

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 : 28 June 2023  
Please ask for : Hannah Clark 01392 383000

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

**PENINSULA TRANSPORT SHADOW SUB NATIONAL TRANSPORT BODY**

Wednesday, 5th July, 2023

A meeting of the Peninsula Transport Shadow Sub National Transport Body is to be held on the above date, at 2.00 pm at Microsoft Teams 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 - 6)

To approve the minutes of the meeting held on 2<sup>nd</sup> March 2023.

3 Items requiring urgent attention

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

4 Peninsula Transport Update

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

**MATTERS FOR DECISION**

5 Peninsula Transport Response to DfT and NH Consultation (Pages 7 - 10)

Peninsula Transport's response to 'Shaping the Future of England's Strategic Roads', DfT (Department for Transport) and NH (National Highways) consultation.

6 Alternative Fuels for Freight (WP25) (Pages 11 - 14)

Report on the revised version of the Joint Peninsula Transport and Western Gateway Alternative Fuels for Freight Strategy.

7 Local Transport Plans/STB Technical Support to LAs

Verbal update of the technical work being undertaken to support Local Authorities in the preparation of their Local Transport Plans.

8 Rail Connectivity (WP23)

Verbal update on the Strategic Outline Business Case prepared by Network Rail.

**STANDING ITEMS**

9 Finance Update (Pages 15 - 16)

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

10 Communications and Engagement Update (Pages 17 - 22)

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

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:

28 September 2023

Please use link below for County Council Calendar of Meetings;

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

*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

<b>Membership</b>
Councillors A Davis M Rigby, M Cusack, C Donnithore, A Denby, 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), R Stevens (Plymouth Bus), J Whaley, B Wills (Department for Transport), S Coghlan and E Wilson
<b>Declaration of Interests</b>
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.
<b>Access to Information</b>
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 <a href="https://democracy.devon.gov.uk/mgCommitteeDetails.aspx?ID=459">https://democracy.devon.gov.uk/mgCommitteeDetails.aspx?ID=459</a>
<b>Recording or Reporting of Meetings and Proceedings</b>
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.
<b>Public Participation</b>
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 <a href="mailto:hannah.clark@devon.gov.uk">hannah.clark@devon.gov.uk</a> 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
In the event of the fire alarm sounding leave the building immediately by the nearest available exit, following the fire exit signs. If doors fail to unlock press the Green break glass next to the door. Do not stop to collect personal belongings, do not use the lifts, do not re-enter the building until told to do so.
<b>Mobile Phones</b>
Please switch off all mobile phones before entering the Committee Room or Council Chamber
<b>If you need a copy of this Agenda and/or a Report in another format (e.g. large print, audio tape, Braille or other languages),</b>

please contact the Information Centre on 01392 380101 or email to: [centre@devon.gov.uk](mailto:centre@devon.gov.uk) or write to the Democratic and Scrutiny Secretariat at County Hall, Exeter, EX2 4QD.



Induction loop system available

## NOTES FOR VISITORS

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

**SatNav** – Postcode EX2 4QD

### Walking and Cycling Facilities

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

### Access to County Hall and Public Transport Links

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

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

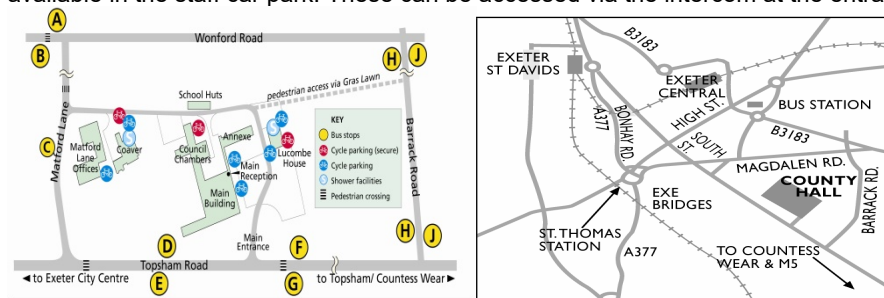
### Car Sharing

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

### Car Parking and Security

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

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



**NB**   Denotes bus stops

### Fire/Emergency Instructions

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

### First Aid

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



## PENINSULA TRANSPORT SHADOW SUB NATIONAL TRANSPORT BODY

2 MARCH 2023

Present:-

County Councillors

Councillors A Davis, J Drean, M Morey, and C Donnithorne

Co-opted Members:-

B Appleby, S Farley, A Darley, N Woollett, H Shrimpton, I Harrison, J Hulland, N Blackler, N Devani, R Pascoe, V Leesam, M O'Dowd-Jones, M Haywood, P Heseltine, H Clark, P Barnard, A Betram, D Glinos, T Wattam, V Fraser, K Mowat, J Hones, K Bright

Apologies:-

G Caplin, R Riley, A Denby, P Wright

**183** **Minutes of the previous meeting**

The minutes of the previous meeting were approved as a true record.

