

Donna Manson
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 : 22 February 2023
Please ask for : Hannah Clark 01392 383000

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

PENINSULA TRANSPORT SHADOW SUB NATIONAL TRANSPORT BODY

Wednesday, 1st March, 2023

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 and Lucombe House, County Hall to consider the following matters.

DONNA MANSON
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 from the meeting held on 8th December 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 (Pages 5 - 10)

Report of the Programme Lead on the latest progress and activities of Peninsula Transport.
- 5 Draft Transport Strategy & Strategic Implementation Plan (WP15 & WP17) (Pages 11 - 18)

Report of the draft Transport Strategy development, seeking approval for the proposed approach to developing the document ahead of consultation.

6 Technology & ZEV Strategy (WP07) (Pages 19 - 24)

Report of the lead officer requesting approval of *the Technology and Zero Emission Vehicle Strategy*.

7 Rail Strategy (WP08) (Pages 25 - 30)

Report of the lead officer seeking approval of the Peninsula Rail Strategy subjective to PRTF (Peninsula Rail Task Force) endorsement.

8 Draft Business Plan (Pages 31 - 36)

Report of the Programme Director on the proposed Business Plan for financial year 23/24, seeking approval of proposed budget allocation and work programme.

9 Finance Update (Pages 37 - 38)

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

10 Communications and Engagement Update (Pages 39 - 42)

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

MATTERS FOR INFORMATION

11 Peninsula Rail Update

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

12 Co-Opted Members Update (Pages 43 - 46)

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

13 Public Participation

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

14 Dates of Future Meetings

All meetings to be held via Microsoft Teams, at 10am:

29th June

28th September

Please use link below for County Council Calendar of Meetings;

<http://democracy.devon.gov.uk/mgCalendarMonthView.aspx?GL=1&bcr=1>

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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

M Rigby, M Cusack, J Drean (Plymouth City Council), M Morey (Torbay 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

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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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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Induction loop system available

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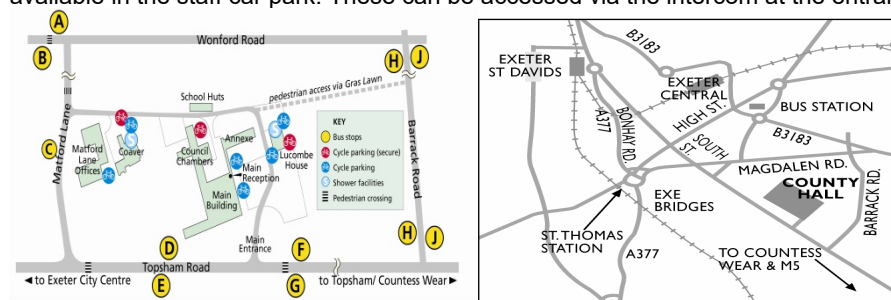
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NB   Denotes bus stops

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First Aid

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

PENINSULA TRANSPORT SHADOW SUB NATIONAL TRANSPORT BODY

8 DECEMBER 2022

Present:-

County Councillors

Councillors A Davis

Co-opted Members:-

A Darley (Highways England), D Glinos (Department for Transport) and I Harrison (Heart of the South West LEP)

Apologies:-

Councillors J Drean and G Caplin

169 **Minutes of the previous meeting**

It was **MOVED** by Philip Heseltine (representing Cllr Drean), **SECONDED** by Cllr Davis and **RESOLVED** that the minutes of the meeting held on 6 October 2022 be approved as a true record, with the exception that it incorrectly stated that Cllr Rigby was absent.

It was also noted that the list of members seemed outdated, and therefore would be updated.

170 **Items requiring urgent attention**

There were no matters raised as urgent items.

171 **Peninsula Transport Update**

The Board considered the Report of the Programme Lead on the latest progress and activities of Peninsula Transport.

The Board heard that, as per the report, further discussions are taking place with the Department for Transport (DfT) regarding progress of the 2022/23 Business Plan. As a result, it has been decided that the following projects be prioritised for the rest of the year:

- EV infrastructure
- Decarbonisation
- Scoping work on rural mobility
- Freight
- The transport strategy and the strategic implementation plan

The Board heard that the STB is working with the DfT to develop a permanent staffing structure to ensure continuity and permanent resource going forward. As one of the last STBs to form, nationally, Peninsula is understandably behind others in developing this.

The Board were told that the March board would see a number of programmes brought forward:

- WP07 Tech and EV Strategy
- WP08 Rail Strategy
- Draft Transport Strategy
- Draft SIP
- Draft 2023/24 Business Plan

Agenda Item 2

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PENINSULA TRANSPORT SHADOW SUB NATIONAL TRANSPORT BODY

8/12/22

The Board questioned when the draft SIP would be circulated to allow board members to input and heard that it was anticipated that an informal draft would be circulated in January for informal comment. These comments would then be incorporated into the document in February allowing a developed draft to be formally presented to the Board in March before going out to consultation.

It was **PROPOSED** by Philip Heseltine (representing Cllr Drean), **SECONDED** by Cllr Davis and **RESOLVED** that this information be noted by the Board.

172 Finance Update

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

The Board heard that funding provision for the current financial year is £1,200,000, subject to final approval of the Department for Transport contribution. The year's forecasted expenditure of £1,020,300 means that the expenditure is affordable.

This information was noted by the Board.

173 WP12 International Gateways

The Board received the report on Work Package 12 International Gateways.

The Board heard that this work explores the current and future roles of international gateway in the southwest, and how this may be useful for the Transport Plan and local transport plans. It was explained how the southwest can create vital links for manufacture routes, target investments and can capitalise on the benefits presented by the freeports in Plymouth.

It was **PROPOSED** by Philip Heseltine (representing Cllr Drean), **SECONDED** by Cllr Davis and **RESOLVED** that this report be passed.

174 WP25 Alternative Fuels for Freight

The Board received the Report of WP25 Alternative Fuels for Freight.

The Board heard that this work, jointly commissioned by Peninsula Transport and Western Gateway, identified that the major challenge for adopting alternative/sustainable fuels in freight is the cost, and resistance resulting from the possibility of things changing in the future. It was also found that there is a negative opinion of the relevant infrastructure and planned infrastructure.

The Board discussed the growing proportion of LGVs which need to be considered and the unintended consequence of inducing traffic where charging infrastructure may be.

The Board suggested that the title of this work be altered to reflect that this is only focussed on road freight. It was also noted that the map shows there will only be charging points along the Strategic Road Network, alienating much of the Peninsula. It was therefore requested that the maps be reworked and then be subject to the approval of the Chair and Deputy Chair, who will update the Board on this matter at a future meeting.

The Board suggested that additional work be undertaken to work out whether additional charging sites may be required to reflect the needs of the peninsula and its rural nature. It was therefore **PROPOSED** by Mike O'Dowd-Jones (representing Cllr Rigby), **SECONDED** by Philip Heseltine (representing Cllr Dreane) and **RESOLVED** that:

(a) that the members approve the recommendations from the study and request that further work be undertaken to identify the additional charging infrastructure required away from the Strategic Road Network and provide consistent coverage across the Peninsula.

175 Communications and Engagement Update

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

The Board heard that activity has been limited since the last board meeting, aside from the Business Plan being published to the website and sent to key stakeholders.

The Board heard that work has been ongoing in the background to focus on forward planning and to improve brand consistency. Within this, the website content is being reviewed and has undergone some changes, and areas where content changes will be necessary have been identified.

Looking forward, the LinkedIn page is being finalised and will be signed off soon.

The Board noted this information.

176 Peninsula Rail Update

The Board heard a verbal update from the Peninsula Rail Task Force (PRTF) and Network Rail on recent activities.

The Board heard that the PRTF held a meeting last week and their Rail Strategy is progressing. The Board heard that there is a need to reflect the dispersed population of the peninsula, as well as the aging population and other demographic factors which are driving rail demand. The Strategy being developed also considers the peninsula's distance from London and the North, and how this affects productivity.

The update from Network Rail focused on the industry position and industrial action, as well as giving details on the Restoring Your Railway fund, the South West Rail Resilience Programme, Southwest Mobile Connectivity and the West of England Line. Some Strategic Studies, and the development of strategic recommendations, were also mentioned.

177 National Highways Update

The Board received a verbal update from National Highways about their recent and upcoming activities.

The Board heard that there are updates to be published in January followed by swift consultations.

The Board heard that the Trulefoot to Carkeel route announcement is due in the spring.

178 Co-Opted Members Update

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

Agenda Item 2

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PENINSULA TRANSPORT SHADOW SUB NATIONAL TRANSPORT BODY
8/12/22

Department for Transport shared a verbal update (following a written report circulated to board members). The Board heard that there is a new ministerial team in place but no change to the Autumn statement. The Board additionally heard that the active travel fund is subject to the post-autumn review and the levelling up fund is to be announced before the end of the year.

