

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 : 27 February 2020  
Please ask for : Hannah Clark 01392 383000

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

**PENINSULA TRANSPORT SHADOW SUB NATIONAL TRANSPORT BODY**

Thursday, 5th March, 2020

A meeting of the Peninsula Transport Shadow Sub National Transport Body is to be held on the above date, at 10.00 am at Committee Suite - County Hall 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 - 8)

To approve the minutes of the meeting held on 28 October 2019 (attached).

3 Items requiring urgent attention

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

**STANDING ITEMS**

4 Peninsula Transport Update

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

5 Finance Update (Pages 9 - 10)

Report of the Finance Lead Authority on the latest financial position.

6 Communications and Engagement Update (Pages 11 - 14)

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

7 Peninsula Rail Task Force Update

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

8 Climate Change Emergency

Verbal update on the Climate Change Emergency from the Chair of Peninsula Transport Sub-National Transport Board.

9 Co-Opted Members Update

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

**MATTERS FOR DECISION**

10 Major Road Network Scheme Update (Pages 15 - 16)

Report seeking withdrawal of the A361 Glastonbury & Pilton Pinchpoints Improvements scheme from the Major Road Network priorities list.

**MATTERS FOR INFORMATION**

11 Public Participation

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

12 Dates of Future Meetings

All meetings to be held at County Hall, Exeter, EX2 4QD at 10:00am-

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)  
K Bourner (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 (Transport Forum Chair), B Watts (Western Gateway SSTB), J Whaley (Cornwall and Isles of Scilly LEP) 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 383000  
Agenda and minutes of the Committee are published on the Council's Website at <https://democracy.devon.gov.uk/mgCommitteeDetails.aspx?ID=459>

**Recording or Reporting of Meetings and Proceedings**

Anyone wishing to film part or all of the proceedings may do so unless the press and public are excluded for that part of the meeting or there is good reason not to do so, as directed by the Chairman. Any filming must be done as unobtrusively as possible from a single fixed position without the use of any additional lighting; focusing only on those actively participating in the meeting and having regard also to the wishes of any member of the public present who may not wish to be filmed. As a matter of courtesy, anyone wishing to film proceedings is asked to advise the Chair or the Officer in attendance so that all those present may be made aware that is happening.

Members of the public may also use Facebook and Twitter or other forms of social media to report on proceedings at this meeting. An open, publicly available Wi-Fi network (i.e. DCC) is normally available for meetings held in the Committee Suite at County Hall. For information on Wi-Fi availability at other locations, please contact the Officer identified above.

**Public Participation**

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](mailto: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 383000

In the event of the fire alarm sounding leave the building immediately by the nearest available exit, following the fire exit signs. If doors fail to unlock press the Green break glass next to the door. Do not stop to collect personal belongings, do not use the lifts, do not re-enter the building until told to do so.

**Mobile Phones**

Please switch off all mobile phones before entering the Committee Room or Council Chamber

If you need a copy of this Agenda and/or a Report in another format (e.g. large print, audio tape, Braille or other languages), please contact the Information Centre on 01392 380101 or email to: [centre@devon.gov.uk](mailto:centre@devon.gov.uk) or write to the Democratic and Scrutiny Secretariat at County Hall, Exeter, EX2 4QD.



Induction loop system available

## **NOTES FOR VISITORS**

All visitors to County Hall, including visitors to the Committee Suite and the Coaver Club conference and meeting rooms are requested to report to Main Reception on arrival. If visitors have any specific requirements or needs they should contact County Hall reception on 01392 382504 beforehand. Further information about how to get here can be found at: <https://new.devon.gov.uk/help/visiting-county-hall/>. Please note that visitor car parking on campus is limited and space cannot be guaranteed. Where possible, we encourage visitors to travel to County Hall by other means.