**184** **Items requiring urgent attention**

There were no matters raised as urgent items.

**185** **Peninsula Transport Update**

The Board received a presentation.

- The core staff strategy was shown to the board members. This includes 5 full time positions.
- This structure has been developed with assistance from Councillor Davis and Plymouth City Council for most suitable shape.
- The structure is waiting on approval within the next 6 months.
- It was added that this structure is the minimum standard expected of STBs in the future.
- Ideally staffing structure will be put in as soon as practically possible.
- It was requested that there be further clarification and milestones on the recruitment process, to give the board reassurance.

Action: Plymouth City Council to give regular progress updates.

It was **MOVED** by Councillor Davis, **SECONDED** by Councillor Drean and **RESOLVED** that the staffing structure will be taken forward.

**186** **Draft Transport Strategy & Strategic Implementation Plan (WP15 & WP17)**

The Board received a report and presentation, and heard that:

- Strategy must be flexible and future-proof. It must align with national policies, targets and priorities.

# Agenda Item 2

2

PENINSULA TRANSPORT SHADOW SUB NATIONAL TRANSPORT BODY

2/03/23

- Integrating travel modes in the next few years so by 2035 they can be fully integrated into a reliable network
- SIP brings together all investment schemes and interventions planned for the Peninsula. Low cost = £2.24bn, high cost = £2.86bn
- Route Map throughout 2023 to a Peninsula Draft Strategy for consultation over the summer

The Board raised queries as to whether the programme can be delivered without a permanent staffing structure. It was explained that it can be, but the sooner a permanent staffing structure is in place the better: the strategy requires commitment and time to deliver, which can be brought in by permanent staffing.

The Board stated that there should be consideration to the MRN (Major Road Network) within the strategy.

It was stated by the Board that care should be taken with specified time frames as this can tie key parties into commitments that they may not be able to fulfil. Instead, it was suggested to use a 'sequence' rather than a time scale. It was agreed that flexibility is key, but a rigid time scale can help push on progress.

It was considered by the Board that 2024 leadership changes could affect the progress of the strategy; therefore, a clear message is needed so that new leaders can understand the strategy.

It was **MOVED** by Councillor Drean, **SECONDED** by Councillor Donnithorne and **RESOLVED** that the recommendations be taken forward.

187

## **Technology & ZEV Strategy (WP07)**

The Board received a presentation which gave detail on:

- Technology imperatives: Dependable energy supply and distribution networks and robust all-inclusive digital communications networks
- Recommendations: Form relationships with energy suppliers and network operators, collaboration with partners, development of energy supply roadmap for the Peninsula, promote technology pilots and trials, produce regional assessment of EV network, and digital collaboration.
- Themes: Energy, Digital, and Mobility
- 7 specific technology interventions

It was stated by the board that 'cold-spots' through Torbay is still an issue. Network connectivity is an issue and limits the usage of transport apps.

The Board stated that STB must partner with Network Suppliers and other stakeholders to understand the constraints and how to prioritise certain areas, e.g. holidaymakers/visitor areas.

It was **MOVED** by Councillor Davis, **SECONDED** by Councillor Drean and **RESOLVED** that the recommendations be taken forward.

188

## **Rail Strategy (WP08)**

The Board received a presentation on the Rail Strategy.

- It was discussed how the strategy aligns with other work packages to avoid duplication of work. E.g. ensuring bus timetables can align with rail times.
- It was noted that the STB must identify its role
- There were general discussions on how rail has recovered since Covid-19 in the South West. Whilst this is relatively strong, there are less journeys for daily commutes and longer distance routes.



- The importance of rail: a travel option for an ageing population and can reduce isolation.
- What the Peninsula has at present
- The need for integration of bus and car travel with rail
- Priority themes of the strategy include journey times, enhanced stations, and integrated mobility solutions.

There were general discussions about building new stations and that this requires more confidence from councillors, currently higher costs and delays with station builds.

The Board states that regional rail strategy needs to align with Peninsula aims.

Recommendation 1: The Board notes the Executive Summary document produced to reflect the recommendations of the Peninsula Rail Strategy.

Recommendation 2: The Board approve the recommendations for the strategy set out in Executive Summary

Recommendation 3: The Board delegates 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.

It was **MOVED** by Councillor Davis, **SECONDED** by Councillor Drean and **RESOLVED** that the recommendations (in principle) be taken forward.

