
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 : 29 September 2022
Please ask for : Jamie Hulland 01392 383000

Email: jamie.hulland@devon.gov.uk
:

PENINSULA TRANSPORT SHADOW SUB NATIONAL TRANSPORT BODY

Thursday, 6th October, 2022

A meeting of the Peninsula Transport Shadow Sub National Transport Body is to be held on the above date, at 10.00 am at Microsoft Teams to consider the following matters.

JAN SPICER
Interim Chief Executive

A G E N D A

PART 1 - OPEN COMMITTEE

1 Apologies for Absence

2 Minutes of the previous meeting (Pages 1 - 4)

To approve the minutes of the meeting held on 12 July 2022.

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

Verbal update of the Programme Lead on the latest progress and activities of Peninsula Transport.

5 Public Transport Review (Pages 5 - 8)

Report on the review of transport in the south west and the current public transport service in the peninsula.

Verbal update and short presentation from Mel Watson on Cornwall Bus Fares Pilot.

6 Carbon Transition Study (WP06) (Pages 9 - 14)

Report of the technical consultants seeking approval of the final Carbon Transition Study by the Board.

7 Finance Update (Pages 15 - 16)

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

8 Communications and Engagement Update (Pages 17 - 20)

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

MATTERS FOR INFORMATION

9 Peninsula Rail Update

Verbal update from the Peninsula Rail Task Force (PRTF) Chair and Network Rail on recent activities.

Network Rail to update on Control Period 7 planning process and programme.

10 National Highways Update

Presentation from National Highways on the Route Strategies and RIS3 process.

11 Co-Opted Members Update

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

12 Public Participation

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

13 Dates of Future Meetings

All meetings will be held digitally via Microsoft Teams until further notice:

8 December 2022 (10:00)

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

14 Exclusion of the Press & Public

RECOMMENDATION 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.

15 Finance Update: Itemised Expenditure Estimate for 2021/22 Financial Year

Finance Lead Authority to report.

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 J Drean (Plymouth City Council), P Desmonde (Cornwall Council), M Morey (Torbay Council), M Rigby (Somerset County Council), 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), 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), J Whaley, B Wills (Department for Transport), S Coghlan and E Wilson (Western Gateway). |
| 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 |
| 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 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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Mobile Phones

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Induction loop system available

NOTES FOR VISITORS

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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).

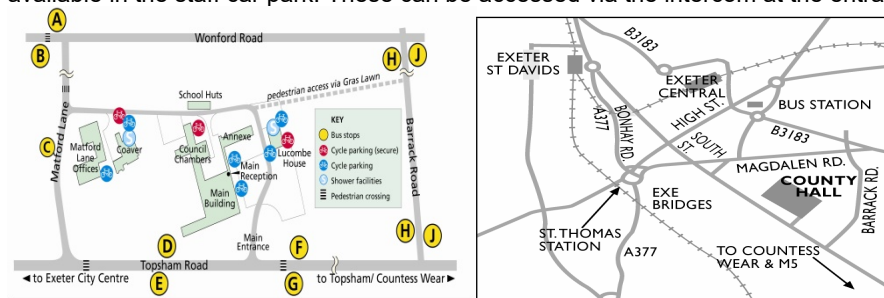
Car Sharing

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>.

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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

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First Aid

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

PENINSULA TRANSPORT SHADOW SUB NATIONAL TRANSPORT BODY

12 JULY 2022

143 Minutes of the previous meeting

It was **PROPOSED** by Councillor Drean and **SECONDED** by Councillor Drean that the minutes of the meeting held on the 7 April 2022 be approved as a true record.

144 Items requiring urgent attention

There were no matters raised as urgent items.

145 Peninsula Transport Update

The Board heard an update on the progress of Peninsula Transport and the indicative dates of work package sign off dates.

- Carbon Transition Study, WP06: draft report circulated to Board Members, Directors and Co-Opted Members for comment. Final report expected at the October 2022 Board Meeting.
- Technology and Electric Vehicles, WP07: final report almost ready for comment, sign off expected October 2022 Board Meeting.
- Rail Strategy, WP08: currently working to make it more Peninsula specific and incorporate more regional data. Final report expected October 2022 Board Meeting.
- Freight Strategy, WP09 and Rural Mobility WP10: formal sign off expected in today's Board Meeting.
- International Gateway, WP12: work ongoing, final report expected at December 2022 Board Meeting.
- Strategic Implementation Plan (SIP). WP17: initial baselining work commenced and currently engaging with work package leads.
- Rail Mobile Connectivity, WP23: expected to be completed imminently.
- Alternative Fuels for Freight, WP25: technical report expected to be completed in the summer.