179 **Public Participation**

The Board received multiple questions from one member of the public, regarding buses, bus shelters and the BSIP. The Chairman offered to give a written response to all the questions received.

The Chairman thanked the member of the public for their participation but reiterated that within the public participation scheme only 1 question may be asked per person.

180 **Dates of Future Meetings**

Board Members noted the dates of future meetings as:

1 March 2023

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>

181 **Exclusion of the Press & Public**

It was **MOVED** by Councillor , **SECONDED** by Councillor 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.

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

It was decided that Part II be deferred to a future meeting.

The Meeting started at Time Not Specified and finished at 1.00 pm

PENINSULA TRANSPORT UPDATE

Recruitment and Staffing Update

2 March 2023

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 note the STB Business Plan guidance received by Peninsula Transport from the Department for Transport (DfT) which sets out the changes required to the STB structure within the next financial year in order to continue to receive funding support from the DfT.
- (b) The Board approve the proposed core staffing structure required in order to comply with the mandatory roles set out within the DfT guidance and authorise that the posts be recruited within the next financial year and costs included in the Business Plan for FY23/24.
- (c) The Board request that the underspend of the FY22/23 budget be held in reserve to cover redundancy and/or winding up costs and be added to in subsequent years, ensuring that these costs are covered within the STBs existing budget allocations from the DfT.
- (d) The Board approve Plymouth City Council be responsible for the recruitment and ongoing employment of these permanent staff as an extension of their existing Accountable Body role.
- (e) The Board approve that the STB seeks written confirmation from the DfT that the STB member authorities will not be liable for the costs of redundancy and winding up of the STB as well as not being liable for costs that exceed the STB reserves should these events occur.
- (f) The Board approve that, following the appointment of core staff, a review be undertaken of the governance structure of the STB and a report be submitted to the Board setting out the outcome of the review and any changes recommended for consideration.

1. Background

In December 2022 members received a Paper proposing the STB put in place a permanent core staffing structure in line with the DfT mandatory roles set out within the STB Business Plan Guidance.

The DfT has now indicated that it wishes to see all STBs with a permanent core staff structure in place in order to meet the growing role STBs are expected to take in the future. The DfT therefore have requested that Peninsula Transport develop a permanent staff structure and put in place a process to achieve this. This was set out in the letter from Andy Rhind in November 2022 as previously circulated.

Members resolved to delegate authority to the Technical Director to work with the Local Authority Officer Group and DfT to prepare a staff structure and recruitment process.

2. Business Plan Guidance

On the 9th December, the DfT issued Business Plan Guidance to STBs setting out the Department's expectations of STBs and provide a framework for the development of STB Business Plans for 2023/24. The Peninsula Transport Business Plan for 2023/24 is found later on the agenda of this Board meeting.

The guidance makes clear that each STB must have three mandatory roles in place with the following responsibilities:

Lead Officer

Responsible for:

- All actions undertaken by the STB and its employees
- Use of Government funding, ensuring it delivers Value for Money and is not wasted.
- Managing staff conduct and employment.
- Managing the STBs' governance, working with the chair, LTAs and DfT.

Programme Lead

Responsible for:

- Ensuring delivery of outputs by agreed times.
- Working with other STBs to ensure outputs are shared and duplication is avoided
- Working with LTAs to ensure they are bought into work and it is delivering value for them

Technical Lead

Responsible for:

- Ensuring delivery of technical work
- Managing STBs' data and analytics
- Working with other STBs to ensure data and analytics are shared.

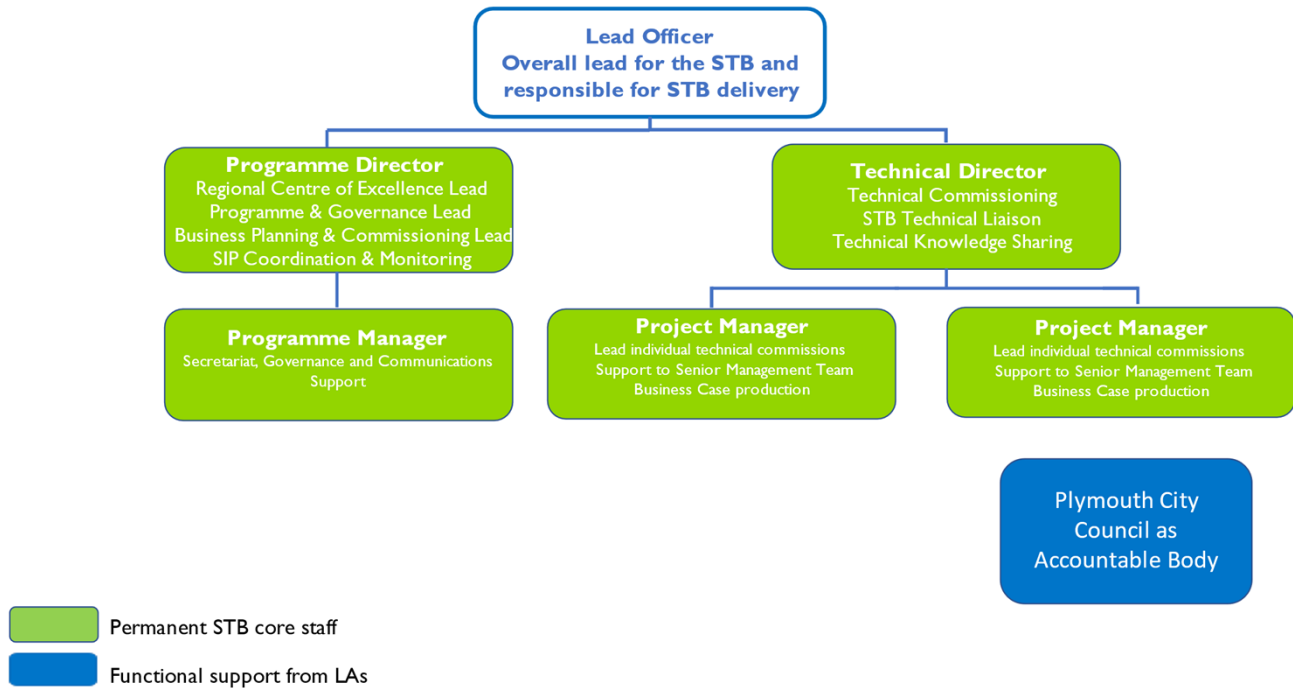
The Programme Lead and Technical Lead roles should be permanent full-time roles.

3. Peninsula Transport Proposed Staffing Structure

In line with the guidance, Peninsula Transport have devised a proposed structure for establishing a core staff as shown below in Figure 1.

Figure I – STB Staffing Structure

OFFICIAL:SENSITIVE



The structure has been developed in consultation with the DfT who have confirmed this structure would be appropriate for the size of the STB and have advised that we liaise with Transport for the South East who have been through a similar process to seek their job descriptions as a basis for recruiting to these posts.

These job descriptions have been received and shared with Plymouth City Council, who are supportive of this process and, as accountable body, are prepared to be the recruiting authority for these positions subject to Board agreement.

In moving to a permanent staff structure, the STB needs to make provision for any costs associated with redundancies or winding up of the STB in the future. It is proposed that reserves are built up over time by the STB to cover this. We have sought guidance from DfT on ensuring the liability of these costs will not fall to the individual authorities. They have provided the following proposed arrangements with the Accountable Body:

In the event of [STB] ceasing to operate, the [Accountable Body's] Managing Reorganisations Policy will be utilised to manage those employees who become at risk of redundancy; this policy includes exploring redeployment and redundancy/severance options.

[STB] will fully indemnify the [AB] in relation to liability for severance payments for any directly employed employees who are successful in obtaining a role in [STB], for example through the provisioning of reserve funds, or other means agreed between [AB] and [STB]. Severance calculations will be in line with the payment calculator detailed in [AB's] Managing Reorganisations Policy in force at the time of redundancy. Severance calculations will be continually updated to ensure that the STB's reserves are sufficient to cover redundancy and/or severance costs.

The [STB] liability changes with additional staff joining and increased years of service by existing staff. This will be reviewed regularly and built into the [STB] business plan submission each year.

We recommend the STB write to the DfT to confirm that the Accountable Body, Plymouth City Council and other member authorities will not be required to cover these costs and the STB will indemnify Plymouth City Council. It is proposed that the underspend within FY22/23 be used as reserve to ensure sufficient provision is in place.

4. STB Governance

At the time the STB was established in 2018, each member Local Transport Authority undertook a lead role on the different management functions of the STB:

- Somerset – Governance and Legal Support
- Devon – Secretariat Support
- Cornwall – Technical Support
- Plymouth – Accountable Body and Communications Support

It is now recognised that as Peninsula Transport develops and matures, there is a need to review the governance arrangements to ensure this is still the most effective way of managing the STB. It is recommended that a full review is undertaken once the recruitment of the core staff has been successfully completed and in consultation with the DfT. This means that the core staff will take on the governance, secretariat, technical and communications support roles. The STB will still be able to rely on the Local Authorities for legal support and Plymouth City Council being the Accountable Body.