## 189 Draft Business Plan

The Board received a presentation on the draft business plan. This gave detail of:

- An indicative budget of £649,000 has been used as the basis of the plan
- DfT business plan guidance sets out the main functions of STBs
- Draft proposals are subject to agreement with DfT
- Progress to date includes South West Freight Strategy, Rural Mobility Strategy and many more
- Priorities for 23/24: strategy consultation and adoption, SIP development and prioritisation, Regional Centres of Excellence (EV Tool development and Carbon Baseline Modelling), Public Transport, Freight, and Rural Mobility
- Progress to date

It was **MOVED** by Councillor Davis, **SECONDED** by Councillor Drean and **RESOLVED** that the recommendations be taken forward.

## 190 Finance Update

The Board received a brief overview from the Finance Lead Authority on the latest financial position.

The Board noted that:

- Forecast is shown in papers
- Budget should be fine with some contingency funds. This contingency fund has dropped by 120k with what was previously allocated, due to reduction in DfT funding.
- Overall it is positive

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

It was **MOVED** by Councillor Davis, **SECONDED** by Councillor Morey, and **RESOLVED** that the recommendations be taken forward.

# Agenda Item 2

4

PENINSULA TRANSPORT SHADOW SUB NATIONAL TRANSPORT BODY  
2/03/23

## **191 Communications and Engagement Update**

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

The Board noted that:

- Peninsula LinkedIn page has been made
- 22/23 plan is coming to an end, so 23/24 plan is in progress: focus areas will be showing technical works and a regular stream of STB work

## **192 Peninsula Rail Update**

## **193 Co-Opted Members Update**

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

### Depart for Transport

The board heard that a full update has been distributed to all emails. This includes updates on buses, active travel, local transport plan guidance and Levelling Up fund. The Board requested that funding be put into an email for clarity; details of this can be found within the distributed update.

### National Highways

The Board noted that a full update was available in the Agenda Pack. This included RIS3 updates, schemes updates and updates on the Road Safety Communications Campaign.

### Network Rail

The Board noted that the full update from Network Rail has been distributed to all emails. Rail investment is good now, and strike action is still occurring. The Board heard that Project Reach will accelerate trackside fibre and mast upgrades to enhance wireless connectivity on trains and in stations.

## **194 Public Participation**

There was no question from a Member of the public.

## **195 Dates of Future Meetings**

Board Members noted the dates of future meetings as:

29 June 2023

28 September 2023

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

Please use link below for County Council Calendar of Meetings;

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

# Agenda Item 2

PENINSULA TRANSPORT SHADOW SUB NATIONAL TRANSPORT BODY<sup>5</sup>  
2/03/23

The Meeting started at 1.00 pm and finished at 5.00 pm



## RESPONSE TO DFT AND NATIONAL HIGHWAYS INITIAL REPORT CONSULTATION

Details of Submission

5 July 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 approve the submission prepared for the DfT in response to their consultation on the National Highways Strategic Road Network (SRN) Initial Report on behalf of Peninsula Transport

#### I. Background/Introduction

This note provides a proposed response to the DfT in relation to their consultation “Shaping the Future of England’s Strategic Roads” to feed into the third Road Investment Strategy (RIS3). The Consultation seeks views on the National Highways Initial Report. This report outlines National Highways’:

- view on the current state of the strategic road network (SRN)
- potential future needs
- proposed priorities for the next road period (RP3), covering the financial years 2025-26 to 2029-30

The Initial Report sets out National Highways’ understanding of what its customers want - a safe, reliable network, which supports net zero and better environmental outcomes, is integrated and customer focused. Having assessed the current state of its network and future trends, the report identifies the challenges that National Highways needs to address in the third road period and uses this insight to set out its plans.

The Strategic Objectives of the of RIS3 are:

- Growing the economy
- Improving safety for all
- Network Performance to meet customer needs
- A technology-enabled network
- Managing and planning the SRN for the future
- Improved environmental outcomes

A series of consultation questions are posed by the DfT on these objectives<sup>1</sup> and the Initial Report in detail, and the response proposed below follows the structure of these questions. The DfT has requested consultation responses to be received by July 13<sup>th</sup> 2023.

---

<sup>1</sup> <https://www.gov.uk/government/consultations/shaping-the-future-of-englands-strategic-roads/shaping-the-future-of-englands-strategic-roads#what-will-happen-next>

A further consultation process is being undertaken alongside this one by National Highways to gather view on the Connecting the Country Long Term Strategic Plan and the individual Route Strategy Initial Overview Reports. This consultation process closes on August 11<sup>th</sup> 2023.

## 2. Consultation Response

The response is structured to align with a series of themed questions posed in the consultation document.

### Strategic Objectives:

The initial question relates to the level of importance of the six RIS3 strategic objectives.

Peninsula Transport consider that all six of the objectives are very important.

*Growing the Economy* - The Peninsula is hugely reliant on the STB for connectivity to the wider economy, along with supporting tourism, which is central to the local economy.

