; and
- A38 Manadon Interchange Improvement Scheme, Plymouth.

4. Alternatives

There are strict criteria which limit the possible schemes for inclusion in the initial tranche of funding. All of the above schemes meet these criteria. Stakeholder views were sought on the proposed schemes, as well as seeking suitable additional MRN/LLM schemes for consideration.

Appendix III sets out an indicative pipeline of potential MRN schemes, which could potentially come forward in the future funding period 2025-2030. This has not an exhaustive list and all would be subject to further feasibility work and stakeholder engagement at a future date.

Should the STB not agree a prioritised list of schemes and REB for submission in July 2019, there is a risk that this significant, national funding opportunity will be missed.

5. Financial Considerations

A Project Plan including a cost estimate for the development of the REB has been submitted to and approved by the STB Officer Group.

All member authorities have confirmed that they are able to secure the required minimum 15% match funding for the MRN schemes listed in section 3.

6. Other Considerations

This Report has no specific equality, sustainability or legal implications that are not already covered by or subsumed within the detailed policies or actions referred to therein.

7. Summary/Conclusions/Reasons for Recommendations

As per the DfT requirements, the REB must be submitted in July 2019. It is recommended that the Board approves the principles of the REB and the list of MRN schemes to enable submission of these, alongside the scheme business cases, in July 2019 as per the DfT requirements. Work is continuing to progress the REB document and voting Members of the Board will be provided with the final version prior to submission, subject to the approval of delegated authority to the local authority Directors to review and sign off the draft documents. The document will have evidence of the prioritisation process undertaken attached in addition to the business cases / pro-formas for each of the MRN and LLM schemes (as appendices).

Appendix I: Regional Evidence Base Content

- Executive Summary
- Regional Context
 - Short description of the region, the transport network within the region and the main issues relevant to the MRN.
- Priority Corridors/Routes
 - Overview of the MRN with explanation of the priority corridors and routes crucial for economic activity.
- Key development areas and local economic growth aspirations
 - Significant housing developments expected to be unlocked or to affect the MRN's performance (specifying approved and planned);
 - Significant economic developments and employment sites expected to affect the MRN's performance (specifying approved and planned); and
 - Significant trade and gateways for international connectivity.
 - Other relevant information from local development plans, local industrial strategies and LEPs' Strategic Economic Plans.
- Network Issues
 - Key problems, capacity issues, pinch-points and connectivity issues on the MRN in the region, and anticipated future challenges and opportunities. At a minimum this must include evidence of current traffic data.
 - Identification of social, safety and environmental problems relevant to the development of the MRN in the region e.g. air pollution hotspots, noise important areas and related issues.
- Additional Evidence
 - Outline of major transport investments in local transport and in the wider transport network (e.g. Highways England and Network Rail) already in programmes (i.e. have funding) (all modes) that directly affect the MRN, LLM and SRN. Brief analysis of priority MRN schemes and how they meet MRN objectives.
- Brief analysis of priority MRN/LLM schemes and how they meet Government guidance objectives
 - Identify list of priority MRN schemes.
 - Explanation of criteria and methodology behind the selection of these schemes, including which bodies support the scheme e.g. local highway authorities, MP, LEP, HE or a combination.
 - Fit with strategic aims for transport in the region, including:
 - Current traffic and modelling data; and
 - Indicative value for money category as explained in the Department's value for money framework.
 - How the priority schemes support the MRN objectives.
 - How the priority schemes takes account of other transport investments in the region that will affect roads on the MRN and SRN.
 - Timetable of development, planning and construction of priority MRN/LLM schemes.
- Full list of viable schemes proposed