5. Financial Considerations

As detailed above, in moving to a permanent staff structure, the STB needs to make provision for any costs associated with redundancies or winding up of the STB in the future. It is proposed that reserves are built up over time by the STB to cover this.

The costs of recruiting permanent staff will be covered by the Peninsula Transport annual budget allocation from the DfT. For FY 23/24 the overall STB funding allocation is £649,000.

The financial risk of employing full-time dedicated staff for Peninsula Transport will be covered within existing PT budgets with assurance provided by DfT that any redundancy or other unforeseen costs will not be borne by either the employing authority or any other STB member authority.

6. Environmental Impact Considerations

There are no environmental considerations associated with this paper.

7. Equality Considerations

The recruitment process will follow Plymouth City Council Human Resources procedures, fully compliant with equal opportunities recruitment policies and guidance.

8. Legal Considerations

There are no specific legal considerations associated with this paper.

9. Risk Management Considerations

The risk of not following the guidance and moving towards a core permanent staff structure is that the STB could see its funding allocation reduced or withdrawn entirely by the DfT. This would limit its ability to represent the region's strategic transport needs at a national level and provide the increased level of support to local authorities now expected of STBs,

This policy/proposals have been assessed and all necessary safeguards or actions have been taken/included to safeguard the STB position. The financial risk of recruitment of permanent posts will not be borne by an individual member authority.

10. Public Health Impact

There are no public health impacts associated with this paper.

11. Summary/Conclusions/Reasons for Recommendations

This Paper has provided further details to the Board on the plans for recruitment of a core team for the STB, reflecting guidance from DfT and the increase in responsibilities and priorities for Peninsula Transport in the future.

PENINSULA TRANSPORT UPDATE

Draft Transport Strategy and Strategic Implementation
Plan Update
2 March 2023

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 note the progress on the Transport Strategy and the Strategic Implementation Plan;
- (b) The Board supports the approach to developing the Strategy and the use of personas to reflect the impacts of the proposals on different user groups within the peninsula;
- (c) The Board approve the milestones proposed in developing an integrated transport system;
- (d) The Board agree the route map to delivery of the strategy which will see a further report brought to the Board in June accompanying a Consultation Draft Strategy;
- (e) The Board note the approach to compiling the schemes within the draft Strategic Implementation Plan based on existing plans and spending programmes.

I. Background

In July 2021 the STB published its vision for the future of transport across the South West - 'to transform transport across the peninsula, enabling our society and economy to thrive and our unique and outstanding environment to flourish.' The Vision is underpinned by the following five transport and mobility goals:



We will improve connections between people, businesses, and places



We will enhance the resilience of the transport network



We will deliver affordable, zero-emissions transport for everyone



We will help to improve the health and wellbeing of communities in the Peninsula



We will help the Peninsula to be a great place to live and work

On the 9th December, the DfT issued Business Plan Guidance to STBs setting out the Department's expectations and conditions of funding. The Guidance explains the ultimate purpose of the STBs is to develop a transport strategy and provide Ministers with advice on prioritising investment.

In developing the transport strategy, the Guidance provides the following requirements:

- The transport strategy should be **agreed by the Department for Transport and the Board**;
- There should be a **"golden thread" of policies, from the national level to the regional level, then the local level**. National policies should be reflected in the regional transport strategy. The regional transport strategy should be reflected in local transport plans – and vice-versa;

- The transport strategy and the evidence base underpinning **it should be regularly updated**, to ensure it stays in-line with national policies and the priorities of the Local Transport Authorities;
- STBs should develop a **Strategic Investment Plan based on the transport strategy**, which sets out the key priority investments which are needed to deliver the transport strategy;
- The transport strategy should demonstrate **how investment could achieve the Government's priorities** (i.e. enabling economic growth, levelling up the region, and achieving Net Zero).

This Board Paper provides an overview structure of the emerging Peninsula STB Transport Strategy, which is currently in development.

2. Strategy Overview

Background

The emerging Transport Strategy is being led by AECOM with steer from the STB team. The Strategy links back to the five transport mobility goals set out in the Vision document, and also builds on the emerging outcomes of the various Work Package studies that have been undertaken. Integral to the strategy is a desire for it to be relevant to those living, working and visiting the region, and to put the customer experience at the forefront.

The 'Golden Thread' of policies set out in the DfT guidance to STBs emphasises the importance in clearly communicating the needs of the region, and demonstrating how these achieve the Government's priorities to enable economic growth, level up the region and achieve net zero. Ultimately the strategy will be used to prioritise strategic investment in the region.

The Strategy remains a work in progress, and this Board discussion presents an opportunity to move forward on the overarching principles of the strategy structure, with a view to issuing a draft strategy ahead of the next Board in June.

The Emerging Strategy

Two 'Peninsula Transport Strategy workshops' were held in November 2022 and January 2023 with the aim to shape the structure and define the content of the emerging Peninsula Transport Strategy. The workshops were attended by the AECOM (commissioned to produce the Strategy) and the STB team. The emerging Strategy structure was also shared with STB local authority officers at a Teams meeting on 9th February 2023. The structure is provided at **Appendix A**.

3. Personas

A key requirement of the strategy is to ensure that it is relatable by the people who it impacts – i.e. the people living, working and visiting the Peninsula Transport region. To convey how the outcomes will impact transport users on a day to day basis, a set of twelve **Personas** has been created.

Eight resident household personas have been developed using the following location variables for Peninsula resident users to guide their development:

- Central Urban (56% of Peninsula Population) - i.e. households living in a city, town or suburb with relatively good public transport access and local/nearby services – total three personas.
- Rural (31% of Peninsula Population) - i.e. households living in a village or conurbation with public transport access and some services – total three personas.
- Deep Rural (13% of Peninsula Population) - i.e. households living in a village or isolated dwelling or hamlet with no public transport access or local services - total two personas.

Other variables have also been taken into account when developing resident household personas such as economic activity and the availability of a car.

Four additional personas have been developed to represent local business owners (total three personas) and visitors (total one household persona) to the region.

The twelve personas represent 'typical' profiles of people or households who may be living within, working within, or visiting the Peninsula Transport region, and are summarised in **Appendix B**.

4. Strategy Overview Diagram

A Strategy Overview diagram is provided at Appendix A. The structure is described below.

The diagram **moves from 'where are we now' (on the left hand side of the strategy diagram overleaf, in green) to 'where we want to be' (on the right hand side of the diagram, in pink)**. These boxes within the diagram can be summarised as follows:

- 'Where are we now' – describing the issues and opportunities within the region that we are looking to address within the strategy.
- 'Where we want to be' – A set of customer focussed outcomes which describe where we want the transport network and its users it to be in 2035 onward. These outcomes are intrinsically linked to the five transport mobility goals set out within the STB Vision document.

To assist in the investment prioritisation process, and to divide the strategy into manageable (and deliverable) timescales, it is **divided into four time periods** – each with an overarching description for the key drivers within this period as follows:

- To 2024 – 'Getting the most out of what we have';
- 2025-2030 – 'Better transport choices/opportunities';
- 2030-2035 – 'An integrated low carbon network'
- 2035 onward – 'A net zero carbon network'.

The time periods above represent where the strategy is aiming to be by the end of that period. However, to achieve the key driver by that particular time period (e.g. to achieve 'an integrated low carbon network' by 2035), supporting interventions will need to begin much earlier – with this example they have already begun, and the aim is that this will incorporate within the strategy.

The strategy moves from left to right on the strategy diagram, and is **divided by mode**. One of the key issues identified within the evidence base for the strategy is the current disjointed nature of the transport network between modes, and impact this has on the end user. To achieve the STB Vision and the Government targets of growth, levelling up and net zero, the transport network needs to become seamlessly integrated and focussed on the user. To that end, the strategy begins in the shorter term as separate modes split as follows:

- Active Travel;
- Rail;
- Bus and Coach;
- Electric Vehicles;
- Strategic Roads; and
- Airports and Ports.

As the strategy moves along in the medium to longer term, these modes join together at key milestones, and towards the end of the strategy they are seen as a single 'integrated network' that focusses on the customer. These milestones are discussed further below.

The strategy acknowledges the vital role that digital and other (e.g. land use planning) elements will play in facilitating its delivery through a designated category which sits alongside the modes (as it will work across all modes) with the same importance.

5. Milestones

A series of milestones have been identified as the strategy periods progress. These milestones, denoting where modes become integrated are identified as:

- A – Active Travel, Rail & Bus - Integrate active travel with the bus and rail network to make journeys seamless;
- B – Bus & Electric Vehicle Infrastructure - Deliver a reliable electric charging network for public and private fleets;
- C – Strategic Roads and Airports & Ports - Enable fast and reliable international movements from Peninsula ports and airports;
- D – Active Travel, Public Transport and Strategic Roads - Strategic road connections and improvements to meet future customer needs.