*Improving Safety for All* - Improving safety on the SRN is considered to be the most important objective for Peninsula Transport. Of the 512km of network in the STB area, 26% is single carriageway, with the majority of this below standard. Significant sections of the SRN have junctions that are not grade-separated or allow crossing movements, even where dual carriageway. Sections of the SRN travel directly through communities creating safety and severance issues.

*Network Performance* – focusing this objective around the maintenance and renewal of the existing network is supported. Network performance is important for all users. In the Peninsula this performance is variable due to the inconsistent network which is put under particular pressure during peak seasons and periods. It is therefore important that this objective covers the improvement of the network where it is substandard as well as maintenance and renewal. The ‘legacy of inconsistent investment’ is highlighted in the Initial Report when identifying the priorities for the third road period<sup>2</sup>.

*A technology-enabled network* – whilst it is essential that technological advances and adapting the network to meet these is important, it is considered that greater use of the tried and tested technology available should be prioritised. In the peninsula, the significant influx of visitors during the summer months could be better managed through the improved use of existing technology and messaging to ensure the network operates as efficiently as possible and meets the demands of these seasonal fluctuations.

*Managing and planning the SRN of the future* – we agree it is important that the network is well maintained, due to the significance of the SRN as a proportion of the whole highway network in terms of the proportion of travel.

*Improved environmental outcomes* – addressing the decarbonisation of travel is very important. Peninsula Transport considers there should be greater emphasis in RIS3 on rolling out and installing the EV infrastructure to achieve this, enabling the capacity in place to facilitate a significant growth anticipated in alternatively fuelled vehicle types to achieve Net Zero.

### Trunking/de-trunking

There are no sections of the SRN within the Peninsula Transport area currently proposed for ‘trunking’ or ‘de-trunking’. Peninsula Transport agrees with these proposals.

---

<sup>2</sup> Strategic Road Network Initial Report: 2025-2030 p.131.

However, the future cost of maintaining the Tamar Bridge, which in effect forms part of the Strategic Road Network, should be considered. Currently the cost of this is borne wholly by users and underwritten by Local Authorities.

## National Highways focus areas

Long Term Vision – Peninsula Transport supports the proposed focus areas set out within the Connecting the Country Report. In particular, Peninsula Transport supports the vision for Net Zero of National Highways’ activities by 2030 and the network users by 2050. However, the vision should include milestone objectives of what needs to be accomplished by 2030 in order to hit the 2050 target, particularly with regard to EV infrastructure. This would support the Peninsula Transport emerging strategy objective of developing EV infrastructure over coming years, which is particularly important to support longer distance visitors and business users.

## Improving safety on the network

Whilst safety is essential across the network, a particular area of high priority for Peninsula Transport is achieving a consistent SRN across the whole area. For example, sections of our network continue to have crossovers, at-grade junctions and single carriageway links such as the A38, A303 and A35. These parts of the network inevitably have a poorer safety record than those built to more modern safety standards.

## Making the best use of the existing Strategic Road Network

Peninsula Transport supports the priority of making the most of the existing network, and aligns well with the emerging Peninsula Transport Strategy. The focus of maintaining the existing network with more limited expansion over the next RIS period is understood given current budget and programme constraints.

## Community Offer and Designated Funds

Improving customer information, in particular realtime, is supported by Peninsula Transport. Making use of existing technology and messaging to ensure the network operates as efficiently as possible and meets the demands of customers is essential where significant capacity enhancements are not likely to come forward.

Peninsula Transport will support a more collaborative approach to identifying needs for and allocation of designated funds across our area. In particular, supporting the ability for users to transfer to alternative modes where most appropriate through improved information and infrastructure aligns with our transport strategy’s objective of achieving an integrated transport network for the peninsula.

## Decarbonisation and Environmental Sustainability

The Initial Report sets out a proposal of rolling out 2,500 open access rapid charging points across the network by 2030, funded by the governments Rapid Charging Fund from the Office for Zero Emissions. This pace of rollout does not appear to match the demand forecasts for this time period. Detail of the provision within RIS3 to further expand this rollout of EV infrastructure investment should be provided. Peninsula Transport are concerned this proposed expansion will not create the capacity to support the growth in electric vehicles forecast over the RIS3 period.

## Taking a targeted approach

Peninsula Transport supports the third road period priority of improving safety on single carriageways and other ‘A’ roads, addressing the ‘legacy of inconsistent investment’ in our network. As detailed earlier, the inconsistent nature of the SRN within the peninsula area is a particular concern.

The increased focus on smaller schemes is welcomed, however it should be clarified whether the budget envelope is sufficient, given the cost of delivering improvements on the strategic road network. This budget needs to be informed by practical examples and consideration given to what role local bodies (STBs and Local Authorities) can play in driving efficiency and delivery.