**SatNav** – Postcode EX2 4QD

### **Walking and Cycling Facilities**

County Hall is a pleasant twenty minute walk from Exeter City Centre. Exeter is also one of six National Cycle demonstration towns and has an excellent network of dedicated cycle routes – a map can be found at: <https://new.devon.gov.uk/travel/cycle/>. Cycle stands are outside County Hall Main Reception and Lucombe House

### **Access to County Hall and Public Transport Links**

Bus Services K, J, T and S operate from the High Street to County Hall (Topsham Road). To return to the High Street use Services K, J, T and R. Local Services to and from Dawlish, Teignmouth, Newton Abbot, Exmouth, Plymouth and Torbay all stop in Barrack Road which is a 5 minute walk from County Hall. Park and Ride Services operate from Sowton, Marsh Barton and Honiton Road with bus services direct to the High Street.

The nearest mainline railway stations are Exeter Central (5 minutes from the High Street) and St David's and St Thomas's both of which have regular bus services to the High Street. Bus Service H (which runs from St David's Station to the High Street) continues and stops in Wonford Road (at the top of Matford Lane shown on the map) a 2/3 minute walk from County Hall, en route to the RD&E Hospital (approximately a 10 minutes walk from County Hall, through Gras Lawn on Barrack Road).

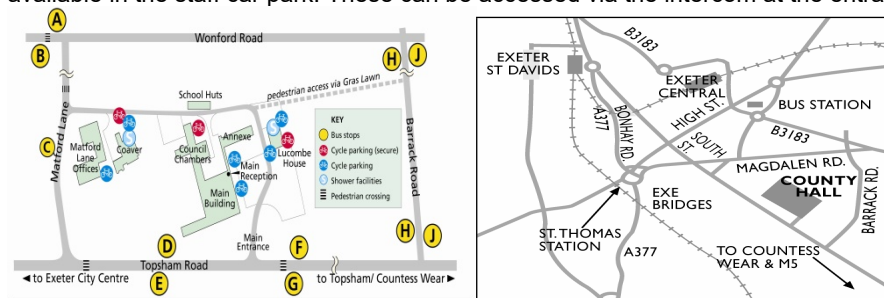
### **Car Sharing**

Carsharing allows people to benefit from the convenience of the car, whilst alleviating the associated problems of congestion and pollution. For more information see: <https://liftshare.com/uk/community/devon>.

### **Car Parking and Security**

There is a pay and display car park, exclusively for the use of visitors, entered via Topsham Road. Current charges are: Up to 30 minutes – free; 1 hour - £1.10; 2 hours - £2.20; 4 hours - £4.40; 8 hours - £7. Please note that County Hall reception staff are not able to provide change for the parking meters.

As indicated above, parking cannot be guaranteed and visitors should allow themselves enough time to find alternative parking if necessary. Public car parking can be found at the Cathedral Quay or Magdalen Road Car Parks (approx. 20 minutes walk). There are two disabled parking bays within the visitor car park. Additional disabled parking bays are available in the staff car park. These can be accessed via the intercom at the entrance barrier to the staff car park.



**NB**   Denotes bus stops

### **Fire/Emergency Instructions**

In the event of a fire or other emergency please note the following instructions. If you discover a fire, immediately inform the nearest member of staff and/or operate the nearest fire alarm. On hearing a fire alarm leave the building by the nearest available exit. The County Hall Stewardesses will help direct you. Do not stop to collect personal belongings and do not use the lifts. Assemble either on the cobbled car parking area adjacent to the administrative buildings or in the car park behind Bellair, as shown on the site map above. Please remain at the assembly point until you receive further instructions. Do not re-enter the building without being told to do so.

### **First Aid**

Contact Main Reception (extension 2504) for a trained first aider.



## PENINSULA TRANSPORT SHADOW SUB NATIONAL TRANSPORT BODY

28 OCTOBER 2019

Present:-

County Councillors

Councillors A Davis (Devon County Council), M Coker (Plymouth City Council), J Woodman (Somerset County Council)

Co-opted Members:-

I Harrison (Heart of the South West LEP), D Northey (Network Rail), D Round (Network Rail), I Parsons (Highways England), A Creedy (Western Gateway), J Whaley (Cornwall & Isles of Scilly LEP) and R Stevens (Transport Forum)

Apologies:-

Councillors G Brown (Cornwall Council) and M Morey (Torbay Council), K Bourner, D Glinos, D Ralph, A Rhind and B Wills

**24** **Minutes of the previous meeting**

RESOLVED that the minutes of the meeting held on 3 July 2019 be approved as a true record.