Appendix II: Assessment Prioritisation

Theme	Question
STRATEGIC CASE	WEIGHTING (25%)
Consideration of the needs of all road users;	Would the scheme benefit users of active modes?
	Would the scheme benefit public transport users?
	Would the scheme benefit mobility impaired users or improve accessibility?
Supporting Growth Corridors and housing/employment developments;	Does the scheme provide improved access to a growth corridor? (see the attached map for the location of these). Please specify
	Does the scheme facilitate the delivery of any specific housing or employment developments? Please specify
	Please indicate the scale of development which is dependent upon this intervention (no. of households or no. jobs created)
Supporting the Strategic Road Network (SRN);	Does the scheme provide relief or access to the Strategic Route Network? Please specify the SRN routes which would benefit
	Will the scheme improve journey time reliability on the SRN?
	Will the scheme improve the resilience of the SRN?
Connections to International Gateways	Would the scheme improve access to Exeter, Newquay or Bristol Airports? Please specify which
	Would the scheme improve access to international shipping (e.g. via Plymouth or Falmouth Ports)
Alignment with Western Gateway aspirations.	Does the scheme benefit an objective identified by the Western Gateway STB? Please specify
Seasonality and supporting tourism;	Does the scheme help to provide additional capacity which is required seasonally (e.g. during the school holidays)?
	Does the scheme provide improved access to any key tourist areas/attractions? Please specify
Industrial Strategy	Does the scheme facilitate one or more of the core areas identified for special investment in the IS?/Does the scheme align with the key objectives outlined in the IS?
Fit with local plans	Is the scheme explicitly mentioned in the Local Plan (or Local Transport Plan) for the region?
	Does the scheme facilitate development identified in the local plan?

ECONOMIC CASE	WEIGHTING (25%)
Value for money;	What is the currently indicated Value for Money score for the proposed scheme?
	What is the potential Value for Money score for the proposed scheme? (including other factors such as collisions, wider economics)
Congestion relief;	Does the scheme benefit an existing congestion hotspot?
	What level of congestion relief is provided at this/these locations?
Network resilience;	Does the scheme improve the resilience of the network to maintenance and unplanned incidents?
Network performance and reliability;	Does the scheme improve day to day journey time reliability?
Safety;	Does the scheme benefit an existing safety blackspot?
	What change in Killed or Seriously Injured (KSI) accidents is anticipated as a result of the scheme?
Impact on the environment;	What are the impacts of the scheme on AQMA's? (see the attached map for the location of these).
	What are the impacts of the scheme on Noise Important and other environmentally designated areas? (see the attached map for the location of these).
FINANCIAL CASE	WEIGHTING (12.5%)
Level of Local or 3rd Party funding available	What proportion of the anticipated scheme costs are planned to be funded locally or by 3rd party contributions (e.g. s106 funds)?
	Has a detailed cost estimate been provided?
	Is the level of quantified risk appropriate to the cost of the scheme?
COMMERCIAL CASE (scheme maturity)	WEIGHTING (25%)
Scheme deliverability;	How mature is the scheme design/concept?
	Are statutory processes required and outstanding? (e.g. Planning approval/DCO, TRO)
	Are any land purchases required and outstanding? (including Compulsory Purchase Orders)

	Have required public and statutory consultation activities been commenced/completed?
MANAGEMENT CASE	WEIGHTING (12.5%)
Stakeholder support and public acceptability;	Level of support amongst the public?
	Level of support amongst statutory consultees?
Delivery timescales	Can the scheme be delivered within the MRN timeframe?
	Can the scheme be commenced within the next 2 yrs?
Risk	Has a detailed risk register been produced for the scheme?

Appendix III: MRN Pipeline Schemes (2025-2030)