6. Customer-focused outcomes

The strategy and associated milestones are anticipated to result in a series of key outcomes, aligned to the Vision goals. These outcomes are set out below and their relation to the Vision Goals show in the overall strategy diagram:

Customer focussed transport outcomes

A network that meets the needs of the user, is simple to access, and offers the best possible value for money

- *Complete Network [1]*
 - *Good connections between people, businesses and places*
- *Constant Connectivity [2]*
 - *Consistent and reliable connections on our transport and digital networks*
- *Cutting Carbon [3]*
 - *Affordable, zero-emission transport for everyone including a reliable electric vehicle charging network*
 - *Low-carbon infrastructure*

Customer focussed people outcomes

- *Healthier, happier communities in the peninsula [4]*
- *The peninsula is an even better place to live and work [5]*

7. Strategic Implementation Plan (SIP) progress

The Strategic Implementation Plan (SIP) is being developed to bring together all investments, schemes and interventions planned for the STB area. This provides the STB with a unique opportunity to take a holistic view of all the schemes with the region from a strategic perspective. The SIP will be used as an evidence base of schemes independently prioritised and evaluated investment against the Peninsula Transport Strategy objectives.

The SIP which compiles this regionally significant evidence base of all proposed investments, schemes and interventions has been produced by drawing on multiple sources to identify all the ongoing and planned strategic interventions within the STB region. This includes drawing on the prioritised interventions within the individual Peninsula Transport Work Packages, Local Authority policy documents such as BSIPs and LCWIPs, Network Rail corridor studies and LUF, MRN and LLM schemes. Initial input to the SIP evidence base from Officers and Co-opted members has been captured, with further engagement to be carried out to produce a well-informed and robust long list of interventions.

The next step for development of the SIP is to work with co-opted members and Local Authorities to develop an appropriate prioritisation approach using the that will contribute to achieving the objectives and goals within the Transport Strategy. This approach will allow for the consistent and constructive review of investment, schemes and interventions which is informed by existing approaches adopted by stakeholders.

8. Next Steps (Route Map)

This draft strategy is the first step in the process of getting a final strategy in place for Peninsula Transport. The programme for strategy development progresses to a consultation version to be brought to the next Board in June. This will then go through a period of formal consultation over the summer. The feedback received will feed into a final Transport Strategy to be brought to the Board in September 2023 and published in the autumn. This programme is set out in **Appendix C**.

9. Financial Considerations

The cost of producing the Transport Strategy and Strategic Implementation Plan comes from allocated funds from the Department for Transport (DfT) from FY21/22. The work has been undertaken within approved budgets.

10. Environmental Impact Considerations

There are no environmental considerations associated with this paper.

11. Legal Considerations

There are no specific legal considerations associated with this paper.

12. 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.

This policy/proposals have been assessed and all necessary safeguards or actions have been taken/included to safeguard the STB position. The financial risk of recruitment of permanent posts will not be borne by an individual member authority.

1. Public Health Impact

There are no public health impacts associated with this paper.

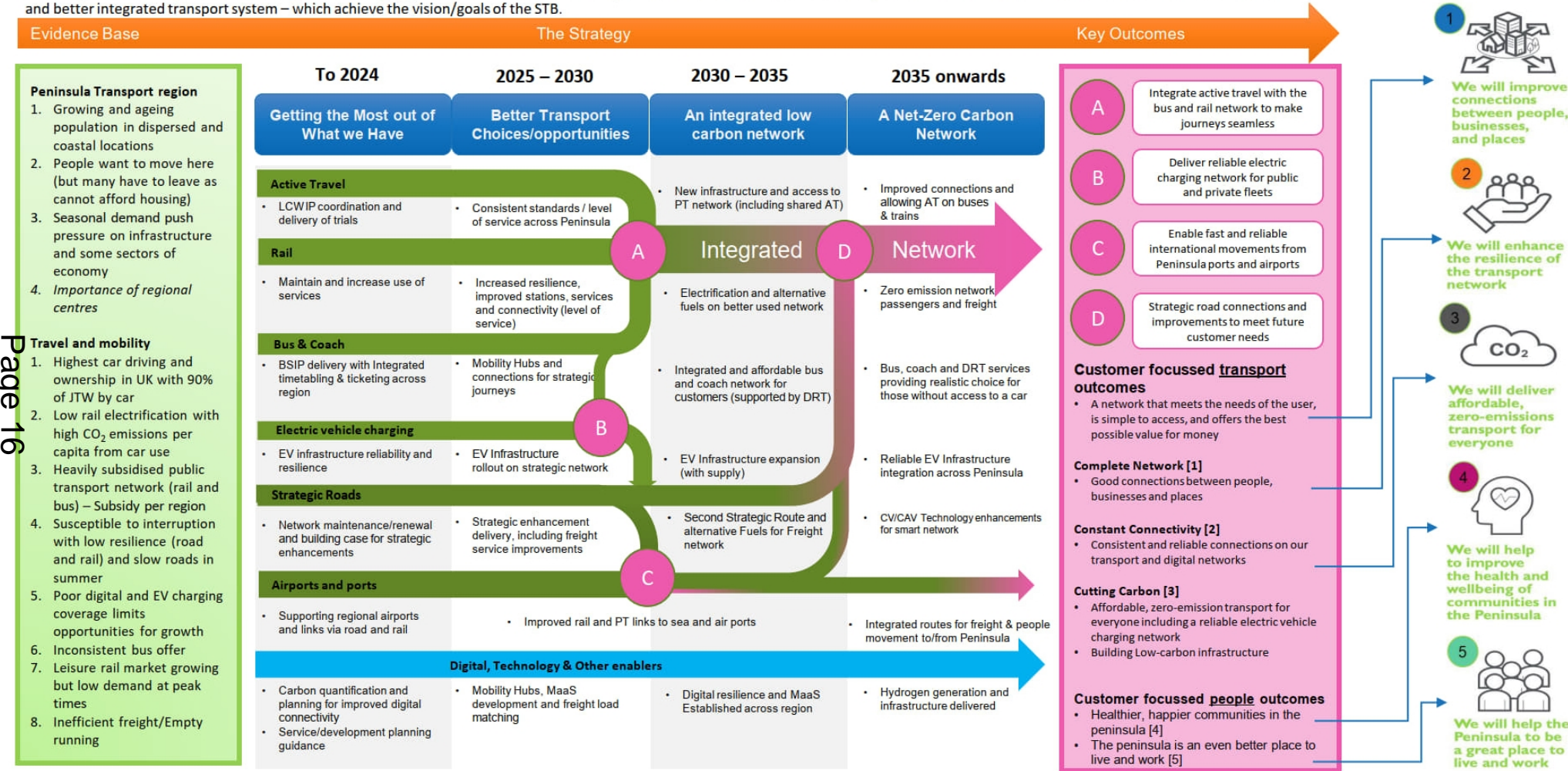
2. Summary/Conclusions/Reasons for Recommendations

This paper has set out the approach taken in developing a Transport Strategy for Peninsula Transport, with an accompanying Strategic Implementation Plan. Subject to approval, this approach will be developed to produce a full draft Strategy for approval at the next Board. This strategy will set the direction for delivery of a user-focused, integrated transport system for the peninsula STB region in the future.









Appendix A

Peninsula Draft Transport Strategy

The integration of transport across the region is challenging, but users do not consider who provides their service – Peninsula Transport can set the direction for others to deliver a user-focussed and better integrated transport system – which achieve the vision/goals of the STB.



Appendix B – Personas

Urban resident personas (56% of population)		Rural resident personas (31% of population)		Deep Rural resident personas (13% of population)	
	Jenny - age 80, retired, no car.		Ron (age 71) and Anne (age 68), both retired and own two cars.		Stuart – age 36, doesn't work, has a health condition that affects his mobility and doesn't drive.
	Caryl (age 33) and Emma (age 35), both working locally – use one car to drive to work and weekend leisure.		Rebecca – age 44, works locally, doesn't drive.		
	Mahmood - age 20, student, no car.		Helen (age 50 – works largely from home – has a car), Shane (age 52 – electrician with van) and Alfie (age 16 – at College, doesn't drive).		Catryn (age 41 – drives to work at a local college), Tom (age 40 – works freelance from home), Harley (age 5) and Evie (age 2).
Visitor persona		Business personas			
Rob (age 46), Seema (age 44), Alia (age 11) and Ruby (age 9) – driven for a week's coastal holiday.		James (age 43) owns and runs a small hotel pub and microbrewery. Ning (age 32) has a growing tech start up business.			
		Ilana (age 52) is the operations director for a large supermarket delivery fleet in the south west.			