**25** **Items requiring urgent attention**

There were no matters raised as urgent items.

**26** **Peninsula Transport Update**

The Board considered the Report of the Technical Lead Authority on the latest progress and activities of Peninsula Transport, including the progress of the Economic Connectivity Study.

The submission of the Regional Evidence Base to the Department for Transport in July 2019 was confirmed. 6 schemes on the Major Road Network, totalling £254m, and 3 Large Local Major schemes, totalling £302m, were included as asks for investment.

On 30 September 2019, it was been confirmed in an announcement from the Department from Transport that 3 schemes supported by Peninsula Transport will receive co-development funding. These are:

- A38 (Bristol Airport access improvement)
- A38 Manadon Interchange (Plymouth)
- A374/A386/A3064 Plymouth MRN Phase 1

Discussions are continuing with the Department for Transport around co-development of the other schemes submitted with further information expected.

The next step for Peninsula Transport will be to develop a Transport Strategy. Resourcing for this has been considered, with 4 scenarios under differing levels of investment submitted to the Department for Transport. It was noted that central government funding will be needed to support the ongoing activities of the sub-national transport body.

Members heard how Peninsula Transport have been involved in a number of activities designed to engage stakeholders and raise awareness of the STB. These activities are

# Agenda Item 2

2

PENINSULA TRANSPORT SHADOW SUB NATIONAL TRANSPORT BODY  
28/10/19

ongoing, with Peninsula Transport being represented at Highways UK on 6/7 November 2019 and a Transport Forum planned for 21 November 2019 in Plymouth.

Members also heard an update on the Economic Connectivity Study, being undertaken by AECOM and Connected Economics. It is expected that this study will be complete in the next month. The study aims to consider long-term strategic issues facing transport and connectivity across the South West Peninsula, focusing on 5 key themes of decarbonisation, digitisation, urbanisation, the world of work and flexible lifestyles as well as spatial and corridor-based analysis.

Members asked whether the emissions statistics presented included all modes, and it was confirmed these are highway emissions only.

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

**RESOLVED** that

- (a) Arrangements continue for the Officer Group / Project Directors to approve the Economic Connectivity Study with delegated authority;
- (b) A Transport Strategy workshop with Members be convened to determine the next stage of work for Peninsula Transport.

27

## **Public Participation**

In accordance with the Board's Public Participation Rules, the relevant Board Members responded to 7 questions from Members of the public on the Climate Emergency.

Cabinet Members also responded orally to supplementary questions arising from the above.

The Chair thanked all the public speakers for their contributions.

*[NB: A copy of the questions and answers are appended to these minutes and are also available on the Council's Website at <https://democracy.devon.gov.uk/ieListMeetings.aspx?CId=459&Year=0>]*

28

## **Finance Update**

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

The Board heard that the expenditure planned of Peninsula Transport is currently affordable and within the overall budget. However, it was noted that currently there is not sufficient money to support a full Transport Strategy and external funding support from the Department for Transport will be necessary. The activities to date have been funded by the constituent authorities.

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

**RESOLVED** that

- (a) The financial information presented in the Finance Update Report be approved



## 29 Communications and Engagement Update

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

The Board noted that the website has been developed, with plans to make it more dynamic. In addition, the audience of the Twitter page has been building with important messages retweeted and key headlines from Peninsula Transport shared. South West Peninsula MPs are receiving regular updates from Peninsula Transport.

Members were given a demonstration of the website ([www.peninsulatransport.org.uk/](http://www.peninsulatransport.org.uk/)) and Twitter (@PensTransport) pages. The offer from Network Rail to collaborate in order to improve the rail section of the website was welcomed.

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

**RESOLVED** that

- (a) The information presented in the Communications and Engagement Update Report be approved

## 30 Peninsula Rail Task Force Update

The Board received the Peninsula Rail Task Force update from Councillor Andrea Davis, Chair of the Peninsula Rail Task Force.