MRN – tranche 2 (2025/ 30)	Description
A3059 – Trekenning to Newquay	Improved alignment providing capacity and safety improvements over length of approx. 8.5km linking Newquay town, growth area and airport to A30 trunk road.
A39 – Penmount to Truro	Capacity and safety improvements on approx. 2km section of A39 corridor linking Truro to A30 trunk road
A39 – Truro to Penryn	Capacity and safety improvements over approx. 7km section of A39 corridor linking Falmouth to Truro and onwards to A30 trunk road
Tamar Bridge (A38)	Major structural maintenance
A374/A386/A3064 – Plymouth MRN phase 2	Asset reconstruction and capacity improvements to support growth in the city, including access to Dockyard / naval base
A376 Exmouth – Exeter	Significant capacity constraints at Clyst St Mary roundabout and on approach to M5 Jct 30. Significant growth pressures on Strategic Road Network in peaks.
A30 – West Penzance	Safety and access measures to unlock development areas to west of Penzance
A37 Yeovil to Dorset Boundary	Substandard road inconsistent with improved standard from Dorset Boundary to South Coast.
A38 Bridgwater to Taunton	Key inter-urban growth corridor with narrow roads through settlements (e.g. North Petherton). M5 diversionary route. Plan for increased bus priority.
A38 Bridgwater: M5 J23 to Taunton Road/ Broadway	Urban growth corridor requiring junction capacity, safety, and sustainable travel improvements. Currently subject to Housing Infrastructure Bid. MRN scheme needed if HIF unsuccessful.
A358/A38 Taunton: M5 J25 to Silk Mills Junction	Urban growth corridor requiring junction capacity, safety and sustainable travel improvements. (Toneway Corridor section currently subject to Housing Infrastructure Bid. MRN scheme needed if HIF fails). Taunton Site Allocations Development Management Plan identifies several other locations where capacity improvements

Agenda Item 4

	required
A37 North-South Corridor	Inter-urban corridor for strategic traffic and connecting medium sized communities across Somerset linking into the Strategic Road Network. End-End corridor package of smaller safety and capacity enhancements.

ECONOMIC CONNECTIVITY STUDY

3 July 2019



Please note that the following recommendation is subject to consideration and determination by the Committee before taking effect.

RECOMMENDATION

It is recommended that:

- (a) Arrangements continue for the Officer Group and Senior Officers Group to progress the Economic Connectivity Study with delegated authority.

1. Introduction

This report provides a brief update on work being undertaken to develop an Economic Connectivity Study (the Study) for the South West Peninsula to support the future development of a South West Peninsula Transport Strategy and to help make future cases for sub-regional investment.

2. Proposal

The DfT recommends that STB's conduct an Economic Connectivity Study as a central part in the evidence base for sub-regional investments and the development of a Transport Strategy. However, the Study timescales mean that it is separate from the selection of Major Route Network schemes or Large Local Majors which are currently under consideration.

The Study is an opportunity to step back from day-to-day scheme development and examine the longer term strategic issues facing transport and connectivity across the Peninsula. It seeks to understand how major trends in technology, climate policy and transport behaviour may play out within the Peninsula, as well as exploring more locally specific factors such as tourism, resilience of key arterial routes, high quality environments, and changes to local demography.

'Business as usual' assumptions are flawed. The Department for Transport's TAG guidance provides assumptions that transport schemes must currently be tested against including, for example: that 55% of the car stock will still have petrol or diesel power trains by 2050 – despite a commitment to cease selling such vehicles after 2040.

This is one example of how 'business as usual' appraisal currently fails to take account of trends which are already underway and expected disruptive forces. Other behavioural trends are also reshaping transport – such as a dramatic reduction in driving licence holders among younger cohorts, and the rapid increase in home working. At the launch of the Road to Zero strategy¹, the Secretary of State for Transport, Chris Grayling said that "We expect to see more change in the transport sector over the next 10 years than we have in the previous century".

An assessment of how these issues could affect the future of transport in the South West Peninsula will be critical to developing future transport strategies and building effective future investment cases. The South West Peninsula geography is an effective scale for approaching issues such as resilience, sub-regional demographic changes and visitor spend because many of the trends identified spread beyond the boundaries of individual local authorities.