Appendix C – Strategy Route Map

Strategy Route Map:

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Maintain Peninsula Evidence Base

- Data collected and studies undertaken
- Used to inform strategy development and investment decisions

Approve Draft Transport Strategy

- Framework developed by Peninsula Transport to structure wider engagement
- Identifies key milestones in moving from a modal based approach to one transport system for the Peninsula
- Personas developed to ensure customer focused approach and to monitor outcomes

Develop consultation draft Transport Strategy

- Peninsula Transport engage with local authorities, strategic partners, co-opted members, other STBs, government departments, etc to develop strategy based on framework approved by Board

Approve draft Transport Strategy for consultation

- Draft strategy and Strategic Implementation Plan presented to the Board for approval

Formal consultation on draft Transport Strategy

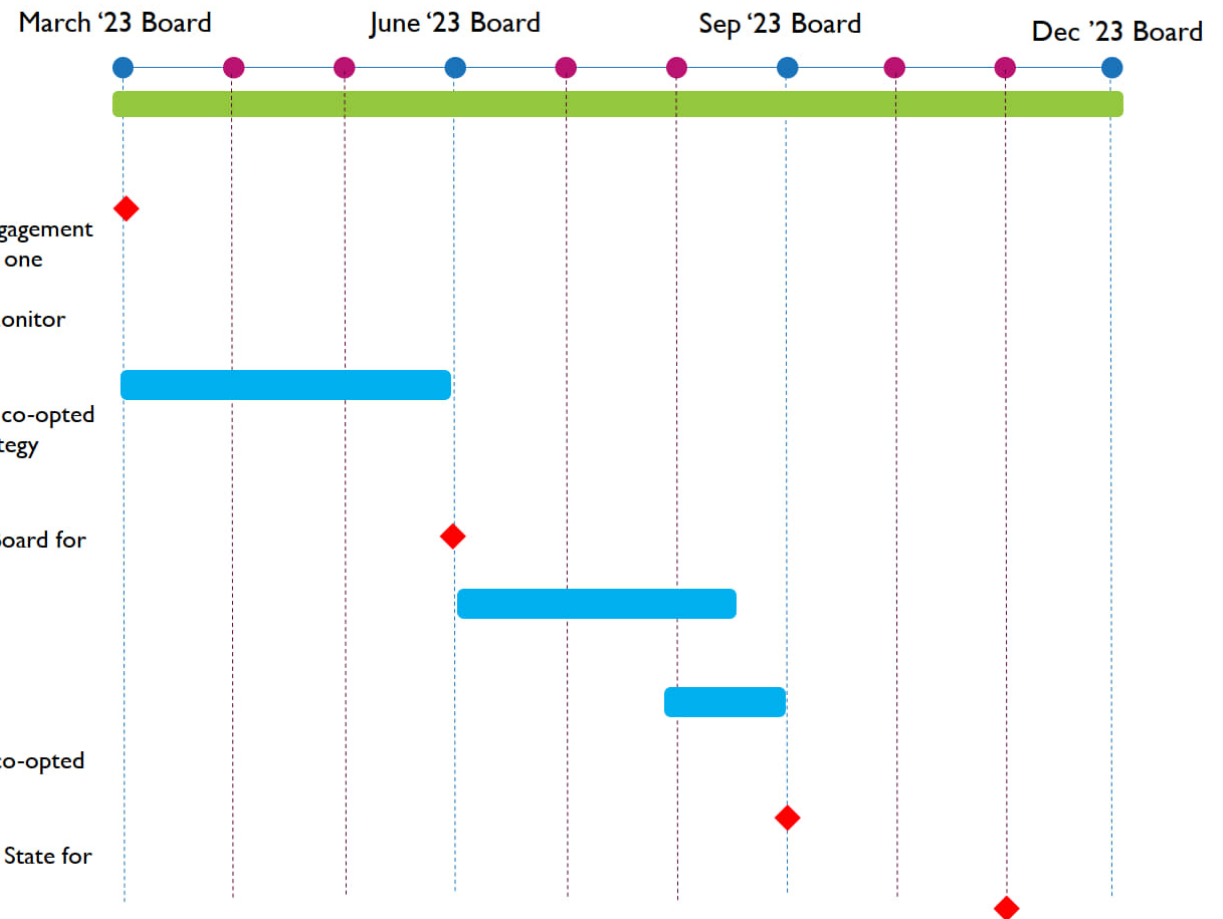
- Strategy published for statutory consultation period
- Supported by media campaign to raise awareness

Assess responses to consultation draft

- Assess responses and incorporate changes required
- Review changes proposed with local authorities, strategic partners, co-opted members, other STBs, government departments, etc

Approve Transport Strategy for Peninsula

- Submitted to Board for approval to recommend to the Secretary of State for Transport

Publication of Peninsula Transport Strategy

TECHNOLOGY AND ZEV STUDY

WP07 Technology and ZEV Study Report

2 March 2023

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 Technology and Zero-Emission Vehicle Study report for publication

1. Background/Introduction

The Peninsula Transport STB commissioned a Technology and Zero-Emission Vehicle (ZEV) Study (Work Package 07) in 2021 as one of the supporting work packages to the development of the Peninsula's Transport Strategy.

The main report has been prepared through collaboration with the STB local authorities and co-opted members including the DfT. An earlier, baseline report was issued in December 2021 providing an update on the findings of work at the end of the strategy definition and baselining exercise. The baseline report also described the segmentation approach developed in respect of places, people, transport modes, journey purpose and organisations.

The worked has evolved alongside the development of the Peninsula Transport Vision, which was published in September 2021. 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.

The Technology and ZEV Study will be used as part of the evidence and recommendations in the development and publication of a full Peninsula Transport Strategy in 2023.

Work Package 07 has been developed with engagement with Officers and stakeholders from the transport sector.

2. Technology and ZEV Recommendations and Interventions

Three Technology themes have been adopted: 'Energy', 'Digital' and 'Mobility' to simplify and structure the outputs of the study and highlight how technology and ZEVs can impact different and important aspects of the peninsula.

Energy is needed to provide the motive power for all modes of transport, as well as energising the systems which support transport operations;

Digital encapsulates the need for data and information across systems (and the ability to share this between systems) for transport to function effectively;

Mobility covers the transport modes which are supported by technology, recognising that new mobility options are developing.

Two technology imperatives have been identified which are deemed critical to the success of any transport mode, service or solution which utilises technology:

- **Dependable energy supply and distribution network**

- **Robust and all-inclusive digital communications network**

These underpin all activities, and without them all technology interventions will be compromised in some way. These imperatives are perpetual - transport, business and community demands may change over time, but the reliance on energy and communications are unending.

The study makes the following key recommendations for Peninsula Transport:

Energy Supply and Distribution

1. Peninsula Transport should develop relationships, with:

- National Grid (encompassing the previous Western Power Distribution role as the Distribution Network Operator, DNO);
- UK Power Networks; and
- Private renewable energy generators and distributors.

2. Peninsula Transport should collaborate and coordinate planned interventions to balance energy supply and demand, could offer real benefits across transportation, including:

- Rail Electrification;
- Electric Vehicle charging;
- Industrial decarbonisation; and
- Hydrogen production, storage and supply.

3. This collaboration should target the development of an energy supply roadmap for the Peninsula. Working together to attract inward investment and grant funding would be valuable to help plan and deliver future transport interventions.

4. Peninsula Transport should promote involvement of public and commercial partners to conduct joint technology pilots and trials is also a good way to achieve mutually beneficial outcomes, test and evidence what is possible.

5. The Government's requirement for STBs to produce regional assessments to support energy systems stakeholders and local authorities for an effective EV charging network will be part of this shared plan.

Digital communications network

6. Develop relationships with:

- Fixed, wired network operators, such as Openreach, Wildanet¹, Wessex internet;
- Wireless (cellular and satellite) network operators;
- Major transport providers, including Network Rail, Great Western Railway, Freight and Logistic operators, Airports, Sea ports, National Highways, etc;

¹ <https://wildanet.com/>

- Digital enablers, such as *superfast Cornwall*² and investment support such as GigabitBroadband³ and ERDF; and
- Ofcom, not only a regulator but also incentivises digital communications and outreach.

7. This digital collaboration should **target the development of a digital communications roadmap for the Peninsula**. Peninsula Transport should work with these partners to understand how digital communications will need to develop to support the transport system which could include:

- Improvements to Road, Rail, Air and Maritime operations;
- Efficient and sustainable movement of freight and goods;
- Connecting and increasing the connectivity with all people and communities across the peninsula.

Seven specific technology interventions have also been identified, supported by accompanying material which outlines the challenge faced, the potential solution, the likely benefits and evidenced by a peninsula related use case.