The Board noted that Network Rail are investing in a number of schemes in the South West currently, in line with the existing Peninsula Rail Task Force strategy. Recent engagement activities have been well received by the local population at Dawlish. Councillor Davis also met the Minister of State with responsibility for rail, Chris Heaton-Harris and thanked him for the flood alleviation works at Cowley Bridge. Government's commitment to reduce CO2 emissions by 2050 and the role that rail would play in this was also discussed. Cllr Davis also invited him to visit the South West.

## 31 Co-Opted Members Update

The Board received verbal reports from the Co-opted Members on matters of interest arising from their respective organisations.

The Board also received a presentation from Network Rail covering a strategic rail planning update. It was noted that Sunday 15 December 2019 sees a large scale timetable change, as a result of a number of infrastructure changes between Paddington and Penzance. In addition, there is a proposal for a phased approach to strategic planning across the Peninsula geography, with studies responding to PRTF strategic themes in set localities. The West of England study is underway and due to be complete by March 2020.

The Board also heard that works at Barnstaple have commenced, whilst works at the junction east of Taunton and the completion of works at Whiteball Tunnel will be undertaken on 9 – 14 November. Travel information is available at [www.GWR.com/taunton](http://www.GWR.com/taunton) with information about the work itself at [www.networkrail.co.uk/somerset](http://www.networkrail.co.uk/somerset)

The Board were advised that work is underway at Dawlish, with work planned to complete in Spring 2020 and design work is continuing for the next section towards Dawlish Warren. The Parsons Tunnel – Teignmouth team are planning a second round of consultation, with details being worked up currently.

The Department for Transport provided an update which highlighted that there have been a number of investment announcements from the Department for Transport including the Major

# Agenda Item 2

4

PENINSULA TRANSPORT SHADOW SUB NATIONAL TRANSPORT BODY  
28/10/19

Road Network schemes and the 'First Steps in a Bus Revolution' includes the new 'Superbus' networks, starting with Cornwall, and focusing on fares, frequency and priority.

Western Gateway advised that they are looking at the next steps for the STB and working on a rail strategy. There has been dialogue with the Department for Transport about the schemes submitted to the Major Road Network (MRN) and Large Local Majors (LLM) funds. It was also noted that Western Gateway will also be at Highways UK in November 2019.

Highways England reported that they were asked to comment on MRN and LLM schemes that were submitted, with a focus predominantly on those closest to the Strategic Road Network (SRN). It was noted that there is a desire to work closely with the co-development of successful schemes where it impacts the SRN.

Cornwall and the Isles of Scilly LEP are continuing to work with colleagues at Cornwall Council on drawing up a long list of projects.

Heart of the South West LEP advised that they are continuing to work on the Local Industrial Strategy, with a slot provided at the Transport Forum in November.

Members discussed and asked questions on the importance of the rail connectivity between Taunton and Bristol and the decarbonisation of the railway.

## **32 Future of Mobility Regulatory Review**

The Board received apologies from the Centre for Connected and Autonomous Vehicles. A note was provided to the Board Members which highlighted that the Department for Transport are planning to launch a call for evidence in Autumn 2019 as part of the Future of Mobility Regulatory Review. There is an intention that sub-national transport bodies will be engaged in this process. As such, it is intended that a half day workshop will be arranged for Members to discuss the Future of Mobility Regulatory Review. Dates will be circulated with Taunton as a suggested venue.

## **33 Dates of Future Meetings**

Board Members noted the dates of future meetings as:

5 March 2020  
4 June 2020

All meetings to be held at County Hall, Exeter, EX2 4QD at 10:00am.

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

The Meeting started at 2.00 pm and finished at 4.00 pm

# PUBLIC PARTICIPATION QUESTIONS & STATEMENTS

28 October 2019

## 1. QUESTION FROM MARGARET TURNER (IN ATTENDANCE)

How, in light of the Parliament's declaration of a Climate and Environmental Emergency, can you justify building more roads to service airport expansion – rather than putting money into much improved and extended provision for cyclists?