The WP04 vision and consultation report is ready to publish, it is currently waiting graphic updates and looking to get it on the website as soon as possible.

The outputs of the Corridor Study completed earlier in the year will be incorporated into the strategy and strategic implementation plan.

146 Business Plan 2022/23

The Board received a presentation on the summary of the proposed business plan, and it was circulated ahead of the meeting for comment. The business plan considers key policy agendas as identified by Baroness Vere and uses the evidence base collated so far. Peninsula Transport wants to make the evidence base available and accessible in order to support Local Authorities with their local plans and levelling up agendas. The business plan also recognises the key role that Peninsula Transport has in representing the Peninsula. The 2022/2023 Framework Plan covers five key areas (public transport, electric vehicles, rural mobility, decarbonisation and freight) and shows the individual work packages feeding into both the strategic implementation plan and the transport strategy. It also shows the funding breakdown highlighting the available budget, how it will be spent and the allocation of funding to each of the key theme areas.

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Resourcing also presented for the resourcing for Peninsula Transport going forward which included keeping the Technical Director and Programme Director in place. It also included creating a pool of seconded technical and strategic staff to help broaden the STBs (Sub National Transport Board) capability and enable programme delivery to stay on target.

The Department for Transport (DfT) reported that the business plan follows Baroness Vere's direction and vision of what STBs will be doing over the next 12 months. DfT will need the business plan to be submitted this week if ministerial clearance can be achieved before summer recess.

It was also noted that Levelling Up needs to be a theme through the SIP and transport strategy work.

It was **PROPOSED** by Councillor Drean, **MOVED** by Councillor Davis and **SECONDED** by Councillor Morey that the information be noted.

147 **Freight Strategy (WP09)**

The Board received a verbal update on the Freight Strategy. It was discussed that the Freight Strategy has been updated as per comments and feedback from the April Board Meeting. The Strategy now recognises that the Southwest and Peninsula are in a unique situation for the freight industry due to the distances involved and limited options for routing. There is a substantial amount of technical information and evidence that sits behind this strategy. Small working groups will be set up with industry partners to take interventions forward in partnership as well as the initial Freight Steering Group Meeting taking place later this week.

It was **PROPOSED** by Councillor Drean, **MOVED** by Councillor Davis, **SECONDED** by Councillor Morey and **RESOLVED** that the Freight Strategy is approved and signed off as complete.

148 **Rural Mobility Study (WP10)**

The Board received a verbal update on the Rural Mobility Study. Since the April Board Meeting the strategy has been improved with greater focus on the Peninsula and its specific needs and specific context around the socio-economic diversity of the rural settlements across the Southwest. The next step recommendations have been refined to allow for more flexibility of the pilot scheme locations and settlement types. The next steps will now focus on developing the pilot schemes into live trials and exploring opportunities for securing funding to support the delivery of the pilot schemes.

The Heart of the South West LEP are interested in seeing how the next steps relating to the pilot schemes and live trials are progressed. The Chairman has asked that they are both kept informed on how this develops.

It was also noted that the trials include local authority, community and private sector led trials and asked if there were examples of private sector led trials from elsewhere.

It was **PROPOSED** by Councillor Davis, **MOVED** by Councillor Davis and **SECONDED** by Councillor Morey.

149 **Finance Update**

The Board was given a verbal update from the Finance Lead Authority on the latest financial position.

The Board noted that there was limited change since the April Board Meeting. The current budget for the STB is £1,180,000 and the current spend to date is £86,000. The spend to date is expected to step throughout the year and all activities remain affordable.

150 Communications and Engagement Update

The Board received a Report of the Communications and Engagement Lead Authority recommending for the Board to note the Communications and Engagement Report.

It was noted that since the April Board Meeting, key activities have included: the STB Conference, supporting National Highways with the A358 communications including a regional voice video, promotional material for the Freight Strategy and Rural Mobility Study, improving Social Media engagement and LinkedIn as a new channel.