Technology Imperative	Technology Sub Theme	Proposed Intervention	Supporting Use Case
Energy	Motive Power	Alternative Fuels - Local Rail services	Electric Agricultural vehicles
Energy	Power Generation	Renewable Power Generation - Wind/solar/tidal/bio/ hydro renewable production	Smart Grid enabled wind turbine
Energy	Power Storage	Energy Storage - Power storage network	Somerset Battery Storage
Digital	Communications	Fibre backbone	NRTS / 5G Pathfinder
ZEV	ZEV	EV Charging Hubs	
ZEV	ZEV	Peninsula Community Centred Charging Network	EV network
CAV	CAV	5G – vital step to autonomy.	C-ITS enablement

Recommendation: The Board approves the Technology and ZEV report and the recommendations and interventions it proposes.

3. Financial Considerations

The costs of drafting the Technology and ZEV Study report are from allocated funds from the Department of Transport (DfT).

² <https://www.superfastcornwall.org/>

³ <https://www.gov.uk/government/news/rural-areas-in-cornwall-set-for-36-million-broadband-boost>

4. Legal Considerations

There are no specific legal considerations.

5. 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.

These policy/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 to support the completion of the Technology and ZEV Study and the publication of the work package report.

The report has been developed through a robust and formal process: collecting and assessing data; consulting with stakeholders through workshops and providing opportunity for comments / amendments to draft reports.

This process will help meet the DfT requirements to research, develop and publish a transport strategy for the Peninsula Transport STB region

PENINSULA TRANSPORT UPDATE

WP8 – Rail Strategy

2 March 2023

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 notes the Executive Summary document produced to reflect the recommendations of the Peninsula Transport Rail Strategy;
- (b) The Board approve the recommendations for the strategy set out in Executive Summary; and
- (c) The Board delegate authority to the Chair of Peninsula Transport and the lead Board member for Peninsula Rail Task Force (PRTF) to make any further changes following the next meeting of the PRTF and these be reported for information at the next Full Board meeting.

1. Background

The Peninsula Transport Sub-national Transport Body (STB) has been working to update its Rail Strategy since 2021. This report and the accompanying Executive Summary provide an overview of the final Rail Strategy, reflecting the current network conditions as well as the aspirations for the rail network across the region in the medium to long term. This Strategy and Executive Summary articulates the key requirements needed from the rail industry to meet the needs of the Peninsula Transport vision and goals. Although this strategy places a particular emphasis on rail, it has been developed with consideration of the other Peninsula Transport strategies. In particular, rail has the potential to assist with delivering the key priorities sought within the freight, rural mobility and carbon transition strategies.

The strategy builds upon the success of *Closing the Gap*, which was published in 2016 outlining the plan for developing the peninsula's rail network. It also recognises that the rail industry is within a period of significant change. The COVID-19 pandemic has created large change to demand patterns, placing larger emphasis on leisure travel than weekday commuting. This has enabled rail to make a strong recovery within the peninsula due the growth in the leisure market. Ongoing industrial action has placed further uncertainty on travellers, especially those commuting. The cost-of-living crisis has placed further challenges on both customers and operators. Finally, the Williams-Shapps Plan for Rail is in the process of being implemented with the creation of Great British Railways and decarbonising the industry by 2040. These ongoing large-scale changes facing the industry means that Peninsula Transport must provide a clear, collective voice for the region during a time where key decisions are being made regarding the future of the industry.

This strategy complements the infrastructure and service aspirations identified within *Closing the Gap* by providing shorter-term initiatives and structural changes.

2. Rail Strategy Executive Summary

Rail is key to connecting the peninsula to rest of the UK. The Great Western and West of England Main lines connect Exeter St David's with Somerset and the rest of the UK, including Wiltshire, London and Dorset. The Cornish Main Line provides a single strategic spine through Devon and Cornwall to Penzance. A series of nine branch lines tie into this spine providing connectivity for communities across Devon and Cornwall. However, there is a still a challenge in increasing access to rail with 30% of the region's population being within walking and cycling distance of a station. The key coverage gaps are North Cornwall, North Devon, North Somerset, Wellington, Cullompton,

Langport and Somerton. However, 70% of the population live within 10km of a railway station, highlighting the need for a strong integration between bus and road networks.

The regions network is characterised by low services frequencies and long journey times. This is largely due the infrastructure characteristics, noting that many branch lines are single track with limited passing and the mainline has multiple areas that are also single track where there are bridges and viaducts. The topography, although a key feature of the region, also poses challenges in creating long signalling headways due to navigating through steep and meandering alignments.

With regards to transport emissions, rail provides a sustainable alternative means of travel to the private car. However, emissions from rail are higher in the peninsula than the rest of the UK due to railway being entirely non-electrified. All services are currently either diesel only or bi-mode rolling stock which is still a low carbon alternative to the private car. However, greater consideration is needed regarding how rail can further be improved to meet national decarbonisation targets.

Five Key Themes of the Strategy:

Five key themes have been identified for the regions rail network; these are:

- **Improving Choice** – encouraging the development of rail to make it a natural choice for the movement of people and goods. This is through creating an integrated transport system where journeys are quicker, simpler and more affordable.
- **Reducing Emissions** – Rail is already a clean mode of transport, migrating passenger and freight journeys onto rail is key to delivering the national governments net zero economy and addressing the climate emergency declared within the Local Authority members.
- **A Resilient Network** – The railway must be resilient to change in demand patterns, extreme weather events and fluctuating costs.
- **Supporting Demographic Change** – The population in the peninsula is growing and ageing and therefore the railway is key to enabling communities to stay connected and active through enhancing the reach of rail to reduce social isolation. People are also working and shopping differently, so passengers need to be offered flexible services that provide value.
- **Underpinning Growth** – Providing the peninsula with a sustainable alternative to the car for leisure, tourism and commuter trips. It is key that this is considered within all phases of planning to enable sustainable growth throughout the region.

Key Priorities of the Strategy:

The key priorities for each theme are shown below.

THEME	Priorities		
Improving Choice	C1: Improve the frequency and/or speed of services to provide more flexibility in travel options.	C2: Improve access to the network through joined-up mobility solutions	C3: Deliver a virtually integrated network, with a one-stop-shop for information and the best fare from door to door.
Reducing Emissions	E1: Optimise the network to capture passenger and freight journeys from the highway – particularly our strategic spine roads.	E2: Decarbonise the network by removing diesel-only trains	

A Resilient Network	R1: Future-proof the network to protect against the impacts of climate change.	R2: Ensure train services operate when customers need and expect them to, and better manage things when they go wrong.	R3: Ensure that there is resilience to the key strategic spine of our network.
Supporting Demographic Change	D1: Develop a set of station standards to prioritise investment towards a network that is accessible and welcoming to all.	D2: Support flexible lifestyles with consistent data connectivity.	
Underpinning Growth	G1: Unlock the potential of rail freight through facilities and network capacity.	G2: Ensure that the network around our key towns and cities can accommodate future service growth.	G3: Ensure that rail maximises its potential to deliver social value through skills, employment and supply chain.

The strategy and Executive Summary sets out a plan for pursuing the priorities identified above.

The strategy identifies the development of the network, through improved service specification as well as new stations and routes, as a long-term priority. The region has experienced great success securing funding for new and re-opened stations and routes which we will seek to continue.

Growing the role of rail freight, as proposed within the South West Freight Strategy, is further endorsed within this rail strategy, and a series of interventions have been identified within the document to address the current challenges faced by the rail freight sector.

Shorter-Term Initiatives

Whilst it is recognised that achieving the desired outcomes of the strategy as a whole will take a number of years and sustained collaboration with stakeholders, the strategy has identified a number of areas where shorter-term initiatives can create meaningful progress in delivering these outcomes. The following measures require collaboration between the rail industry and local partners, but we are confident that they can be delivered within the next 12-24 months:

Initiative 1: Joined-up Mobility (C2)

Integrated fare and ticketing solutions between rail and other forms of local mobility.

Timetable integration between rail and local bus services, and connection guarantees.

Stations as local mobility hubs with targeted infrastructure investment

Initiative 2: One-stop-shop for rail (C3)

Whole-system mapping, consistent across all modes.

Combined portal for door-to-door travel information.

Online availability for the Devon & Cornwall Rail Card, with future extension to cover Somerset.

Improved onward travel information at stations and on trains.

Initiative 3: Trialling Innovation (E2)

Examining the potential for our network to be a test bed for emerging decarbonisation solutions.

Initiative 4: Joined-up disruption management (R2)

A joined-up approach to disruption management, covering rail and local mobility.

Initiative 5: Improving accessibility (D1)

Developing a minimum standard for our stations and delivering priority investment.