### REPLY BY COUNCILLOR BROWN

Earlier this year, the Government asked Sub National Transport Bodies to submit schemes for improvements to the Major Road Network (defined as the economically most important A roads in the country). This funding is ring-fenced from the National Roads Fund, therefore was not available for cycling schemes, although a number of the schemes submitted by the Peninsula Transport STB for the Major Road Network included improved walking and cycling infrastructure. The schemes submitted by the Peninsula are listed below:

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

Peninsula Transport also supported a cross-boundary scheme submitted by Western Gateway STB to improve access to Bristol Airport via the A38. Connections to Bristol Airport are vital to the South West Peninsula. The scheme will remove pinchpoints and provide additional capacity both close to Bristol Airport and along the A38 from South Bristol, through North Somerset, to the M5 at Junction 22 in Somerset, and ensure the route is resilient to planned housing and economic growth.

## 2. QUESTION FROM HELENA WHITTEN (NOT IN ATTENDANCE)

How many towns and cities in the Southwest region does the Peninsula Transport Body plan to make car-free by 2030, in order to play a part in complying with the Climate Emergency plans made by many of the local councils across the area?

### REPLY BY COUNCILLOR BROWN

Peninsula Transport are in the process of starting the initial work to develop a Strategic Transport Strategy for the South West Peninsula. As such, details such as this have not yet been determined.

## 3. QUESTION FROM MAURICE SPURWAY (NOT IN ATTENDANCE)

In view of the fact that the most important issue of our time is the Climate and Ecological Emergency, declared by most of the Local Authorities covered by the Peninsula area, could the purpose of this group be changed as follows; "The purpose of the Shadow Sub-National Transport

*Body for the South West Peninsula will enable more effective engagement between the partner authorities and the Department for Transport about strategic transportation investments linked to the requirements of the Climate and Ecological Emergency”?*

## **REPLY BY COUNCILLOR BROWN**

The primary purpose of Sub-National Transport Bodies is to enable more effective engagement between the partner authorities, transport industry stakeholders and the Department for Transport in relation to all issues associated with strategic transport investment in the area. It is considered that this includes the requirements of the Climate Emergency.

### **4. QUESTION FROM PHILIP WEBBER (NOT IN ATTENDANCE)**

Expanding an airport and aiming for greater road capacity is NOT consistent with the urgent need to combat an impending climate and ecological emergency caused by excessive fossil fuel use. This being the case what does the transport body propose to do to deal with this conflict? IE there appears to be a direct conflict between the aims and objectives of the Transport Body as constituted and the need for a radical review of policy. I would suggest that the body should abandon any support for airport expansion and any road building representing an increase in overall capacity (some bypass schemes being exempt) and that measures such as greater pedestrianisation in towns, expansion of pavement provision in rural areas, greater extent of cycle way, electric bicycle and electric vehicle charging points be supported.

## **REPLY BY COUNCILLOR BROWN**

Peninsula Transport are in the process of starting the initial work to develop a Strategic Transport Strategy for the South West Peninsula. As such, the STB aims and objectives regarding the Climate Emergency have not yet been determined but are likely to form a significant consideration.

It should be noted that the STB is established to provide a clear mechanism for Government and a broad range of stakeholders to engage with the South West Peninsula authorities on strategic transport investment matters and how this supports economic and employment growth

Local transport investment policies will continue to be determined by the individual authorities.

### **5. QUESTION FROM PETER SCOTT (NOT IN ATTENDANCE)**

Expanding an airport and aiming for greater road capacity is NOT consistent with the need to combat an impending climate and ecological emergency caused by excessive fossil fuel use. In this case what does the transport body propose to do to deal with this conflict?

## **REPLY BY COUNCILLOR BROWN**

Peninsula Transport are in the process of starting the initial work to develop a Strategic Transport Strategy for the South West Peninsula. As such, the STB aims and objectives regarding the Climate Emergency have not yet been determined but are likely to form a significant consideration.

### **6. QUESTION FROM GEORGE CURRY (NOT IN ATTENDANCE)**

In the light of the climate emergency does the authority have reduction of carbon emissions as the driver behind all its policies and transport plans? If so what is the baseline data for carbon transport emissions in the Peninsula and what are the annual targets for emission reduction,

bearing in mind that at present transport is the only source of carbon emissions that is still rising in Devon?

**REPLY BY COUNCILLOR BROWN**

Peninsula Transport are in the process of starting the initial work to develop a Strategic Transport Strategy for the South West Peninsula. As such, the STB aims and objectives regarding the Climate Emergency and carbon emissions have not yet been determined.