The STB Conference was held in May 2022 and a considerable amount of effort went into promoting the event and preparing the materials. The focus for Peninsula Transport was highlighting the uniqueness of the Peninsula and showcasing its opportunities, as well as the key investment opportunities. There was also a Ministerial address by Andrew Stevenson who highlighted local and regional partnerships are key to delivering government priorities.

Social Media has been a main focus since the April Board Meeting. Coverage of the STB Conference boosted engagement figures. Looking to mirror this in work coming forward through a social media plan which includes using LinkedIn as a new channel to help with more effective engagement.

The next steps for Communications and Engagement remains largely unchanged as waiting for the Work Packages to come forward and publish the Business Plan, Freight Strategy and Rural Mobility Study.

The Board thanked Becky Appleby and colleagues at Coast Communications for their role and hard work in putting together a good profile for the STB Conference.

151 Peninsula Rail Update

The Board received a verbal update from the Peninsula Rail Task Force Chairman (PRTF).

The Board heard that in May they met with the Secretary of State for Rail to discuss decarbonisation, mobile connectivity, capacity of Waterloo Line and Restore Your Railway (RYR) projects including Cullompton and Wellington Stations, and the reopening of the Tavistock to Plymouth line. This was also an opportunity to showcase a range of rail projects happening across the South West.

152 Co-Opted Members Update

The Board received updates from the Co-Opted Members covering matters of interest arising from their respective organisations.

Network Rail gave an update that there is a strong passenger recovery in the South West that is largely driven by the leisure market. Timetable updates have been introduced in May 2022 which included restoration of omicron service reduction and hourly services from Okehampton. Strike action has impacted the services with demand falling by 80% on strike days. The South West Rail Resilience Programme (SWRRP) in continuing with Phase 1 completed, Phase 2 Dawlish Sea Wall nearing completion, Phase 3 work is underway and Phase 4 funding was announced by Rail Minister in April. The Peninsula Rail Corridor Study is progressing with a draft report due in late July 2022.

The Board asked questions regarding battery trials and examples across the country. The Board has requested a further update on Phase 5 of the SWRRP.

Department for Transport shared a verbal update stating that there has been a change in the ministerial team at DfT and Trudy Harrison has been promoted to Minister of State. There

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is also an internal restructure occurring with all area leads being brought into one division. Chris Boardman has been confirmed as the Active Travel Commissioner. The Local Authority Decarbonisation Toolkit has been released and will be updated on a periodic basis. The Local Transport Plan Guidance will be consulted on over the summer with the final report released over the Autumn and Local Authorities expected to have updated their Local Transport Plans by Spring 2024.

The Board asked for some clarification over the release date of the Local Transport Plan Guidance as well as if there will be a rural design guide for active travel and for a further update on the Levelling Up Fund Portal.

National Highways shared some of their recent work. The initial report on the Strategic Road Network Masterplan will be released in Autumn as well as the draft route strategies. They are also taking forward early development work on RIS pipeline schemes and wider portfolio options for the DfT to consider in Peninsula area. The A38 Trerulefoot to Carkeel consultation is currently live until the end of July. Also developing thematic work to promote good design of the network which includes publication of guidance for project teams, case studies and National Highway case studies showing successes and lessons learnt.

Heart of South West shared that they have been working on marine and aviation sectors. Regarding the marine sector, they have been working in Plymouth on marine autonomy and decarbonisation. In regard to aviation, work has been undertaken to try and reach decarbonisation by 2050 and the LEP Sustainable Aviation Board is showing potential for South West to offer itself as a future aviation test environment.

The Board noted that there is a lot of regional flights in the South West with a lot of technology being considered for alternative fuels for aviation.

153 **Public Participation**

The Board received 13 questions from a member of the public. The Chairman offered to give a written response to all the questions given.

The speaker summarised their question and introduced their points regarding bus services.

The Chairman thanked the speaker for their participation and reiterated the importance of buses to the Peninsula transport system.

154 **Dates of Future Meetings**

Board Members noted the dates of future meetings as:

6 October 2022
8 December 2022

All meetings to be held digitally, via Microsoft Teams.

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 Time Not Specified and finished at Time Not Specified

PUBLIC TRANSPORT REVIEW

Overview of Technical Work

26 September 2022

Please note that the following recommendation/s is/are subject to consideration and determination by the Board before taking effect.

RECOMMENDATIONS

It is recommended that:

- (a) The Board notes the initial findings of the Public Transport Network Review as approved within the Business Plan for 2022/23
- (b) Officers are delegated to take the key recommendations and interventions and develop plans for implementing these through further work at the STB level and also supporting Local Authorities in implementing their Bus Service Improvement Plans (BSIPs).