To date, the Study has collated and assessed a wide range of evidence from across the South West Peninsula and further afield. This has identified five thematic areas for which future scenarios will be explored:

¹ The Road to Zero, Next steps towards cleaner road transport and delivering our Industrial Strategy, DfT, July 2018

- **Technology disruptors** including connected and autonomous vehicles, app enabled mobility (e.g. Uber and the emerging Mobility as a Service models) and more established trends such as the growth of online retail.
- **Urbanisation** or changes in spatial patterns of activity across the Peninsula.
- **The world of work** where structural economic trends are affecting business sectors and the occupational mix against the backdrop of regional specialisms.
- **Flexible lifestyles** where people are increasingly working from home or in less structured working relationships such as the 'gig economy' and where the Peninsula has the opportunity to capitalise on digital connectivity to attract high value activities seeking a great environment and work-life balance for staff.
- **Decarbonisation** where binding targets will drive changes in the vehicle stock – and where being prepared (for example through effective planning for electric vehicles) could help to avoid future switching costs for residents and businesses.

The Study has secured access to a version of the South West Regional Traffic Model (SWRTM) from Highways England which will be used (according to the agreed rules established with Highways England) to explore how these trends may play out. The next steps for the Study will be to:

- Develop quantified future scenarios reflecting the thematic areas;
- Examine how these affect transport network demand and strengthen or weaken the case for different types of investments in different areas; and
- Make recommendations for how future trends and connectivity needs should inform the development of future transport strategy within the Peninsula.

3. Consultations/Representations/Technical Data

The Strategic Transport Challenges presentation given by AECOM at the inaugural Transport Forum in May 2019 contained discussion of some of the results of the analysis discussed above.

4. Financial Considerations

The project plan covering AECOM's work to produce the Study was submitted and approved by the Officer Group in March 2019.

5. Other Considerations

This Report has no specific equality, sustainability or legal implications that are not already covered by or subsumed within the detailed policies or actions referred to therein.

6. Summary/Conclusions/Reasons for Recommendations

The Economic Connectivity Study is an important component of the Peninsula's case for investment, supporting the evidence presented in the REB and demonstrating to Government that the Peninsula understands how future policies, technologies and behaviours will influence the way people connect and the impact of this on the sub-regional economy. With delegated authority to the Senior Officer Group, work will continue to progress the Economic Connectivity Study.

FINANCE UPDATE

End of Quarter I (2019/2020) Report

3 July 2019



Please note that the following recommendations are subject to consideration and determination by the Board before taking effect.

RECOMMENDATION

It is recommended that:

- (a) The Board note and approve the financial information as set out in this report;
- (b) The Board note and approve the request from the Peninsula Rail Task Force to absorb their remaining planned expenditure of £16,837 into the Peninsula Transport Shadow Sub National Transport Body budget.

1. Background/Introduction

This is the first quarter financial update report for Peninsula Transport. As we are only in the first quarter the actual spend to date this financial year has been limited, but that is expected to change over the next quarter when the Regional Economic Base and Economic Connectivity Study are completed. The spending commitments therefore cover most of the remaining budget.

2. Remaining budget

Peninsula Transport's remaining uncommitted expenditure is £31,398 as shown in the table below:

Total Peninsula Transport budget 2018/19 and 2019/20			£319,640
Spend to date 2018/19 and 2019/20 (including £83,480 retained fees and £16,692 actual spend)			£100,172
Remaining commitments			£188,070
Remaining uncommitted spend			£31,398

3. Anticipated Expenditure and Affordability

Prioritisation, Regional Evidence Base and Economic Connectivity Study

AECOM were commissioned last year to undertake the sifting and prioritisation exercise and provide the Regional Evidence Base and Economic Connectivity Studies. The Board is asked to note that these commitments remain within the quotes originally provided by AECOM and which were reported at the end of the last financial year.

It should be noted that STBs in the UK, in addition to those items listed above, are also producing documents setting out further their Strategic Context. It is likely that, in order to compete for national funding, Peninsula Transport will need to consider these items at a future date.

4. Peninsula Rail Task Force Request

A request has been received from the Peninsula Rail Task force (PRTF) to cover their remaining expenditure for this financial year. The planned activities include Coast Communications support with ongoing stakeholder communications, hosting a House of Commons event and a refresh of the Communications Plan, which totals £21,100 in financial year 2019/20. Of that total, £4,263 is remaining from the PRTF budget and so the request is for £16,837 to be funded out of the remaining uncommitted Peninsula Transport budget.