The work on the Economic Connectivity Study will include establishing baselines in a number of key areas, and will include an understanding of how major trends, including environmental factors, will impact transport investment for the future.

**7. QUESTION FROM ANNE BENTHAM (IN ATTENDANCE)**

Having looked at your past minutes, climate breakdown and the ecological degradation does not appear to have been a priority for discussion at your meetings. The Economic Connectivity Study report presented for the meeting on 28th October 2019 addresses climate breakdown by including paragraphs about "decarbonisation".

The emerging results from the connectivity study presented in the agenda for the meeting states that "Goals for transport carbon reduction in the Peninsula are therefore unlikely to be met unless urgent and significant new action is taken to accelerate carbon reduction".

Please can you say what you are doing differently and explain your plans with respect to urgent and significant new action to accelerate carbon reduction?

**REPLY BY COUNCILLOR BROWN**

Peninsula Transport are in the process of starting the initial work to develop a Strategic Transport Strategy for the South West Peninsula. The Economic Connectivity Study is one of the first workstreams to be developed that will help inform the Transport Strategy by considering 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 through the consideration of different scenarios. It does not make recommendations for what future actions should be implemented to accelerate carbon reduction; these have not yet been determined by Peninsula Transport.

# Agenda Item 2

## FINANCE UPDATE End of Year (2019/2020) Report

5 March 2020



**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 end of year financial information for 2019/20 as set out in this report;
- (b) The Board approve the budget for 2020/21

#### 1. Background/Introduction

This end of year financial report reflects the rapid progress of work completed within 2019/20. Last July saw the completion of the Regional Evidence Base and the submission to the Department for Transport (DfT) of our Prioritised schemes. Two Peninsula Transport schemes and one joint scheme with Western Gateway were selected to progress to Outline Business Case by the DfT, out of only seven selected nationally. Last financial year also saw the preparation of the Economic Connectivity Study and the beginning of the work on the Peninsula Transport Regional Strategy. We also held the first joint Peninsula Transport and Western Gateway STB Stakeholder meeting in Taunton which was well received.

This paper also sets out the contributions for 2020/2021, as agreed between the partner authorities for formal approval.

#### 2. Main Text/Proposal

##### Financial Contributions

The parties financial contributions from the date of the establishment of Peninsula Transport STB (5th November 2018) through to 31st March 2020 are set out in table 1 below.

**Table 1: Financial contribution from the Constituent Authorities**

Name of Party	Type of Authority	Population	% cost share	Budget
Cornwall Council	Unitary	536,000	23.9%	<b>£76,480</b>
Devon County Council	County	779,000	34.7%	<b>£111,040</b>
Plymouth City Council	Unitary	262,400	11.7%	<b>£37,400</b>
Somerset County Council	County	530,00	23.6%	<b>£75,520</b>
Torbay Council	Unitary	134,400	6.0%	<b>£19,200</b>
<b>Total</b>		<b>2,241,800</b>	<b>100%</b>	<b>£319,640</b>

## Budget position to March 2020

The overall budget position is positive with anticipated expenditure to the end of March £305,734 leaving £13,906 to carry forward to next year. This means the work of the STB has remained within the £319,640 budget.

All work stream estimates have remained within or under the agreed budget from our technical support organisation AECOM and our Communications support organisation Seashell Communications. In addition we have incorporated the costs of communications for the Peninsula Rail Task Force.

An additional cost has been incurred for the programme and co-ordination management of the work streams to date, but this has been accommodated within budget.

It was agreed at the outset of the STB that each of the technical leads would retain an amount to undertake the internal activities associated with their technical work-stream. It was noted that these were an estimate at the time and could be subject to change. The actual cost of retained fees has come in lower than anticipated.

## Budget position for approval for 2020/2021

Table 2 sets out the budget for approval for 2020/21 and the proposed retained fees.