1. Background/Introduction

Peninsula Sub-national Transport Body (STB) commissioned a Public Transport Level of Service Review in August 2022 in order to rapidly obtain a picture from the user perspective of the public transport network, in particular the bus network, across the Peninsula area. This review is intended to be a 'user-focused' appraisal of the passenger experience across the Peninsula, identifying areas of best practice, particularly good service or examples of innovation. The review is intended to highlight some practical 'next steps' for the STB to consider incorporating into future plans at a Strategic level. The aim is to make the user/passenger the centre of the public transport service, with good quality information and an easy and efficient network through which to travel across the peninsula area.

The review has consulted operators, transport authorities, user groups and passengers in order to gain a full understanding of the current public transport network conditions in the peninsula. The review has also considered the BSIPs across the five authorities.

2. Overview of Review Findings

The review has considered ticketing, service frequency, information, vehicle types, and reliability primarily across the bus network in the peninsula.

With regard to ticketing, a review of arrangements across the area, and the current need to purchase individual tickets for each leg of a public transport journey within large parts of the peninsula area. This has journey cost, convenience and efficiency implications.

Service frequencies and accessibility of areas across the peninsula have also been considered, particularly in rural communities, to consider how viable public transport is as a mode for all residents, employees and visitors in the STB area.

The review has found significant variation from the user perspective across the peninsula area, particularly in rural locations where some locations may be well served by the bus network across the day whilst others are only provided with one or two bus services per week. The network itself is comprehensive, however the service on that network varies considerably.

Full details of the review will be provided in the accompanying report.

In summary, the review has found a number of areas of best practice that have the potential to be implemented more broadly:

- Interoperable ticketing to enable one single ticket covering a full journey, ideally including rail services where applicable. This enables complex journeys to be undertaken as simply as possible. Interoperable ticketing has been established on bus services in Cornwall since 2021.
- Capped fares across the STB geography, simplifying the experience for passengers as well as offering value for money. Capped ticketing is in operation in Cornwall and a pilot scheme for a national maximum bus fare is proposed for January 2023.
- Coordinated timetabling between rail and bus services to ensure that journeys can be as efficient as possible, particularly in areas where frequencies on both rail and bus are relatively low.
- Provision of clear and accessible journey information and marketing across the peninsula area, providing consistency and ease of understanding for all users, wherever they start or finish their journey. Examples of easy to access public transport portals and apps are available across the country.

The full review sets out locations and examples of where some or all of the above are in operation and also points to how these may be rolled out more widely. In addition, smaller scale more detailed interventions are identified that may also be considered by operators and local authorities.

3. Next steps

The review identifies a series of potential interventions and initiatives that could be rolled out across the Peninsula area. The next steps will be for the STB to facilitate collaboration and coordination between operators to make relatively simple improvements to ticket and service operations. These improvements will provide a noticeable improvement for passengers and significantly improve consistency of service across the area.

The STB will look to engage with operators and Local Authorities to enable best practice sharing and identify opportunities for improvements. A focus on consistent information provision and marketing will be part of this.

4. Financial Considerations

The cost of commissioning the Bus Network Review is from allocated funds from the DfT.

5. Environmental Impact Considerations

There are no environmental considerations associated with this paper.

6. Equality Considerations

There are no specific equality considerations associated with this paper. An Executive Summary has been developed to be accessible for all.

7. Legal Considerations

There are no specific legal considerations associated with this paper.

8. Risk Management Considerations

The Peninsula Transport Programme Management Group reviews risk and assigns the required mitigation actions across the Peninsula Transport work packages on at least a monthly basis. The group reports monthly to the DfT in compliance with the terms of the DfT's funding support letter.

9. Public Health Impact

There are no public health impacts associated with this paper

10. Reasons for Recommendations

The recommendation is proposed so that the examples of best practice of the Public Transport Network Review can be taken forward and explored with operators and Local Authorities in a timely way and achieve improvements to the public transport passenger experience across the STB area over the next year.

WP06 CARBON TRANSITION STRATEGY

WP06 Draft Carbon Transition Strategy

6th October 2022

Please note that the following recommendation/s is/are subject to consideration and determination by the Board before taking effect.