## Measuring our Performance

Performance needs to be monitored against milestones set with regard to achieving Net Zero. They should be customer focused and outward looking rather than focused upon internal NH operations. The metrics should be able to monitor the changes required in order to get to Net Zero on the SRN.

## Meeting the needs of people affected by the presence or operation of the SRN

Across the Peninsula Transport area, there are a number of locations where the SRN has a direct negative impact upon the local population through severance and proximity to the network. It is important that NH are proactive in addressing these issues and exploring approaches to alleviating the impacts on residents who live along the SRN.

## Digital Technology

As detailed above, Peninsula Transport would support the use of existing proven technology to influence the pattern of demand on the network through better information and messaging in the short term.

## Other Issues

The lack of an indicative Statement of Funds Available (SoFA) means that there is limited visibility of future budgets. This will make developing and feeding into the programme for RIS3 difficult. The lack of funding information will make the prioritisation process for STBs very difficult to undertake in a meaningful way. If it is the intention to encourage a 'bottom up' approach to scheme and programme development then this may lead to unrealistic expectations amongst stakeholders.

### **3. Financial Considerations**

This paper does not impact directly upon the finances and programme of the STB.

### **4. Environmental Impact Considerations**

There are no specific environmental considerations.

### **5. Legal Considerations**

There are no specific legal considerations.

### **6. Risk Management Considerations**

There are no direct risks associated with this paper.

### **7. Public Health Impact**

There are no public health impacts

### **8. Summary**

This note represents the proposed consultation response on behalf of Peninsula Transport and has been prepared following a number of briefing and consultation sessions with National Highways.



## ALTERNATIVE FUELS FOR FREIGHT STUDY

WP25 Alternative Fuels for Freight Revised Report

5 July 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 approve the revised report on Alternative Fuels for Freight in the Southwest
- (b) The Board agree that Work Package 25 is not signed off as complete and ready for publication
- (c) Delegate the Officer Group to take forward the potential shortlisting of potential alternative fueling locations for further feasibility review.

#### 1. Background/Introduction

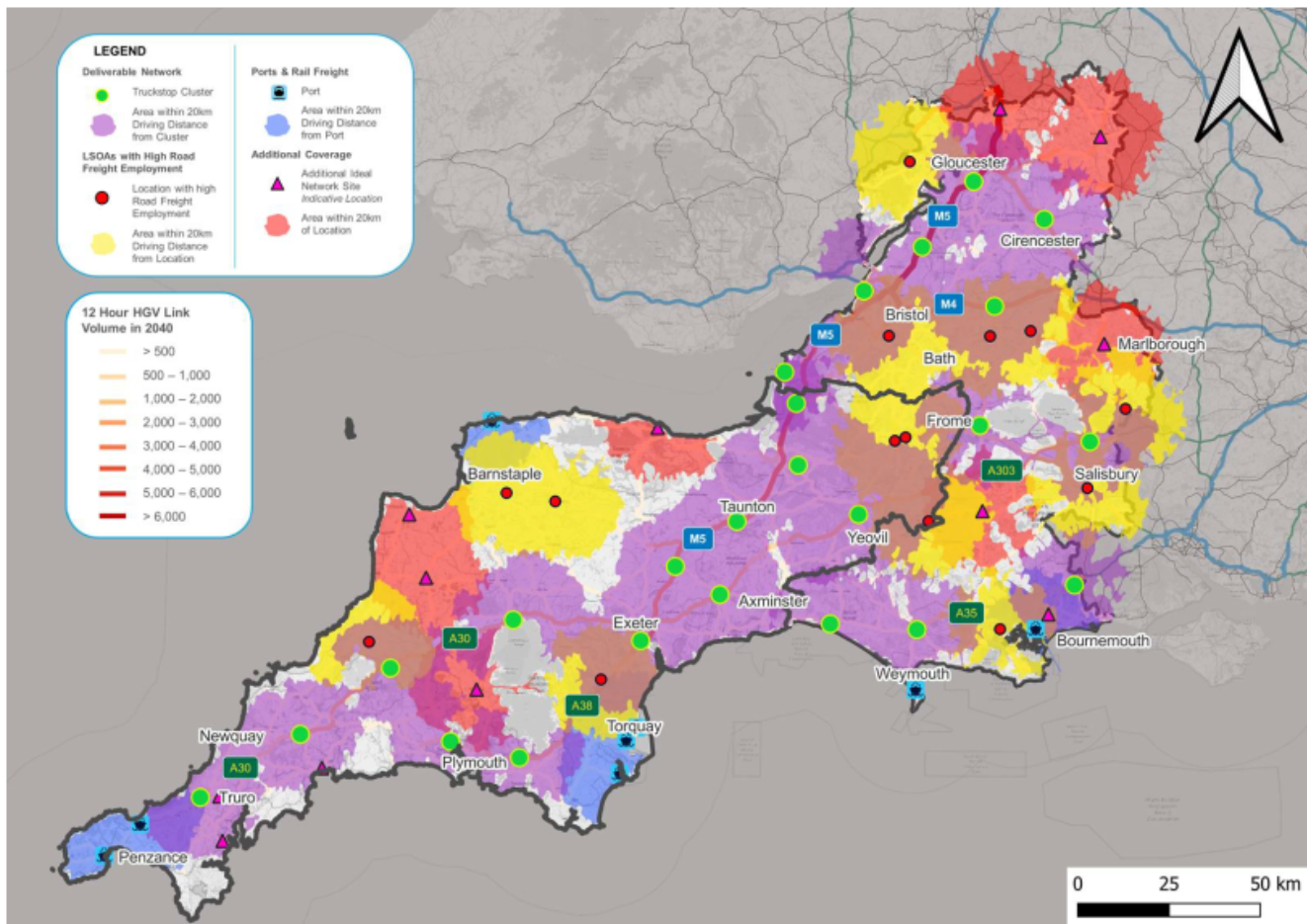
In March 2022 Peninsula Transport and Western Gateway STB jointly commissioned Atkins, with their industry partner CENEX, to undertake a study to consider the barriers and opportunities associated with the transition of freight vehicles to alternative fuels. The study adopted a methodology successfully applied in a similar study for the Midlands Connect STB.