**Table 2: financial contributions from the Constituent Authorities**

Name	Lead Area	20/21 Financial Contributions	retained fees 2020/21	Total
Cornwall Council	Technical Lead	£38,240	£3,240	£35,000
Devon County Council	Administrative Lead	£55,520	£6,500	£49,020
Plymouth City Council	Financial Lead / Communication & Engagement Lead	£18,700	£2,700	£16,000
Somerset County Council	Governance Lead	£37,760	£5,000	£32,760
Torbay Council	Technical Support	£9,600	0	£9,600
<b>Total</b>		<b>£159,820</b>	<b>£17,440</b>	<b>£142,380</b>

It should be noted that all the STBs in England are setting out further their Strategic Context and have set out a financial ask to the Department for Transport (DfT). Peninsula Transport has also put forward a financial proposal to the DfT and we await the outcome of that proposal.

### 3. Reasons for Recommendations

Board Members are asked to note that the expenditure to date has been affordable and within budget.

Board Members are asked to approve the end of year financial information and the budget for 2020/21 for the STB operational costs and the preparation of the regional strategy. The exact nature of the work programme will depend on the DfT response to our financial ask.



## COMMUNICATIONS & ENGAGEMENT

Update Report

5 March 2020

***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 in March 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](http://www.peninsulatrtransport.org.uk) has been live since May 2019. The website helps to explain the purpose and work of Peninsula Transport and provides links to schemes, minutes, governance arrangements and news. To counter a perception that Peninsula Transport is just focused on roads a new section has been added on rail linking through to the peninsula Rail Taskforce website. To help people gain a greater understanding of STBs generally links to the other STBs (such as Transport for the North and Midlands Connect) have been added.

Our ongoing engagement with stakeholders is documented on the website with information and photos from Transport Forum events.

News of events, announcements and reaction to ministerial announcements are also posted on the website and shared on social media.

##### **2.2 Social Media**

The Twitter account @PensTransport is used to help share news, build awareness with stakeholders and drive traffic to the website. In addition to news the social media account has been used to live tweet from events. The account is also used to share information from other stakeholders such as the Peninsula Rail Task Force, Great South West APPG, DfT and Network Rail Resilience Forum. This has started to build engagement with a range of audiences.

##### **2.3 Media**

Regular news items are posted on the website, sent to local media and comment given to reporters as and when appropriate such as welcoming announcements on additional transport funding.

##### **2.4 Publications**

Our leaflet on the work of Peninsula Transport is given out at Transport Forum events and is available on the website. The summary version of the Economic Connectivity Study is being finalised.

## 2.5 Transport Forum

The Transport Forum held on 21 November 2019 in Plymouth attracted over 20 representatives from the core stakeholder group. There were presentations from AECOM on the Economic Connectivity Study, from Heart of the South West LEP on the Local Industrial Strategy and then a series of round tables were held looking at key themes. A further Transport Forum with core stakeholders is planned for 19 March 2020 and a full stakeholder event looking at the wider set of stakeholders with a focus on the emerging Transport Strategy themes is being planned for May/June. These events are helping us build a database of stakeholders who are interested in the work of Peninsula Transport.

## 2.6 Stakeholder briefings

MPs are sent regular briefings on the work of Peninsula Transport. Letters have been sent from the Peninsula Transport Chair welcoming the new Ministers and Parliamentary Under Secretaries of State within the Department for Transport and providing information on the work of Peninsula Transport to date. A letter was also sent welcoming the new Chancellor for the Exchequer and pressing the case for funding on key Peninsula Transport issues.

## 2.7 Joint STB Communications and events

Regular teleconferences have been undertaken with the Communication leads for the other Sub-National Transport Bodies (Transport for the North, Midlands Connect, Transport for the South East, Transport East, Western Gateway, England's Economic Heartland) to discuss approaches to areas of shared interest. We joined the other STBs with a successful shared hub space at Highways UK in Birmingham on 6/7 November 2019 with senior officers delivering presentations and a shared exhibitions space. We contributed to a joint video with the other STBs which was played at the event and is on our website. We gave out leaflets about the work of Peninsula Transport and made a number of new contacts with key stakeholders such as rail freight. We have agreed to take a similar approach with other STBs to the Innovation & Technology in Transport conference at Farnborough on 13/14 May. We have also agreed joint messaging between STBs on the key role the organisations play.