RECOMMENDATION

It is recommended that:

- (a) The Board approves the carbon transition priority actions developed as part of the Carbon Transition Strategy.

I. Background/Introduction

The Peninsula Transport STB is developing a Carbon Transition Strategy for the region (Work Package 6 (WP06)).

The document has been prepared alongside the published Peninsula Transport Vision. The draft Vision is “Transforming transport across the peninsula to enable our society and economy to thrive and our unique and outstanding environment to flourish” and is underpinned by five cross-cutting goals, including the key goal to “deliver affordable, zero-emissions transport for everyone”.

The Carbon Transition Strategy will be used as part of the evidence and recommendations in the development and publication of a full Peninsula Transport Strategy in 2023. This builds on the contextual analysis and engagement presented in the Regional Evidence Base (REB), published in 2019, and the Economic Connectivity Study (ECS), published in 2020.

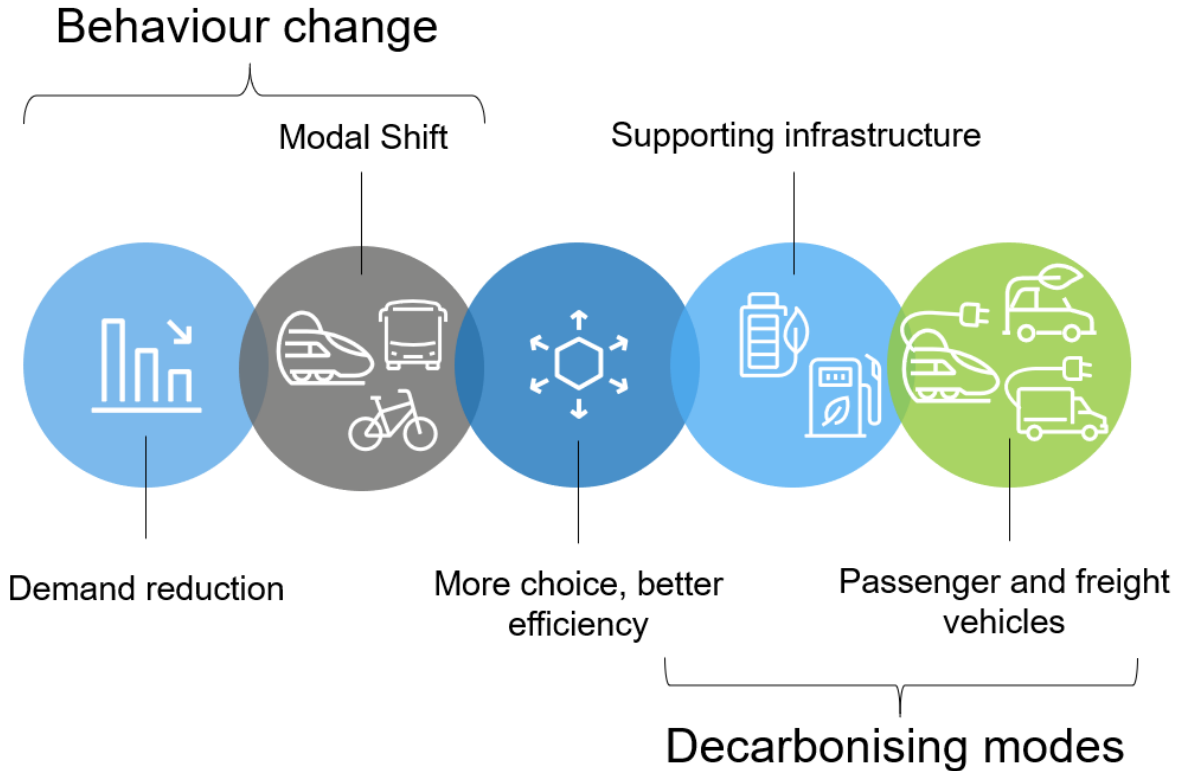
WP06 has been developed with engagement with Officers and stakeholders, including co-opted members and the wider business community. An interim draft was provided to Officers on 23rd May 2022. Responses were accepted up to 15th September 2022, with all responses logged and amendments incorporated into the final draft.



2. Carbon Transition Strategy Interventions and Priority Actions

Through the workshop process, key challenges identified included the transboundary nature of policies and interventions, and the need for strategic approaches both within and beyond the peninsula. The analysis, review, and feedback has been used to determine five the main decarbonisation themes across the region (summarised in Figure 1).