The draft Strategy based on the original scope was brought to the Peninsula Transport Board on 8<sup>th</sup> December 2022. Members were broadly supportive of the study, however concerns were raised that it was too focused upon the Strategic Road Network (SRN), disregarding large areas of the Peninsula Transport area. It was requested that further work be undertaken to consider additional charging infrastructure in areas away from the SRN such as North Devon, North Cornwall, Dorset, Wiltshire and Bournemouth, Christchurch and Poole. A revised scope of works was agreed with the Atkins team and a revised strategy has now been produced.

#### 2. Overview of the Revised Study

The study has been updated in a number of sections. Chapters 3 to 5 have been updated to include greater reference to the issues raised around coverage in rural, non-SRN served areas. Additional sections of the report have been added to set out the broader scope and also consider the limitations of the approach in certain geographical areas. Chapter 14 sets out what are considered to be the limitations of the approach, as well as the Key considerations around rurality, availability of raw materials and the planning considerations for hydrogen and EV refuelling facilities.

Chapter 17 sets out a revised set of recommendations for establishing a network of hydrogen refuelling and EV charging stations based on a zonal approach rather than simply based on proximity to the SRN. This has taken in to account locations of existing freight and logistics hubs and other freight employment locations, as well as existing truckstops and lorry parking facilities. Whilst gaps are still evident in the more rural areas of the study area, these are based on a forecast low demand for such infrastructure, rather than just geographically based. The proposed refuelling network is shown below in Figure 1.



### 3. Next Steps

A site ranking tool has been developed by Midlands Connect to shortlist potential refuelling locations. The DfT have provided additional capacity funding to Midlands Connect to roll out this function and undertake this work for all STBs.

The tool can be used to test of range of potential locations and the criteria can be adjusted to reflect the rurality of the Peninsula and Western Gateway STB areas. The advisory tool combines a mapping function with demand forecasting to indicate when sites will be needed. The tool and accompanying dashboard is under development and should be available for Local Authorities to feed into Local Plans and Local Transport Plans in autumn 2023.

Following the roll out of the tool, consideration will be given by Peninsula to supporting the delivery of potential sites through business case development and working with stakeholders and operators.

### 4. Consultations/Representations/Technical Data

Officers from Peninsula Transport authorities have been consulted on the development of this revised report throughout and stakeholders have engaged in workshop sessions. In addition, National Highways have provided comments on the final revised report which have been taken into account.

### 5. Financial Considerations

Funding for this revised study was provided by Peninsula Transport and Western Gateway from the 2022/23 STB budgets.

## **6. Environmental Impact Considerations**

Each of the schemes reviewed will have considered the environmental impacts of their delivery as part of the scheme appraisal.

## **7. Legal Considerations**

There are no specific legal considerations.

## **8. Risk Management Considerations**

There are no direct risks associated with this paper. The process of reviewing schemes and providing an overview to DfT is intended to provide reassurance on the Value for Money of the schemes, thereby reducing the risk of schemes being refused or cancelled at a later stage.

## **9. Public Health Impact**

There are no public health impacts.

## **10. Reasons for Recommendation**

The recommendation is proposed to approve the final Alternative Fuels for Freight Report.