Summary

In order to deliver these prioritise within this timeframe, it will require collaboration, focus and resources with all stakeholders playing their part. Based on this, Peninsula Transport commits to:

- Fostering collaborative relationships between the rail industry, local businesses and planners, to ensure a joined-up approach across our economy and society.
- Along with our partners, leading the integration of our transport networks to deliver door-to-door mobility solutions.
- Sponsoring the technical work necessary to underpin and refine our ambitions.
- Targeted provision of match-funding to support the delivery of projects.
- Presenting a unifying voice for the region on the national level.

Peninsula Transport further requests that it will need support from the government through:

- A provisional development fund to progress our package of short-term initiatives and mature our network design work.
- A meaningful, effective role for Peninsula Transport in the future structure of the rail industry.

3. Financial Considerations

The cost of producing the Rail Strategy and Executive Summary documents comes from allocated funds from the Department for Transport (DfT) from FY21/22. The work has been undertaken within approved budgets.

4. Legal Considerations

There are no specific legal considerations associated with this paper.

5. 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.

6. Summary/Conclusions/Reasons for Recommendations

This Paper has provided details of the main recommendations from the Peninsula Transport Rail Strategy. These recommendations cover short term initiatives, reflecting current economic conditions, as well as long term objectives for the rail network in the region, building on the success of rail infrastructure investment in recent years across the peninsula area.

PENINSULA TRANSPORT UPDATE

FY23/24 Business Plan Proposal

2 March 2023

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 notes the proposed budget available for Peninsula Transport for FY23/24;
- (b) The Board note the STB Business Plan guidance received from the DfT which sets out the expectations for the content of Business Plans and priority areas for 2023/24;
- (c) The Board approve the draft Business Plan;
- (d) The Board agrees the plan can be formally submitted to Department for Transport; and
- (e) The Board approve the funding allocated for each key policy area and STB staffing.

I. Background

Peninsula Transport received a letter in March 2022 from Baroness Vere confirming the proposed budget for FY2022/23. The letter also set out a proposed budget for 2023/24 and 2024/25 Financial Years. We have now been advised by Department for Transport that the indicative budget of £649,000 should be used as the basis upon which the Business Plan should be compiled.

The STB Business Plan Guidance, published in December 2022 and circulated to members separately, sets out the expectations of the DfT for business planning. This guidance sets out the three main functions of the STBs as being:

- *Develop and maintain a transport strategy for your region;*
- *Provide advice to Ministers on prioritising transport investment; and*
- *To grow the capability of Local Transport Authorities in your region by developing a Regional Centre of Excellence.*

In compiling the plan for FY23/24, Peninsula Transport have sought to ensure these functions are covered in the proposed programme of work and the significant progress achieved in 2022/23 to be continued.

In 2022/23 the STB published:

- South West Freight Strategy (in collaboration with Western Gateway)
- Rural Mobility Strategy (in collaboration with Western Gateway)
- Carbon Transition Strategy
- International Gateways Strategy
- Alternative Fuels for Freight Strategy (in collaboration with Western Gateway)

We also made significant progress in developing our draft Transport Strategy and accompanying Strategic Implementation Plan.

2. Overview of Business Plan

The proposed work programme for 2023/24 has taken full consideration of the priorities identified within the DfT business planning guidance. Peninsula Transport will prioritise the following:

- Strategy consultation and adoption – our priority will be to consult upon and adopt a draft Transport Strategy
- SIP development & prioritisation – appraise and prioritise schemes against the Peninsula Transport Strategic Goals and Objectives
- Regional Centres of Excellence:
 - Carbon Quantification
 - EV Infrastructure Supply & Demand forecasting
 - LTP Support
 - Sharing Best Practice (subject to the potential availability of additional funding).
- Public Transport
 - Rail Strategy recommendations
 - Bus Network enhancements and better integrated services
- Freight – continued support for the South West Freight Forum and taking forward strategy interventions
- Rural Mobility – development and scoping of pilot schemes

We will deliver the business plan through a permanent team of core staff, supported by a wider resource pool and Local Authority officers as required.

Further detail on each of these areas is provided in the accompanying draft Business Plan.

3. Financial Considerations

As detailed above, the Business Plan has been devised based on the overall STB funding allocation of £649,000 from DfT. Table 1 below provides a breakdown of the indicative funding allocation for each of the areas identified above. The funding allocation has been distributed within known available budgets and is affordable.

Table I – Proposed Business Plan Budget Allocations

Income		23/24	Notes
DfT Contribution		649.0	Based on 2022/23 Award Letter
Local Contribution		159.8	
Income Total		808.8	
Expenditure		Proposed Budget	
Functional administration costs including comms		74.4	In line with 2022/23
Core Team costs		350.0	Estimate based on up to five new FTE roles
Operational Expenditure Subtotal		424.4	
EV Infrastructure Forecasting	Forecasting Tool Interface	20.0	In line with 2022/23 Proposal
	Stakeholder Engagement	15.0	In line with 2022/23 Proposal
	Recommendations, Strategy & Action Plan	25.0	In line with 2022/23 Proposal
Carbon Baseline Tool - Scenario Testing and Placetype		35.0	In line with 2022/23 Proposal
Rural Mobility Scoping & Pilot projects		60.0	
Freight - Steering Group support & monitoring		60.0	
Public Transport – Bus Network Integration		60.0	Carried over from 22/23 Business Plan
Public Transport – Rail Strategy Recommendations		60.0	Carried over from 22/23 Business Plan
Regional Centre of Excellence Support			TBC – additional funding will enable enhanced best practice sharing
Work Package Expenditure Subtotal		375.0	
Expenditure Total		799.4	
Staffing Contingency		49.40	

4. Environmental Impact Considerations

There are no environmental considerations associated with this paper.

5. Equality Considerations

There are no equality considerations associated with this paper.

6. Legal Considerations

There are no specific legal considerations associated with this paper.

7. Risk Management Considerations

The Peninsula Transport Programme Management Group reviews risk and assigns the required mitigation actions across the Peninsula Transport workstreams on at least a monthly basis.

A full risk register will be produced as part of the final Business Plan for FY23/24. This risk register will be monitored and reviewed regularly in conjunction with the DfT.

8. Public Health Impact

There are no public health impacts associated with this paper.

9. Summary/Conclusions/Reasons for Recommendations

In order to draw down on the allocated funding from the Department for Transport, a Business Plan is required to set out how the budget will be allocated and spent. This Business Plan demonstrates a further advancement in the management and organisation of Peninsula Transport, and will provide the DfT with confidence that the STB can deliver this ambitious plan.

TABLE 1: REVISED WORK PACKAGE PROGRAMME

Workstream	Start Date	Completion Date	Notes
WP07 EV & Technology	March 2021	February 2023	Paused in 2022 to reflect on national EV Infrastructure policy. Draft report now complete and final report to be presented at February Board
WP08 Rail Strategy Phase I	March 2021	February 2023	Draft report now being revised to reflect CP7 and GBRTT changes. Final report to be presented at February Board
WP23 Rail Mobile Connectivity	March 2022	Spring 2023	Development of Business Case in partnership with Network Rail for Project Reach. This is now being completed with a final update to be presented in the Spring.
WPI5 Detailed Transport Strategy	March 2022	Autumn 2023	Draft Strategy for Consultation to be presented to February Board. Consultation spring/summer 2023. Final publication in September 2023.
WPI7 Strategic Implementation Plan	March 2022	Spring 2023	First SIP to be presented to February Board for comment. Live document to be revised quarterly.
Decarbonisation – Baselineing	Dec 2022	March 2023	Carbon baselineing exercise to be commissioned this month with results scheduled by end of FY 22/23.
EV Infrastructure Demand Forecasting	Dec 2022	April 2023	Development of EV Ready Tool to forecast EV supply and demand across the STB area based on a number of uptake scenarios and available to drill down to sub-postcode level. Proposal is prepared for Officer and DfT sign off.
Freight – Forum Support and Pilot projects	July 2022	March 2023	Ongoing provision of technical and facilitation support to the SW Freight Forum Development of potential pilot project to provide load matching service. Proposal in preparation.
Rural Mobility – Pilot Proposals	Dec 2022	March 2023	Development of a pilot prospectus based on specific locations in line with RM Strategy. Proposal is prepared for Officer and DfT sign off.

FINANCE UPDATE**Financial Update Report**14th February 2023

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
- (b) The board is asked to approve the revised budget forecast

I. Background/Introduction**Funding Provision 2022/23**

The funding available for 2022/23 is £1,200,398, as follows:

Table 1. Funding provision 2022/23

Local Authority Contributions 2022/23	£159,820
Accrual	£455,578
DfT contribution 2022/23*	£338,900
Total budget 2022/23	£954,298

*subject to DfT approval

Forecast Expenditure 2022/23

Forecast expenditure for 2022/23 is as follows:

Table 2. Forecast Expenditure 2022/23

Functional, staffing and communications costs	£249,400
Commitments to work packages from 2021/22	£360,800
Work package commitments 2022/23	£249,300
Total	£908,300

Revised Budget Forecast December 2022/23

The revised budget is constituted as follows:

Table 3. Revised Budget Forecast 2022/23

Funding	£954,298
Committed	£908,300
Contingency	£45,998

The contingency has decreased from £172,965 (as reported in December) to £45,998. This change is due to a reduction in the DfT funding from £585,000 to £338,900 (£246,100) at the start of 2022/23.