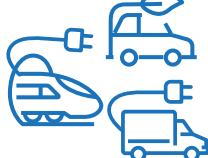

Figure 1: Five decarbonisation themes for the Peninsula Transport Region



A set of short listed actions were developed through a comprehensive process of policy review, analysis and engagement with Officers and stakeholders. A long list of approximately 90 draft interventions were compiled, aimed at addressing decarbonisation issues including those with place-based, behavioural and/or a modal focus, for review with stakeholders. The 36 highest scoring interventions were selected with consideration to their alignment to the five strategy themes, noting that some interventions support multiple themes. These were then further prioritised to develop the future actions for carbon transition work.

The next steps presented within the strategy have been developed with the intention of providing guidance on short-term actions that the STB can take on delivering the shortlisted interventions. Twelve short-term actions have been put forward within the context of Peninsula Transport’s remit, with three priority actions identified where Peninsula Transport can actively lead on the implementation of interventions identified and meet Department for Transport requirements (Table 1).

Table 1: Three priority actions

| | |
|--|---|
| Public Transport Prioritisation | |
| <p>The five BSIPs for the peninsula outline investments to improve bus services across the region and have significant potential to support decarbonisation through encouraging modal shift. Peninsula also has an emerging Rail Strategy which has been produced through extensive collaboration with partners including Network Rail. Alongside supporting actions to increase the reliability and frequency of public transport services, Peninsula Transport can use its strategic position to lead on the delivery of region-wide opportunities such as ticket interoperability across the region. Using planned strategic review activities to develop a short implementation plan now – identifying the key areas of focus/investment - will give the STB clear goals for public transport to support decarbonisation efforts. The existing Strategic Implementation Plan work package could be used to support this, e.g. through the application of its appraisal framework to ‘score’ the decarbonisation benefits of a range of public transport options.</p> |  |
| Electric Network of the Future | |
| <p>The delivery of a plan defining the creation of the electric network of the future, which would then be used to support delivery and work with partners. This action will directly support central Government’s requirement for STBs to produce regional assessments to support energy system stakeholders and local authorities in planning charging infrastructure provision. The work will support the development of electric vehicle charging infrastructure and will involve stakeholder engagement working alongside local authorities, energy network operators, private sector charging providers and National Highways to understand potential demand and identify a cohesive electric vehicle network for the peninsula.</p> |  |
| Zero Emission Bus Fleet Implementation | |
| <p>Peninsula Transport is commencing a strategic review of the ‘Bus Service Improvement Plans’ (BSIPs) for its five local authorities in order to identify opportunities for sharing best practice and delivering enhanced benefits through collaboration. Individual authorities are also developing plans for decarbonising local bus fleets. Peninsula Transport has an opportunity to use its strategic position to understand the operational and funding situation across the region and develop an implementation plan to accelerate and support the delivery of the required infrastructure and fleet through working with local authorities and operators. The work will identify and overcome potential electrification challenges, including potential demand for charging facilities (complementing Electric Network of the Future Priority Action)</p> |  |

The nine supporting actions presenting ways in which Peninsula Transport can strategically support the development of decarbonisation opportunities, including as part of existing activities and/or committed future Work Packages. Appendix I presents a summary of the next step actions by priority level alongside which strategy theme the action supports.

A full list of the 36 highest scoring interventions which the 12 next step actions seek to support, including information on indicative costs and timescales, will be available in the Carbon Transition Strategy Final Report.

Recommendation: The Board approves the carbon transition priority actions developed as part of the Carbon Transition Strategy.

3. Financial Considerations

The costs of drafting the Carbon Transition Strategy document are from allocated funds from the Department of Transport (DfT).

4. Legal Considerations

There are no specific legal considerations.

5. Risk Management Considerations

Project risks are reviewed monthly and reported to the DfT in compliance with the terms of the DfT's funding support letter.

These policies/proposals have been assessed and all necessary safeguards or action have been taken/included to safeguard the STB position.

6. Reasons for Recommendation

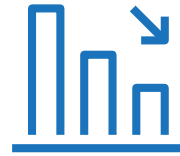
The recommendation is proposed so the Carbon Transition Strategy can be approved in a timely manner to inform the development of the Full Peninsula Transport Strategy, thus process help meet the DfT requirements to research, develop and publish a transport strategy for the Peninsula STB region. In addition, approval of actions will also support the implementation of STB actions which the Department for Transport outlined in the March 2022 Electric Vehicle Infrastructure Strategy¹.