The report has been developed by Atkins 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



# FINANCE UPDATE

## Financial Update Report

05 July 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 Local Authority contributions for 2023/24
- (c) The board is asked to approve the revised budget forecast

#### I. Background/Introduction

#### Peninsula Transport Local Authority Contributions 2023/24

The Local Authority contributions were originally approved in 2019 on a per capita basis. These have not been changed since that time and are set out in Table 1 below:

**Table 1: Local Authority Contributions**

Local Authority contributions	Function	fee	retained fees	contribution
Cornwall Council	Technical lead	£38,240	£3,240	£35,000
Torbay Council	Technical support	£9,600	£0	£9,600
Devon County Council	Administrative lead	£55,520	£6,500	£49,020
Somerset Council	Governance lead	£37,760	£5,000	£32,760
Plymouth City Council	Accountable Body and Communications lead	£18,700	£2,700	£16,000
		<b>£159,820</b>	<b>£17,440</b>	<b>£142,380</b>

The board is asked to approve these contributions for 2023/24

#### Funding Provision 2023/24

The board is asked to note the following funding provision for 2023/24 as set out below in table 2

**Table 2. Funding provision 2023/24**

Local Authority Contributions 2023/24	£159,820
Accrual from 2022/23	£532,600
<b>STB funding to date</b>	<b>£692,420</b>
DfT contribution 2023/24*	649,000
<b>Total budget 2022/23</b>	<b>£1,341,420</b>

\*subject to DfT approval

**Forecast Expenditure 2023/24**

Forecast expenditure is as follows:

**Table 3. Forecast Expenditure 2023/24**

Functional, staffing and communications costs (includes new employees)	£398,200
Work package commitments	£573,800
<b>Total</b>	<b>£972,000</b>

**Actual Expenditure**

Actual expenditure to date is £194,100, which cover the period from 01 April 2023 to 31<sup>st</sup> May 2023,

**Budget Forecast June 2023/24**

The revised budget is constituted as follows:

**Table 3. Revised Budget Forecast 2023/24**

Funding Provision	£1,341,420
Forecast Expenditure	£972,000
<b>Contingency/risk (including redundancy)</b>	<b>£369,420</b>

Of the £369,420 identified as contingency/risk in Table 3 above, it is proposed that £211,398 is to remain in place to underwrite the risk of redundancy costs for the new core staff into next year. This is the same figure as was agreed at the January 2023 Board.

The remaining £158,022 is to act as a contingency for the work programme.

**Summary/Conclusions/Reasons for Recommendations**

Board members are asked to approve the revised budget, including the contributions by the partnership authorities.

The board is also asked to note that the committed expenditure remains affordable but is dependent upon the DfT funding for 2023/24 (£649,000) to complete the work programme and to also provide a contingency against the risk of future redundancy for the new STB core staff.

# COMMUNICATIONS & ENGAGEMENT

Update report

5 July 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 March 2023 – June 2023, as well as setting out the up-and-coming programme.

### 2. Communications activities since March 2023

Since March 2023 activity has focused on developing supporting communications for work packages as they are completed, the STB Conference and RIS3 consultation briefing materials. Communication activity was limited during the pre-election period.

#### 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 2023/2024 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:

- One-to-one responses to inbox enquiries for Peninsula Transport and managing Peninsula Rail Task Force's (PRTF) mailbox.
- PRTF Stakeholder Advisory Group - the purpose of the session was to update stakeholders on the rail strategy and seek reactions and support from strategic organisations and industry representatives.
- Great Western Co-creating an Accelerated Transport Transition Climate Hub (GW CATCH) letter of support
- Briefing on RIS3 consultation – the aim of communications was to highlight the RIS3 consultation and associated documents, and to encourage those within the region to respond. Materials included:

- Board member briefing
  - Stakeholder briefing – issued to the stakeholder database
  - Sharing of DfT and National Highways social media
  - Proactive press statement
  - Website content
- Carbon Transition Strategy briefing issued to the stakeholder database to highlight publication.

### 2.3. Online communications

#### Website

The website [www.peninsulatrtransport.org.uk](http://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:

- Carbon Transition Strategy: <https://www.peninsulatrtransport.org.uk/carbon-strategy/>
- High Level Vision Consultation Summary: <https://www.peninsulatrtransport.org.uk/wp-content/uploads/2023/03/Peninsula-Consultation-Summary-002.pdf>
- LinkedIn launch: <https://www.peninsulatrtransport.org.uk/news-articles/find-us-on-linkedin/>

#### 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 proactive content focusing on programme milestones.

The twitter trends from the last six months are shown in Table one. Provisional June insights show an increase in impressions following the STB conference. Insights include two new followers and 3,299 impressions at the time of writing.

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

Insights	Dec 2022	Jan 2023	Feb 2023	Mar 2023	Apr 2023	May 2023
Profile visits	1	77	109	308	32	60
New followers	-2	1	1	2	-2	0
Mentions	0	0	2	7	1	0
Tweet Impressions	88	285	72	338	22	795
Tweets	1	1	1	4	0	1

A LinkedIn profile was launched in March and is regularly updated with a programme of content to help build a picture of Peninsula Transport’s work to date as well as promoting new work as and when it comes online. The page currently has 60 followers.