It is proposed that the contingency of £45,998 is to remain in place into the next financial year (2023/24) against the risk of redundancy costs associated with paying core staff. The redundancy risk allowance is likely to need to be increased in 2023/24 once the core staff costs have been assessed.

Spend to end of January 2023

Spend to end of January 2023 was reported as £420,100.

2. Summary/Conclusions/Reasons for Recommendations

Board members are asked to note and approve the revised budget and that the committed expenditure remains affordable.

COMMUNICATIONS & ENGAGEMENT



Update report

02 March 2023

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 December 2022 – March 2023, as well as setting out the up-and-coming programme.

2. Communications activities since December 2022

Communication activity since December 2022 has focused on planning supporting communications for work packages as they are completed.

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
- Preparing to generate the overarching 2023/2024 milestone plan

2.2. Stakeholder communications

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

- One-to-one responses to inbox enquiries for Peninsula Transport and managing Peninsula Rail Task Force's (PRTF) mailbox

2.3. Online communications

Website

The website www.peninsulatrtransport.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:

- Web article relating to levelling up funding: <https://www.peninsulatrtransport.org.uk/news-articles/peninsula-transport-welcomes-levelling-up-funding-awarded-to-transport-projects-across-the-region/>

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.

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	August	September	October	November	December	January
Profile visits	905	1,546	1,070	518	1	77
New followers	2	2	3	-1	-2	1
Mentions	2	4	10	15	0	0
Tweet Impressions	759	790	1,155	(?)	88	285
Tweets	1	2	4	7	1	1

A LinkedIn profile is currently being set up and a programme of content has been put together to begin building the page.

2.4. Media management

- Peninsula Transport welcomes levelling up funding awarded to transport projects across the region (20 January 2023): <https://www.peninsulatrtransport.org.uk/news-articles/peninsula-transport-welcomes-levelling-up-funding-awarded-to-transport-projects-across-the-region/>
 - No digital coverage, print coverage cannot be ascertained but still an important reference point for the STB's voice on our website.

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. Most collective work is focused on the next STB Conference scheduled for June 5th 2023.

- Website is now updated: <https://www.stbconference.com/>
- Register to attend is now open for submissions: https://wrs-ltd.com/mom_stb23_attreg-register/

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
- WP06 Carbon Transition Strategy
- WPI2 International Gateway Study
- MP engagement – update on the forthcoming draft transport strategy
- Development of 2023 / 2024 comms plan to include draft transport strategy engagement
- First STB newsletter – launch of the draft strategy
- Stakeholder audit
- Transport Forum
- STB Conference 2023 and comms support
- PRTF – ensuring the specific rail key messages are up-to-date, consolidating messages within WP08, Rail Strategy Phase One
- Utilise opportunities to promote Peninsula Transport's key messages through proactive news stories, events etc

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.

National Highways (NH) update for SW STB board meetings Feb/March 2023

RIS3 Update

NH and DfT officials await the imminent Ministerial clearance for NH to publish a suite of key documents informing the Government's Road Investment Strategy (RIS3). These documents are:

- **Connecting the Country: our long-term strategic plan to 2050.** This document sets out our understanding of the long-term trends that will affect our network over the next 30 years. It also expresses our vision for the SRN network we want to work towards in that time - how we want our network to look and feel, and the benefits for our customers, the environment, and society. It will provide a long-term backdrop to the development of successive Road Investment Strategies, ensuring we focus not just on the here and now but that we build solid foundations for the future. Following publication, there will be opportunities to feedback on the plan which will be updated for publication alongside the RIS3 Strategic Business Plan and Delivery Plan by the end of the Road Period in 2025.
- **SRN Initial Report.** This is our headline recommendation to Government for the shape of RIS3. The initial report is strategic and thematic, setting out a high-level assessment of the current state of the network and user needs from it, potential maintenance and enhancement priorities, and future development needs and opportunities. It is informed by our long-term strategic plan and Route Strategies, and it recommends the next steps to be pursued during RIS3 towards our long-term vision for the SRN.
- **Route Strategies.** Between them, the 17 Route Strategies (20 reports) take a route-based detailed look at the whole of the SRN network, one section at a time. They are underpinned by a comprehensive evidence-base including extensive stakeholder engagement. Each Route Strategy looks at the current and future role and function of the route to identify a set of route objectives. The current state and performance of each route is explored and future demands and opportunities are explored e.g. growth. They also look at the role of the SRN in the wider transport network and the opportunities for greater integration with other modes and for collaboration with other transport providers. The Route Strategies identify opportunities along the route where, once current planned interventions are delivered, future intervention would be likely to bring benefits and help achieve the route objectives. The Route Strategies will be published in draft form alongside the SRN Initial Report, and their final publication will follow later in the RIS period.

Once National Highways has published these documents, DfT will launch an 8 week consultation on the SRN Initial Report, this consultation will inform their development of the RIS. There will also be an opportunity for stakeholders to provide feedback to NH on our draft long-term plan and the draft Route Strategies.

Agenda Item 12

DfT anticipates publishing RIS3 late in 2024, followed by National Highways' Strategic Business Plan and Delivery Plan setting out how we will deliver RIS3.

We are thankful to all the STBs for their continued engagement and support in a lot of this work and look forward to your feedback on the documents we publish.

Scheme updates

A30 Chiverton to Carland Cross

Work is progressing well on this scheme. A new bridge was installed over the A30 in double-quick time over the weekend of 17 -20 February.

The Tolgroggan access bridge has spanned the A30 near Zelah for 32 years and needed to be replaced to accommodate the new dual carriageway and the existing road between the Chiverton and Carland roundabouts.

To enable the bridge lift operation the A30 was closed between the Boxheater junction and Chiverton Cross roundabout, with drivers using diversion routes.

Despite mist and mizzle, weather conditions and wind speeds remained suitable for the lifting operation and the new 137ft (42-metre) twin-beam overbridge was lifted into place by a 650-tonne crawler crane. And after Engineers undertook tying-in work on the bridge, dismantling and transporting of the crane and extensive site and traffic management clearance, the A30 was reopened to motorists 16 hours ahead of schedule.



The new bridge weighs 275 tonnes, the equivalent weight of 23 double decker buses or 887,097 standard Cornish pasties and will eventually span the existing A30 road and four lanes of the new carriageway. Now in position, work will concentrate on construction of the new road, with the existing bridge to be demolished later this year.

A303 Sparkford to Ilchester engagement events

We continue to make good progress on the A303 Sparkford to Ilchester scheme. Our engagement van will be visiting the Sparkford to Ilchester scheme at the end of March to give local communities and the travelling public the chance to find out more about the upcoming phases of the dualling scheme. National Highways, Galliford Try and HW Martin, the traffic management company, will be on hand to answer any

questions. We're finalising times and locations and will update [our website](#) with this information shortly.

A358 Taunton to Southfields

With the support of government, National Highways has taken the decision to pause the Development Consent Order application while we support a review into the appropriateness of the environmental mitigations proposed for the project. This will move the submission date into 2023.

We remain confident that our proposed scheme presents the best solution to the ongoing issues along the A358 and as part of the wider A303/A358 corridor. We will continue to work closely with the government to ensure a decision on submission of the DCO application is fully informed. We will continue to keep our stakeholders and local people informed of the project's progress whilst this work is carried out.

A38 Trerulefoot to Carkeel safety package

Public consultation in 2022 on this RIS Pipeline scheme showed strong public support. Our recommendation regarding proposed safety interventions is with Ministers. As this is currently a pipeline scheme, continuation beyond that point will be subject to the Ministerial decisions on RIS3 in 2024.

Road Safety Communications Campaign

With safety our number one priority, we aim to at least halve the number of people killed or seriously injured on our roads by the end of 2025, with a longer-term goal of achieving a zero-harm network.

To support this vision and help road users to stay - and feel - safe on our road network, we have developed a new road safety campaign that demonstrates to drivers how to drive safely around heavy goods vehicles (HGVs).

Large vehicles, such as trucks and HGVs are often considerably longer, heavier, and more powerful than standard vehicles and need more consideration. Drivers often underestimate the size and position of HGVs, the areas of limited visibility, as well as the stopping distance required. Because of the significant differences in weight, crashes with lorries are more likely to cause severe injury or death.

Our message to drivers is 'be seen'. When approaching HGVs, move quickly and safely when overtaking and don't linger.

The campaign will launch on the 27 February and run through to the 31 March 2023. It is designed to increase awareness and knowledge among road users of the limited visibility areas and vehicle limitations of HGVs.