The Carbon Transition Strategy has been developed through a robust and formal process: collecting data; looking for carbon transition best practice and case studies from other geographical areas; and, gaining wider input from industry, the LEPS, Local Authority officers and other stakeholders.

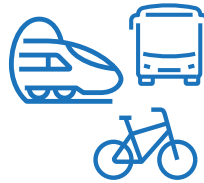
¹ [Department for Transport \(2022\) Taking charge: the electric vehicle infrastructure strategy](#)

Appendix I – Carbon Transition Strategy Recommended Next Step Action Summary

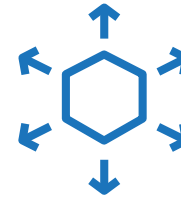
Priority



Demand Reduction



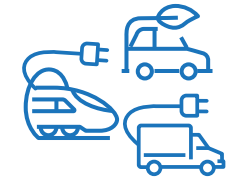
Modal Shift



**Demand Reduction,
more choice, better
efficiency**



**Passenger freight and
vehicles**



Supporting infrastructure

| | | | | | |
|---|--|---|--|-------------------------------------|-----------------------------------|
| Highest (STB role to lead) | | Public Transport Prioritisation | | Zero Emission Bus Implementation | Electric Network of the Future |
| Medium (potential co-ordination or intervention pilot opportunities) | | Multi-Modal Coordination Plan | Future Funding Focus | | |
| | Promotional Activities linking to existing STB Communications Plan | | | | |
| Lowest (integrated into other activities / business as usual) | Identification of Spatial Planning Opportunities | Identification of Strategic Active Travel Opportunities | Partnership and Engagement Activities | Rail Action Plan | |
| | | Digital Connectivity Action Plan | | Freight Decarbonisation Plan | |

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FINANCE UPDATE

Financial Update Report

26th September 2022



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 is asked to note the financial information as set out in this report

1. Background/Introduction

Budget Provision 2022/23

The budget provision for 2022/23 remains as advised in July 2022:

Table 5. 2022/23 Budget Estimated provision 2022/23

| | |
|---------------------------------------|-------------------|
| Local Authority Contributions 2022/23 | £159,820 |
| Accrual from 2021/22 | £10,604 |
| DfT accrual from 2021/22 | £426,584 |
| DfT contribution | £585,000 |
| Total budget 2022/23 | £1,182,008 |

Total budget estimated provision for 2022/23 is therefore £1,182,008

Spend to end of August 2022

Reported spend to end of August was £152,231.

2. Summary/Conclusions/Reasons for Recommendations

Board members are asked to note the budget for 2022/23 is unchanged and the expenditure to date is affordable.

COMMUNICATIONS & ENGAGEMENT

Update report

06 October 2022

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 communications and engagement report is noted.

1. Background/introduction

This paper provides an outline of the communications activities that have taken place for the period June – October 2022, as well as setting out the up-and-coming programme.

2. Communications activities since June 2022

Communication activity since June 2022 has focused on supporting the work programme.

2.1. Strategic communications and programme development

The communications strategy and communications activity plan are subject to ongoing development to ensure communications are effective.

Recent activity includes:

- Ongoing development of the monthly communications activity plan
- Ongoing review of the overarching 2022/2023 milestone plan to guide the monthly communications activity plans

2.2. Stakeholder communications

Working with stakeholders is vital to shaping the work of Peninsula Transport. Recent stakeholder engagement and communications activity includes:

- Publication of WP09 Freight Strategy in collaboration with Western Gateway STB
 - Activity included: press release, social media plan, stakeholder briefing emails, web content, partner newsletter copy
- Publication of WP10 Rural Mobility Study in collaboration with Western Gateway STB
 - Activity included: press release, social media plan, stakeholder briefing emails, web content, partner newsletter copy
- A38 Carkeel – Trerulefoot safety package consultation response to National Highways
- The STB responded to a consultation from Great British Railways on 4th August relating to legislation to implement rail transformation
- One-to-one responses to inbox enquiries for Peninsula Transport and managing Peninsula Rail Task Force's (PRTF) mailbox

- South West Freight Steering Group – in collaboration with Western Gateway STB

2.3. Online communications

Website

The website (www.peninsulatransport.org.uk) helps to explain the purpose and work of Peninsula Transport and provides links to schemes, minutes, governance arrangements and news. The Peninsula Transport website is updated in line with the work programme and any key news announcements.