Page link: <https://www.linkedin.com/company/peninsula-transport/>

### 2.4. Media management

- Press release: Priority actions for Peninsula Transport to support transport decarbonisation in the South West (15 May 2023): <https://www.peninsulatrtransport.org.uk/news-articles/priority-actions-for-peninsula-transport-to-support-transport-decarbonisation-in-the-south-west/>
  - Coverage on Transport and Energy: <https://transportandenergy.com/2023/05/16/peninsula-transport-decarbonisation-strategy/>



- Press statement: Peninsula Transport reaction to shaping the future of England's roads announcement (19 May)
  - Coverage on Devon Live: <https://www.devonlive.com/news/devon-news/a303-devon-somerset-border-dualling-8456835>

## 2.5. Public affairs

Briefing meetings offered to all South West MPs with a constituency in the Peninsula Transport area. Key discussion points were:

- South West Rail Resilience Programme Phase 5
- Rail Mobile Connectivity
- Devon and Cornwall Railcard
- Specific road schemes within individual constituency if applicable.

Meetings to date either with MPs or their office include: Anthony Mangnall, Gary Streeter, George Eustice, Anne Marie Morris, Lord Berkeley, Selaine Saxby, Steve Double, Mel Stride, Cherylin Mackrory, Simon Jupp, Scott Mann and James Heappey. A meeting with Derek Thomas is still to be arranged.

## 2.6. 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.

- Interchange (18-19 April): <https://www.interchange-uk.com/interchange-live-programmes>
  - Peninsula Transport was represented at the Interchange event via a joint STB stand. The event included six co-located events about integrating transport infrastructure and enabling friction-free movement of people and goods, covering big thinking, data, innovation, energy and place making.
- STB Conference 2023 (5 June):

### STB conference promotional activity from March – May

- Social media promotion
- Stakeholder reminders

### Peninsula Transport's stand

- Each STB had a stand which featured a lightbox as well as a TV for video content. Peninsula Transport used the same key messages from 2022 to ensure that the STB continued to give a consistent message to those outside the region.
- Key messages for the light box were as follows:
  - Staycations, economic recovery, new clean industries, connecting our rural communities and more – quality transport and digital connectivity is at the heart of a successful peninsula.
  - Accessible, affordable, zero-emissions transport for everyone, as well as a cleaner freight network that maximises rail and maritime opportunities to meet the decarbonisation challenge.
  - Transport investment across the peninsula could deliver £10.5bn in economic growth in a region where transport enhancement is vital to levelling up the economy.
  - Upgrading the A303/A358 corridor to a dual carriageway will generate over 17,500 jobs and deliver an estimated £28bn boost to the economy of the south west peninsula.

- Continued investment in the mainline rail network is vital for resilience and for future-proofing it against the impacts of climate change.
- Peninsula Transport’s video loop featured an image gallery to showcase the peninsula. Images of local scenery, businesses, attractions and events were used to evoke a greater sense of the peninsula as well as the transport provided. The video loop is available here as a slideshow: [https://www.canva.com/design/DAFAkijzHeo/WG9VZbDNmBsF2yOaRNdDig/view?utm\\_content=DAFAkijzHeo&utm\\_campaign=designshare&utm\\_medium=link2&utm\\_source=sharebutton](https://www.canva.com/design/DAFAkijzHeo/WG9VZbDNmBsF2yOaRNdDig/view?utm_content=DAFAkijzHeo&utm_campaign=designshare&utm_medium=link2&utm_source=sharebutton)

## STB conference overview

- Peninsula Transport representatives took part in two workshops: tackling transport inequality and exclusion and rural connectivity.
- Peninsula Transport led the main programme session on international gateways and was joined by Gareth Powell, Managing Director, Stansted Airport and John Chaplin, Director - External Affairs & Special Projects, Bristol Port, coverage is available here: <https://www.youtube.com/watch?v=OxIRIQ3qnsQ&list=PLu5chH-LtLjpiTutlDVeO203mLjnejCm&index=9&t=367s>
- Social media content was posted in real time throughout the day as well as an overarching LinkedIn post. We also shared relevant content from external sources.
- Footage from all the main programme discussions is available here: <https://www.youtube.com/playlist?list=PLu5chH-LtLjpiTutlDVeO203mLjnejCm>



### 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
  - WP07 Technology and ZEV Study
  - WP08 Rail Strategy

- WPI2 International Gateway Study
- WP25 Alternative Fuels for Freight
- MP engagement – forthcoming draft transport strategy
- Comms plan for transport strategy engagement
- First STB newsletter – launch of the draft strategy
- Stakeholder audit
- Transport Forum
- 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.