## 3. Next Quarter

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

- Continue to develop the website adding more video and graphic content to illustrate the range of challenges faced and benefit to be delivered.
- Hold the core stakeholder Transport Forum on 19 March 2020 in Exeter and the wider stakeholder event in May/June
- Further build the stakeholder mailing list to keep people informed.
- Produce MP briefings in March following this meeting to provide an update
- Develop our public affairs agenda with clear asks and offers for 2020 as well as working closely with the newly formed Great South West APPG.

#### **4. Financial Considerations**

Costs are within financial envelope agreed.

#### **5. Summary**

The Communications and Engagement are being delivered in line with the agreed strategy.



## MAJOR ROAD NETWORK

Glastonbury and Pilton MRN Scheme

5 March 2020

***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 Peninsula Transport Board removes the Glastonbury and Pilton MRN scheme from its list of agreed Major Road Network investment priorities.

#### **1. Background/Introduction**

Somerset County Council has requested withdrawal of the Glastonbury and Pilton Major Road Network (MRN) scheme from the list of schemes prioritised by the Peninsula Transport Sub-National Transport Body. Somerset County Council will withdraw the associated expression of interest and strategic outline business case for scheme funding which has been submitted to the Department for Transport (DfT).

#### **2. Main Text/Proposal**

At its Board meeting on 1 March 2019, the Peninsula Transport Shadow STB Board approved a shortlist of MRN and Large Local Major (LLM) schemes including “A361 Glastonbury Bypass and Pilton” as one of the shortlisted schemes arising from the development of a ‘regional evidence base’ required by Government.

At its Board meeting on 3 July 2019 the Shadow STB agreed a prioritised list of schemes which was then submitted to the DfT at the end of July 2019, including the Glastonbury/ Pilton scheme as the 5th priority.

In January 2020 DfT requested that MRN scheme promoters confirm local community and political support for schemes. Recent correspondence with Glastonbury Town Council, the Local MP and other residents regarding the scheme has shown that there is now local community and political concern about the notion of bypass solutions for the pinch points on this route. The Council considers that it is highly unlikely that the scheme can realistically progress any further or be deliverable without a high level of community and political support, and rather than leave any uncertainty or ambiguity about the situation it is recommended that the proposals are formally withdrawn. The Council would wish to avoid a situation where any community, individual or business interest is adversely affected due to uncertainty about whether there will be a scheme and what the potential route alignments may be.

#### **3. Options/Alternatives**

The other option would be to await feedback from the DfT on the scheme before deciding on a way forward. It is not guaranteed that any feedback will lead to a definitive position, so withdrawal of the scheme by the promoting authority would remove the chance of any ambiguity about the situation.

## **4. Consultations/Representations/Technical Data**

The original scheme prioritisation emerged from a co-development process between the local authority partners across the Peninsula Transport area. It was not considered appropriate to undertake public consultation on the prioritisation criteria which are broadly aligned with Government business case requirements for road schemes. Public consultation is due to take place on each MRN scheme at an appropriate point in the development of the scheme prior to selecting a preferred option.

## **5. Financial Considerations**

There are no financial implications for the Peninsula Transport budget. Responsibility for financing scheme development currently rests with the Local Authorities promoting individual schemes.

## **6. Environmental Impact Considerations**

Somerset County Council has considered the environmental impact in taking its formal decision to withdraw these proposals. No significant impacts were identified.

## **7. Equality Considerations**

Somerset County Council has undertaken an equality impact assessment in taking its formal decision to withdraw these proposals. No significant impacts were identified.

## **8. Legal Considerations**

No legal implications have been identified. No statutory processes with respect to scheme development had commenced.

## **9. Risk Management Considerations**

There are no financial risks to the Peninsula Transport Budget in withdrawing the scheme. Reputational risk is considered to be neutral since there is apparent local opposition to the scheme but also a history of requests to resolve the problems at this location.

## **10. Public Health Impact**

Somerset County Council has considered the health and wellbeing implications in taking its formal decision to withdraw these proposals. No significant impacts were identified.

## **11. Summary/Conclusions/Reasons for Recommendations**

It is recommended that the Board supports Somerset County Council's view as scheme promoter that it is highly unlikely that the scheme can realistically progress any further or be deliverable without a high level of community and political support.