Although it would create a pressure on the Peninsula Transport budget, there is good rationale for managing this budget under the 'umbrella' shadow sub national transport body arrangements as it would create a small efficiency overall to the local authorities within these organisations with finance being managed by officers in a single authority rather than two (Devon County Council for PRTF and Plymouth City Council for Peninsula Transport).

Later in the year there will be a review of how communications activities will be managed / funded for both the PRTF and Peninsula Transport SSTB in 2020/21.

If the PRTF request is approved that will leave a total remaining uncommitted Peninsula Transport budget of £14,561.

5. Summary/Conclusions/Reasons for Recommendations

Board Members are asked to note that the expenditure currently planned and requested is affordable and within the overall budget, although there is very limited headroom.

COMMUNICATIONS & ENGAGEMENT

Update Report

3 July 2019

Please note that the following recommendation is subject to consideration and determination by the Committee before taking effect.

RECOMMENDATION

It is recommended that:

- (a) The Communications and Engagement report is noted.

1. Background

The Board at its meeting on 1 March 2019 approved the Communications Strategy and the proposals for the Transport Forum. This report provides an activity update for the previous quarter and a look forward to upcoming activities.

2. Communications and Engagement Update

2.1 Website

The website www.peninsulatrtransport.org.uk has been built and is live. The website helps to explain the purpose and work of Peninsula Transport and provides links to schemes, minutes, governance arrangements and news.

2.2 Social Media

The Twitter account @PensTransport is live to help share news, build awareness with stakeholders and drive traffic to the website.

2.3 Media

A media release was issued after the last board explaining about the MRN/LLM prioritisation process agreed by the board and timescales. Work has been undertaken to build links with transport publications and comment provided to Local Transport Today, alongside Western Gateway, on why two SNTBs are needed for SW region.

2.4 Brochure Leaflet

A leaflet providing information about Peninsula Transport has been produced, shared with MPs, given to key stakeholders at the Transport Forum and placed on the website.

2.5 Transport Forum

The Transport Forum was held 24 May 2019 at County Hall and chaired by Cllr Davis. There were 20 attendees from a range of transport providers and stakeholders and Cllr Coker also attended. The attendees heard about the successes achieved by the Peninsula Rail Task Force, discussed the MRN & LLM schemes and considered the key transport issues facing the South West Peninsula. The Forum agreed that Richard Stevens, Managing Director of Plymouth City Bus, would become the chair of the

Forum. A meeting of a wider Transport Forum including district, town and parish representatives along with transport user groups, walking and cycling groups as well as rail, bus, ferry, port and airport operators is planned for the Autumn.

2.6 Stakeholder briefings

A stakeholder database is being developed to help keep all stakeholders up to date with news from Peninsula Transport. MPs have been sent briefings on the work of Peninsula Transport with copies of the leaflet, links to website and details on the MRN/LLM schemes and prioritisation process.

2.7 Joint STB Communications

Conference calls have been held with 7 other extant or emerging STBs to share intelligence, communications and engagement approaches, best practice and look at joint PR/stakeholder opportunities. One example is Highways UK (6-7 November 2019) where the STBs will have a shared collaborative space, presentation slots for showcasing Peninsula Transport, publicity space to explain the Peninsula Transport proposition and an opportunity to have an expert speaker on the main stage panel debate.

3. Next Quarter

Looking forward the key activities for the next six months are to:

- Further develop the website adding more video and graphic content to illustrate the range of challenges faced and benefit to be delivered as well as beginning to build a mailing list.
- Hold a wider stakeholder event/transport forum and including the possibility of a joint event with Western Gateway.
- Build the stakeholder mailing list to keep people informed.
- Update media, MPs, stakeholders on our submission to DfT on MRN/LLM and our work on the Economic Connectivity Study
- Produce MP briefings in September in advance of the party conferences.
- Develop our public affairs agenda with clear asks and offers.

4. Financial Considerations

Costs are within the financial envelope agreed.

5. Summary

The communications and engagement activities are being delivered in line with the agreed strategy.