Key updates:

- South West Freight Strategy: <https://www.peninsulatransport.org.uk/freight-strategy-for-the-south-west/>
- South West Rural Mobility Strategy: <https://www.peninsulatransport.org.uk/rural-mobility-strategy/>

Social media

Both Peninsula Transport and PRTF Twitter accounts, @PensTransport and @SWRailTaskforce respectively, are used to help share news and build awareness with stakeholders.

Peninsula Transport social media activity is ongoing, focusing on re-tweeting relevant news and pro-active content focusing on programme milestones. Recently we have focused on the publication of the South West Freight Strategy and the South West Rural Mobility Strategy as well as amplifying National Highways' A358 regional voices content.

The twitter trends from the last six months are shown in Table one.

Table one: Twitter trends for Peninsula Transport over the last six months:

| Insights | March | April | May | June | July | August |
|-------------------|-------|-------|-------|------|-------|--------|
| Profile visits | 329 | 586 | 2,689 | 654 | 1,208 | 905 |
| New followers | 2 | 6 | 8 | 4 | -5 | 2 |
| Mentions | 5 | 5 | 6 | 1 | 3 | 2 |
| Tweet Impressions | 99 | 317 | 1,951 | 511 | 399 | 759 |
| Tweets | 0 | 3 | 9 | 1 | 4 | 1 |

2.4. Media management

Recent media activity includes:

- England's first sub-national rural mobility strategy
 - <https://www.peninsulatransport.org.uk/news-articles/englands-first-sub-national-rural-mobility-strategy/>
 - Coverage: New Civil Engineer, Construo News (amplification of New Civil Engineer piece)
- Western Gateway and Peninsula Transport STBs launch South West freight strategy
 - <https://www.peninsulatransport.org.uk/news-articles/western-gateway-and-peninsula-transport-stbs-launch-south-west-freight-strategy/>
 - Coverage: Totnes Times, Knightsbridge & Salcombe Gazette, Ivybridge & South Brent Gazette, Dartmouth Chronicle, Cornish Times, Cornish and Devon Post
 - BBC Radio Somerset Breakfast Show (09 August)

- Peninsula Transport backs the A38 Trerulefoot to Carkeel safety package proposals
 - <https://www.peninsulatrtransport.org.uk/news-articles/peninsula-transport-backs-the-a38-trerulefoot-to-carkeel-safety-package-proposals/>
 - Coverage: Plymouth Live

2.5. Joint STB Communications

A Communications Group comprising of the communications leads for STBs (Transport for the North, Midlands Connect, England's Economic Heartlands, Transport for the South East, Transport East, Western Gateway as well as Peninsula Transport) meet on a monthly basis to discuss approaches to areas of shared interest. Recent activity has been limited over the summer period. Work will soon be underway planning the next STB Conference scheduled for June 5th 2023.

3. Future work activities

The following work will be undertaken in the coming months:

- Development of preparatory communication materials for the following:
 - WP05 Economic Corridor Study – summary publication
 - WP04 High Level Transport Vision – consultation summary publication
 - STB business plan – plan publication
- MP written update
- Letter to new Secretary of State for Transport
- Utilising opportunities to promote Peninsula Transport's key messages through proactive news stories i.e., work programme milestones.
- STB Conference 2023 comms support
- Updating the PRTF activity plan – ensuring the specific rail key messages are up-to-date, consolidating messages within WP08, Rail Strategy Phase One
- Stakeholder audit
- Transport Forum
- First STB newsletter as the work packages conclude
- Review of website content (ongoing in light of the business plan)
- Development of LinkedIn page
- Development of a style guide for consistency on key terms

4. Financial Considerations

Costs are within the financial envelope agreed for communications activities.

5. Environmental Impact Considerations

There are no environmental impact considerations associated with this paper.

6. Equality Considerations

There are no specific equality considerations associated with this paper. The interim communications strategy has been developed mindful of the need for the work of the STB to be accessible to all.

7. Legal Considerations

There are no legal considerations associated with this paper.

8. Risk Management Considerations

There are no risk management considerations associated with this paper.

9. Public Health Impact

There are no public health impacts associated with this paper.

10. Summary

The communications activity is being delivered in line with the interim communications strategy and agreed monthly communications activity plan.